

The New York, New Haven and Hartford Railroad Company

RICHARD JOYCE SMITH AND WILLIAM J. KIRK
Trustees

TIME TABLE No. 23

Superseding Time Table No. 22 of April 24, 1966
and Supplement No. 1 of June 12, 1966.

FOR EMPLOYES ONLY

Effective 2:01 A.M.

Sunday, October 30, 1966

Eastern Standard Time

B. W. TYLER
Vice President-Operations

F. E. MORAN, JR.
Assistant to Vice President-Operations

D. G. MacLEOD
*Superintendent
New Haven Division
N. Y. Connecting R. R.*

J. A. GREGG
*Superintendent
Boston Division*

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K. T. KELLY

Manager Passenger Transportation

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

Distance from Branford	STATIONS	Distance between Stations	321	325	287	199	197	179	177	101	103	99	185	187
			Mon. Tue. Thur. Fri.	Sun. only	Ex. Sun. and Mon	Mon only	Sun. only	Ex. Sun. and Mon	Ex. Sun.	Mon only	Sun. only	Ex. Mon.	Mon only	Ex. Mon.
						Pilgrim	Pilgrim	Pilgrim	Federal	Springfield		Springfield	New Yorker	New Yorker
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
0.00	Branford	0.00				12.10	12.32	12.42	12.50				2.55	3.20
3.04	East Haven	3.04												
6.17	Shore Line Jct.	3.13												
6.93	Air Line Jct.	0.76								1.27		2.28		
9.13	New Haven	2.20				\$ 12.23 \$ 12.38	\$ 12.45 \$ 1.03	\$ 12.55 \$ 1.20	1.04 \$ 1.27	1.32 \$ 1.52	3.00	\$ 2.33 \$ 3.10	\$ 3.03 \$ 3.23	\$ 3.33 \$ 4.03
11.18	West Haven	2.05												
15.09	Woodmont	3.91				12.43	1.10	1.27	1.34	1.59	3.07	3.18	3.30	4.15
18.10	Milford	3.01												
20.70	Devon	2.60				12.48	1.15	1.32	1.39	2.05	3.12	3.23	3.35	4.20
22.36	Stratford	1.66												
25.77	Bridgeport	3.41				\$ 12.54 \$ 1.03	\$ 1.20 \$ 1.27	\$ 1.37 \$ 1.47	1.45	\$ 2.12 \$ 2.17	\$ 3.18 \$ 3.31	\$ 3.29 \$ 3.39	\$ 3.46	\$ 4.26 \$ 4.31
30.85	Fairfield	5.08												
32.49	Southport	1.64												
34.24	Green's Farms	1.75												
37.22	Westport	2.98												
39.28	East Norwalk	2.06												
40.09	S. S. 44	0.81							2.00				4.02	4.47
40.39	South Norwalk	0.30				\$ 1.19 \$ 1.24	\$ 1.43 \$ 1.49	\$ 2.04 \$ 2.08		\$ 2.33 \$ 2.48	\$ 3.47 \$ 3.52	\$ 3.55 \$ 4.18		
42.23	Rowayton	1.84												
43.67	Darien	1.44												
44.91	Noroton Heights	1.24												
46.25	Glenbrook	1.34												
48.36	Stamford	2.11	12.05	12.30	12.40	\$ 1.32 \$ 1.50	\$ 1.57 \$ 2.10	\$ 2.18 \$ 2.40	2.08	\$ 2.55 \$ 3.10	\$ 4.00 \$ 4.15	\$ 4.28 \$ 4.43	\$ 4.15	\$ 4.56 \$ 5.01
50.07	Old Greenwich	1.71	\$ 12.08	\$ 12.33	\$ 12.43									
51.11	Riverside	1.04	\$ 12.11	\$ 12.36	\$ 12.46									
51.78	Cos Cob	0.67	\$ 12.13	\$ 12.38	\$ 12.48									
53.28	Greenwich	1.50	\$ 12.18	\$ 12.43	\$ 12.53									
55.76	Port Chester	2.48	\$ 12.23	\$ 12.48	\$ 12.57	1.59	2.19	2.50	2.17	3.19	4.25	4.52	4.24	5.11
57.33	Rye	1.57	\$ 12.26	\$ 12.51	\$ 1.00									
59.24	Harrison	1.91	\$ 12.29	\$ 12.54	\$ 1.03									
60.94	Mamaroneck	1.70	\$ 12.33	\$ 12.58	\$ 1.07									
62.74	Larchmont	1.80	\$ 12.37	\$ 1.02	\$ 1.11									
64.83	New Rochelle	2.09	\$ 12.41	\$ 1.06	\$ 1.16									
65.16	New Rochelle Jct.	0.33				2.09	2.29	3.01	2.27	3.29	4.34	5.02	4.34	5.22
68.64	S. S. 14	*3.48				2.14	2.34	3.07	2.31				4.39	5.28
74.07	S. S. 4	5.43				2.21	2.41	3.15	2.37				q 4.46 4.51	q 5.33 5.40
74.85	S. S. 3	0.78												
76.38	Harlem River	1.53												
80.40	Harold	6.33				2.33	2.53	3.28	2.48				5.03	5.52
84.30	Penn. Station	3.90				2.40	3.00	3.35	2.55				5.10	6.00
66.26	Pelham	*1.10	\$ 12.44	\$ 1.09	\$ 1.19									
66.91	Columbus Avenue	0.65	\$ 12.47	\$ 1.12	\$ 1.21									
67.66	Mount Vernon	0.75	\$ 12.51	\$ 1.16	\$ 1.25									
68.62	S. S. 20	0.96								3.33	4.38	5.06		
69.65	Woodlawn	1.03	12.55	1.20	1.29					3.35	4.40	5.08		
81.41	Grand Cen. Ter.	11.76	1.17 A M	1.42 A M	1.50 A M					3.55 A M	5.01 A M	5.30 A M		
			boy	by	bwy			b		b	y	py	q	q

* Mileage from New Rochelle Jct.

● Mileage from S. S. 4.

○ Train 321 will not run on Tuesdays, Thursdays and Fridays except Friday, Nov. 25, 1966, Thursday, Feb. 23, 1967 and Tuesdays, Dec. 27, 1966; Jan. 3, 1967.

p Train 99 will not run between New Haven and New York on Sundays.

q Trains 185 and 187 stop at S. S. 4 to leave express cars.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	201	203	301	205	3	207	361	303	391	209	211	363
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat.	Daily	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
	A M	A M	A M	A M	Owl A M	A M	A M	A M	A M	A M	A M	A M
Branford.....					↓ 5.20							
East Haven.....												
Shore Line Jct.....												
Air Line Jct.....												
New Haven.....					s 5.34 5.52		5.44		6.12			6.13
West Haven.....												
Woodmont.....					6.00							
Milford.....					r 6.03	s 5.55		s 6.23				s 6.27
Devon.....					6.06	5.59		6.27				6.31
Stratford.....						s 6.02		s 6.30				s 6.34
Bridgeport.....					s 6.16	s 6.03		s 6.33				s 6.40
Fairfield.....						s 6.16		s 6.44				s 6.48
Southport.....						s 6.20		s 6.48				
Green's Farms.....					6.26	s 6.24		s 6.52				
Westport.....						s 6.31		s 6.59				s 6.58
East Norwalk.....						s 6.35		s 7.03				s 7.02
S. S. 44.....												
South Norwalk.....					gr 6.33	s 6.40		s 7.08				³⁴⁹ 7.07
Rowayton.....						s 6.44		s 7.12				s 7.11
Darien.....						s 6.49		s 7.17				s 7.15
Noroton Heights.....						s 6.53		s 7.20				s 7.19
Glenbrook.....						s 6.57		s 7.23				
Stamford.....	5.10	6.10	6.20	6.30	s 6.44	6.47	s 7.01	7.03	s 7.28	t 7.05	7.13	7.24
Old Greenwich.....	s 5.13	s 6.13	s 6.23	s 6.33		s 6.51		s 7.06			s 7.16	
Riverside.....	s 5.16	s 6.16	s 6.26	s 6.36		s 6.54		s 7.09			s 7.19	
Cos Cob.....	s 5.18	s 6.18	s 6.28	s 6.38	6.49	s 6.56		s 7.11			s 7.21	
Greenwich.....	s 5.22	s 6.22	s 6.33	s 6.42		s 7.03	s 7.10	s 7.15	s 7.36		s 7.25	
Port Chester.....	s 5.27	s 6.27	s 6.39	s 6.47	6.53	s 7.08	7.14	s 7.20	s 7.41	s 7.20	s 7.30	7.33
Rye.....	s 5.30	s 6.30	s 6.43	s 6.51		s 7.12		s 7.23		s 7.23		
Harrison.....	s 5.33	s 6.33	s 6.46	s 6.54		s 7.16		s 7.27		s 7.27		
Mamaroneck.....	s 5.36	s 6.36	s 6.50	s 6.57		s 7.20	7.20	s 7.31	7.48	s 7.31		
Larchmont.....	s 5.39	s 6.40	s 6.54	s 7.01		s 7.24		s 7.35		s 7.35	s 7.38	
New Rochelle.....	s 5.43	s 6.44	s 7.00	s 7.06		s 7.28		s 7.40		s 7.40	s 7.44	
New Rochelle Jct.....					7.03		7.24		7.52		7.45	7.42
S. S. 14.....												
S. S. 4.....												
S. S. 3.....												
Harlem River.....												
Harold.....												
Penn. Station.....												
Pelham.....	s 5.46	s 6.47	s 7.03	s 7.09		s 7.31		s 7.43		s 7.43		
Columbus Avenue.....	s 5.48	s 6.49	s 7.05	s 7.11		s 7.33		s 7.45		s 7.45		
Mount Vernon.....	s 5.51	s 6.52	s 7.08	s 7.14		s 7.36		s 7.49		s 7.49		
S. S. 20.....												
Woodlawn.....	5.55	6.55	7.12	7.17	7.09	7.40	7.30	7.55	7.58	7.55	7.52	7.48
Grand Cen. Ter.....	6.15	7.16	7.33	7.38	7.30	8.02	7.52	8.17	8.20	8.17	8.14	8.10
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
	y z	b y z	y	b v	r y	y z	b y z	b y	b y	b t y z	b y z	b j y z

j Train 349 take siding on track 5 east, South Norwalk, for train 363 to pass.

r Train 3 make "s" stop at Milford and South Norwalk on "z" holidays.

t Train 209 will not make station stop at Stamford.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	169	213	215	217	219	221	223	225	305	349	227	229	365	393
	Daily	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Mon. Wed. Thur. Sat. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Mon. Wed. Thur. Sat.
	Spring-field									Danbury				
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Branford.....														
East Haven.....														
Shore Line Jct.....														
Air Line Jct.....	6.17													
New Haven.....	s 6.22 6.35												6.37	6.39
West Haven.....														
Woodmont.....	6.42													
Milford.....													s 6.49	s 6.51
Devon.....	6.47												6.53	6.55
Stratford.....														s 6.58
Bridgeport.....	s 6.56												s 7.01	s 7.04
Fairfield.....													s 7.10	s 7.12
Southport.....													s 7.16	s 7.16
Green's Farms.....	7.05												s 7.19	s 7.20
Westport.....														s 7.25
East Norwalk.....													s 7.28	s 7.29
S. S. 44.....	7.12													
South Norwalk.....										7.03 363 7.04 Sp 7.15				s 7.34
Rowayton.....										s 7.19			s 7.36	s 7.37
Darien.....										s 7.23			s 7.42	s 7.42
Noroton Heights.....										s 7.26			s 7.47	s 7.45
Glenbrook.....										s 7.29				s 7.48
Stamford.....	o 7.20	q 7.19	q 7.22	q 7.27	q 7.30	q 7.26	q 7.38	7.30	7.35	s 7.33 7.40		7.45	7.53	s 7.53
Old Greenwich.....								s 7.34	s 7.38			s 7.48		s 7.57
Riverside.....								s 7.38	s 7.41			s 7.51		
Cos Cob.....								s 7.40	s 7.43			s 7.53	7.57	
Greenwich.....		7.28	7.31			7.38		s 7.44	s 7.47	s 7.50		s 7.57		
Port Chester.....	7.28	s 7.35	s 7.40	7.36	7.39	s 7.45	7.46	s 7.50	s 7.52	s 7.56		s 8.02	8.02	8.05
Rye.....		s 7.39	s 7.44			s 7.48			s 7.56			s 8.06		
Harrison.....		s 7.43	s 7.48			s 7.53			s 7.59			s 8.10		
Mamaroneck.....		s 7.47	s 7.52	7.42	7.45	s 7.58	7.52	7.58	s 8.02	8.03		s 8.14		
Larchmont.....		s 7.52	s 7.58			s 8.05			s 8.08			s 8.18		
New Rochelle.....			s 8.04	s 7.50	s 7.59	s 8.12	s 8.07		s 8.11		8.20	s 8.24		
New Rochelle Jct....	7.38	7.56	8.06			8.14		8.02		8.09		8.25	8.12	8.14
S. S. 14.....	7.44													
S. S. 4.....	7.51													
S. S. 3.....														
Harlem River.....														
Harold.....	8.03													
Penn. Station.....	8.10													
Pelham.....				s 7.55	s 8.03		s 8.11		s 8.14		s 8.24			
Columbus Avenue.....				s 7.58	s 8.06		s 8.15		s 8.16		s 8.27			
Mount Vernon.....				s 8.01	s 8.10		s 8.20		s 8.19		s 8.32			
S. S. 20.....														
Woodlawn.....		8.03	8.12	8.05	8.14	8.20	8.24	8.08	8.23	8.16	8.36	8.32	8.18	8.20
Grand Cen. Ter.....		8.25	8.33	8.27	8.35	8.42	8.46	8.30	8.44	8.38	8.58	8.53	8.40	8.42
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
	o	bkqy	bqz	bqyz	bkq	bqyz	bqz	byz	xy	bpz	byz	byz	byz	bxy

o Train 169 on Sundays and "z" holidays make "s" stop at Stamford and use No. 3 track.
 p Train 349 take siding on track 5 east, South Norwalk, for train 363 to pass.

q Trains 213, 215, 217, 219, 221 and 223 will not make station stop at Stamford.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	367	231	233	331	235	353		307	237		333	369	241	351
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.		Sat. only	Ex. Sat. and Sun.		Ex. Sat. and Sun.	Ex. Sun.	Daily	Ex. Sat. and Sun.
				New Canaan		Danbury					New Canaan			
	A M	A M	A M	A M	A M	A M		A M	A M		A M	A M	A M	A M
Branford														
East Haven														
Shore Line Jct.														
Air Line Jct.														
New Haven	6 55											7.18		o 7.48
West Haven														
Woodmont														7.57
Milford	s 7.07											s 7.31		
Devon	7.11											7.35		8.03
Stratford	s 7.14											s 7.38		
Bridgeport	s 7.21											s 7.45		8.09
Fairfield												s 7.53		
Southport												s 7.58		
Green's Farms												s 8.02		
Westport	s 7.37											s 8.10		
East Norwalk														
S. S. 44						7.47								8.26
South Norwalk	s 7.44					s 7.49						s 8.17		s 8.30
Rowayton						s 7.53								
Darien	7.50					s 7.57						8.22		s 8.37
Noroton Heights						s 8.01								s 8.41
Glenbrook														
Stamford	7.56	q 7.58	7.55	s 8.01	8.04	s 8.08		8.12	8.15		s 8.23	hr 8.28	8.30	s 8.47
Old Greenwich			s 8.00		s 8.07								s 8.33	
Riverside			s 8.04		s 8.11								s 8.36	
Cos Cob		8.03		8.06	s 8.13	8.13					8.28		s 8.38	
Greenwich		s 8.09	8.10		s 8.17			s 8.19	c 8.22				s 8.42	s 8.55
Port Chester	8.06	s 8.14	8.14	8.11	s 8.22	8.18		s 8.24	s 8.27		8.33	8.37	s 8.47	s 9.00
Rye		s 8.18						s 8.27	s 8.31				s 8.50	s 9.04
Harrison					s 8.27			s 8.30	s 8.34				s 8.53	
Mamaroneck					s 8.31			s 8.34	s 8.38				s 8.56	
Larchmont		s 8.28			s 8.35			s 8.38	s 8.42				s 9.00	
New Rochelle								s 8.42	s 8.46				s 9.04	s 9.13
New Rochelle Jct.	8.16	8.32	8.23	8.20	8.39	8.28					8.42	8.46		9.14
S. S. 14														
S. S. 4														
S. S. 3														
Harlem River														
Harold														
Penn. Station														
Pelham								s 8.45	s 8.50					s 9.07
Columbus Avenue								s 8.48	s 8.53					s 9.09
Mount Vernon								s 8.52	s 8.57					s 9.12
S. S. 20					8.43									
Woodlawn	8.22	8.38	8.30	8.27	8.45	8.34		8.55	9.00		8.48	8.52	9.15	9.20
Grand Cen. Ter.	8.44	9.00	8.51	8.48	9.07	8.56		9.17	9.21		9.10	9.14	9.36	9.42
	A M	A M	A M	A M	A M	A M		A M	A M		A M	A M	A M	A M
	byz	bkq	byz	byz	byz	byz		by	byz		bky	bryz	by	boyz

o Train 351 will not make station stop at New Haven.
 q Train 231 will handle coach passengers from Greenwich, Rye and Larchmont only. Does not make station stop at Stamford.

r Train 369 will make "s" stop at Stamford on Nov. 8, 1966 and Feb. 13, 1967.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	401	67	243		309	371	451		343		377		373
	Ex. Sat. and Sun. S'Liner New London	Ex. Sun. Bankers	Ex. Sat. and Sun.		Sat. only	Ex. Sat. and Sun.	Daily Waterbury S'Liner		Ex. Sat. and Sun. Danbury S'Liner		Sat. Sun. Mon. Wed. Thur.		Ex. Sat. and Sun.
	A M	A M	A M		A M	A M	A M		A M		A M		A M
Branford	s 7.26												
East Haven													
Shore Line Jct.													
Air Line Jct.													
New Haven	7.40	s 7.49 7.54 8.02				8.05					8.35		8.35
West Haven													
Woodmont		8.09											8.44
Millford						s 8.17					s 8.46		
Devon		8.14				8.22	8.43				8.50		8.49
Stratford													
Bridgeport		u 8.19				s 8.31	8.50				s 8.58		s 8.56
Fairfield						s 8.39					s 9.08		
Southport						s 8.43					s 9.12		s 9.05
Green's Farms						s 8.47							
Westport						s 8.53					s 9.19		s 9.13
East Norwalk													
S. S. 44		8.33							9.10				
South Norwalk						s 9.00			9.11		s 9.24		s 9.20
Rowayton													
Darien						s 9.07					s 9.29		s 9.26
Noroton Heights													
Glenbrook													
Stamford		8.41			9.00	s 9.15					s 9.36		s 9.34
Old Greenwich					s 9.03								
Riverside					s 9.06								
Cos Cob					s 9.08								
Greenwich			p 9.10		s 9.12	s 9.23					s 9.45		
Port Chester		8.50	s 9.17		s 9.17	s 9.29					s 9.51		9.43
Rye			s 9.20		s 9.20								
Harrison			s 9.23		s 9.23								
Mamaroneck			s 9.27		s 9.27	9.34							
Larchmont			s 9.31		s 9.31								
New Rochelle			s 9.35		s 9.35								
New Rochelle Jct.		9.00				9.39					10.01		9.52
S. S. 14													
S. S. 4													
S. S. 3													
Harlem River													
Harold													
Penn. Station													
Pelham			s 9.38		s 9.38								
Columbus Avenue			s 9.40		s 9.40								
Mount Vernon			s 9.44		s 9.44								
S. S. 20											10.05		9.56
Woodlawn		9.06	9.48		9.48	9.45					10.07		9.58
Grand Cen. Ter.		9.27	10.10		10.10	10.06					10.28		10.19
	A M	A M	A M		A M	A M	A M		A M		A M		A M
	b z	b u	b p y z		b y	b y z	q		b z		b x y		b y z

p Train 243 originates at S. S. 28 and will not make station stop at Greenwich.

u Train 67 make "s" stop at Bridgeport on "z" holidays.

q Train 451 "no baggage" on Saturdays and Sundays.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	69	245	247	65	61	381	249	141	313	251	181	91	17	415
	Ex. Sun.	Daily	Ex. Sat. and Sun.	Sun. only	Sat. only	Ex. Sun.	Daily	Ex. Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sun.	Sun. only	Sun Mon Wed. Thur.	Ex. Sun.
	Nathan Hale			Spring-field	Spring-field			Berk-shire			Hell Gate	Spring-field	May-flower	Spring-field S'liner
Branford	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
East Haven											↓ 9.58		10.14	
Shore Line Jct.														
Air Line Jct.	8.46			8.58	9.12								10.15	
New Haven	S 8.51 9.00			S 8.58 9.08 9.11	9.17 9.24	9.25					S 10.10 10.25	S 10.20 10.28	S 10.28 10.34	10.43 10.48
West Haven														
Woodmont	9.07			9.18	9.31						10.32	10.35	10.41	
Milford						S 9.37								
Devon	9.12			9.23	9.36	9.40					10.37	10.40	10.46	
Stratford						S 9.42								
Bridgeport	9.17			S 9.31	S 9.43	S 9.48					S 10.46	S 10.49	10.51	
Fairfield						S 9.55								
Southport														
Green's Farms					9.52									
Westport						S 10.04						S 11.03		
East Norwalk														
S. S. 44	9.32				9.58			10.30			11.02		11.05	
South Norwalk				S 9.50		S 10.10		S 10.35			↓	S 11.10		
Rowayton														
Darien						S 10.15								
Noroton Heights						S 10.19								
Glenbrook														
Stamford	9.40	9.45		S 10.01	10.06	S 10.26	10.30	S 10.45	11.06	11.05	S 11.15	S 11.20	11.13	
Old Greenwich		S 9.48					S 10.33		S 11.08					
Riverside		S 9.51					S 10.36		S 11.11					
Cos Cob		S 9.53		10.06			S 10.38	10.48	S 11.13		11.18			
Greenwich		S 9.57	P 10.00			S 10.34	S 10.42		S 11.17					
Port Chester	9.47	S 10.02	S 10.17	10.10	10.13	S 10.41	S 10.47	10.52	S 11.22	S 11.22	11.22	11.29	11.21	
Rye		S 10.05	S 10.20				S 10.50		S 11.25	S 11.25				
Harrison		S 10.08	S 10.23				S 10.53		S 11.28	S 11.28				
Mamaroneck		S 10.12	S 10.27				S 10.57		S 11.32	S 11.32				
Larchmont		S 10.16	S 10.31				S 11.01		S 11.36	S 11.36				
New Rochelle		S 10.21	S 10.35				S 11.05		S 11.40	S 11.40				
New Rochelle Jct.	9.56			10.19	10.23	10.51		11.01			11.32	11.38	11.30	
S. S. 14											11.36			
S. S. 4											11.42			
S. S. 3														
Harlem River														
Harold											11.53			
Penn. Station											12.00			
Pelham		S 10.24	S 10.38				S 11.08		S 11.43	S 11.43				
Columbus Avenue		S 10.26	S 10.40				S 11.11		S 11.45	S 11.45				
Mount Vernon		S 10.30	S 10.44				S 11.14		S 11.48	S 11.48				
S. S. 20						10.55						11.43		
Woodlawn	10.02	10.34	10.48	10.25	10.29	10.57	11.19	11.07	11.52	11.52		11.44	11.36	
Grand Cen. Ter.	10.23	10.56	11 10	10.46	10.50	11.18	11.40	11.28	12.13	12.13		12.05	11.57	
	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	NOON	P M	A M	A M
	b y	b y	b p y z	b y	b y	b y	b y	b y	b y	b q y z	t z	b y	b x y	b u

p Train 247 originates at S. S. 28 and will not make station stop at Greenwich.

q Train 251 will not make station stop at Stamford.

t Train 181 must not exceed 35 M.P.H. at South Norwalk to leave U. S. mail.

u Train 415 standard equipment on Saturdays and "z" holidays.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	453	253	171	19		255	257	9	75	71	259	173	261	13
	Daily	Daily	Daily	Sat. only		Ex. Sat. and Sun.	Daily	Ex. Sat. and Sun.	Sun. only	Ex. Sun.	Daily	Daily	Daily	Daily
	Waterbury S'liner		Colonial	May-flower				May-flower	Spring-field	Spring-field		Senator		The 42nd St.
	A M	A M	A M	A M		P M	P M	A M	A M	A M	P M	P M	P M	P M
Branford			10.34	11.13				11.34				12.42		1.38
East Haven														
Shore Line Jct.														
Air Line Jct.									11.44	11.44				
New Haven			S 10.46 S 10.54	S 11.25 S 11.33				S 11.46 S 11.53	S 11.49 S 11.59	S 11.49 S 12.03		S 12.54 S 1.03		S 1.50 S 2.02
West Haven														
Woodmont			11.01	11.41				12.01	12.07			1.10		2.10
Milford										s12.17				
Devon	11.00		11.06	11.46				12.06	12.12	12.20		1.15		2.15
Stratford														
Bridgeport	11 07		s11.14	11.51				12.11	s12.19	s 12.26 s 12.31		s 1.23		2.20
Fairfield										s12.41				
Southport										s12.45				
Green's Farms														
Westport										s12.52				
East Norwalk														
S. S. 44			11.29	12.05				12.25				1.39		2.34
South Norwalk									s12.35	s 1.00				
Rowayton														
Darien										s 1.07				
Noroton Heights														
Glenbrook														
Stamford		11.30	s11.38	12.13		u12.01	12.30	12.34	s12.45	s 1.17	1.30	s 1.50	2.30	2.42
Old Greenwich		s11.33					s12.33				s 1.33		s 2.33	
Riverside		s11.36					s12.36				s 1.36		s 2.36	
Cos Cob		s11.38	11.43				s12.38	12.50	1.22		s 1.38	1.55	s 2.38	
Greenwich		s11.42					s12.42				s 1.42		s 2.42	
Port Chester		s11.47	11.47	12.20		s12.22	s12.47	12.42	12.54	1.26	s 1.47	1.59	s 2.47	2.49
Rye		s11.50				s12.25	s12.50				s 1.50		s 2.50	
Harrison		s11.53				s12.28	s12.53				s 1.53		s 2.53	
Mamaroneck		s11.57				s12.32	s12.57				s 1.56		s 2.56	
Larchmont		s12.01				s12.36	s 1.01				s 2.00		s 3.00	
New Rochelle		s12.05				s12.40	s 1.05				s 2.04		s 3.04	
New Rochelle Jct.			11.57	12.29				12.52	1.03	1.35		2.09		2.58
S. S. 14			12.01									2.14		
S. S. 4			12.07									2.21		
S. S. 3														
Harlem River														
Harold			12.18									2.33		
Penn. Station			12.25									2.40		
Pelham		s12.08				s12.43	s 1.08				s 2.07		s 3.07	
Columbus Avenue		s12.10				s12.45	s 1.10				s 2.10		s 3.09	
Mount Vernon		s12.14				s12.49	s 1.14				s 2.14		s 3.12	
S. S. 20														
Woodlawn		12.18		12.35		12.54	1.18	12.58	1.09	1.41	2.17		3.16	3.04
Grand Cen. Ter.		12.40		12.56		1.15	1.40	1.20	1.30	2.02	2.38		3.37	3.25
	A M	P M	P M	P M		P M	P M	P M	P M	P M	P M	P M	P M	P M
	q	b y	b	b y		b u y z	b y	b y z	b y	y	y	b	b y z	b y

q Train 453 "no baggage" on Saturdays and Sundays.

u Train 255 will not make station stop at Stamford.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	81	263	77	265	267	399	1201	455	269	175	53	271	383	143
	Sun. only	Daily	Ex. Sun.	Ex. Sat. and Sun.	Daily	Daily	Ex. Sat. and Sun.	Daily	Ex. Sat.	Daily	Daily	Daily	Ex. Sat. and Sun.	Ex. Sun.
	Spring-field		Spring-field				D. H.	Waterbury Shore-liner		Patriot	Spring-field			Danbury
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Branford										3.38				
East Haven														
Shore Line Jct.														
Air Line Jct.	1 54		1.51								3.48			
New Haven	S 1 59 2 08		S 1.56 2.07			3.25				S 3.50 3.58	S 3.53 4.02		4.15	
West Haven														
Woodmont	2.16		2.15							4.05	4.10			
Milford						S 3.37							S 4.26	
Devon	2.21		2.20			3.40		4.01		4.10	4.15		4.30	
Stratford						S 3.43							S 4.33	
Bridgeport	S 2 28		S 2.29			S 3.49		4.08		S 4.19	S 4.23		S 4.40	
Fairfield	S 2.36		S 2.38			S 3.57							S 4.48	
Southport						S 4.01								
Green's Farms										4.28				
Westport	S 2.45		S 2.47			S 4.07							S 4.58	
East Norwalk														
S. S. 44										4.34	4.38			5.13
South Norwalk	S 2.51		S 2.57			S 4.13					4.39		S 5.05	S 5.17
Rowayton														
Darien			S 3.04			S 4.18							S 5.10	S 5.23
Noroton Heights														
Glenbrook														
Stamford	S 3.02	3.10	S 3.18	3.35	4.00	S 4.24	4.35		4.40	r 4.42	S 4.47	5.10	S 5.20	S 5.32
Old Greenwich		S 3.13		S 3.38	S 4.03				S 4.43			S 5.13		
Riverside		S 3.16		S 3.41	S 4.06				S 4.46			S 5.16		
Cos Cob	3.07	S 3.18	3.24	S 3.43	S 4.08	4.29			S 4.48		4.52	S 5.18		
Greenwich		S 3.22		S 3.47	S 4.12				S 4.52			S 5.22	S 5.27	
Port Chester	3.11	S 3.27	3.28	S 3.52	S 4.17	4.33	4.45		S 4.57	4.49	4.56	S 5.27	S 5.32	5.41
Rye		S 3.30		S 3.55	S 4.20				S 5.00			S 5.30		
Harrison		S 3.33		S 3.58	S 4.23				S 5.03			S 5.33		
Mamaroneck		S 3.36		S 4.01	S 4.26				S 5.06			S 5.37	5.38	5.46
Larchmont		S 3.40		S 4.05	S 4.30				S 5.11			S 5.41		
New Rochelle		S 3.45		S 4.09	S 4.34				S 5.16			S 5.46		
New Rochelle Jct.	3.20		3.38			4.43	4.55			4.58	5.05		5.42	5.51
S. S. 14										5.02				
S. S. 4										5.08				
S. S. 3														
Harlem River														
Harold										5.18				
Penn. Station										5.25				
Pelham		S 3.48		S 4.12	S 4.37				S 5.19			S 5.49		
Columbus Avenue		S 3.50		S 4.14	S 4.39				S 5.22			S 5.52		
Mount Vernon		S 3.53		S 4.17	S 4.42				S 5.26			S 5.56		
S. S. 20														
Woodlawn	3.26	3.56	3.44	4.20	4.46	4.50	5.03		5.31		5.11	5.59	5.48	5.57
Grand Cen. Ter.	3.47	4.17	4.05	4.41	5.08	5.11	5.25		5.53		5.32	6.20	6.09	6.18
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
	y	b y	y	b y z	b y	b y	z	t	y z	b r	b y	b y	y	y

r Train 175 make "s" stop at Stamford on Sundays and "z" holidays.

t Train 455 "no baggage" on Saturdays and Sundays.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	273	145	1203		79	275		15	379		83	277	397
	Ex. Sat. and Sun.	Sun. only	Ex. Sat. and Sun.		Ex. Sat. and Sun.	Daily		Daily	Ex. Sun.		Daily	Daily	Sun. Mon. Thur.
		Danbury	D. H.		Springfield			Puritan			Springfield		
	P M	P M	P M		P M	P M		P M	P M		P M	P M	P M
Branford								5.24					
East Haven													
Shore Line Jct.													
Air Line Jct.					5.05						5.40		
New Haven					s 5.10 5.20			s 5.36 5.45	5.46		s 5.45 5.57		6.15
West Haven													
Woodmont					5.27			5.53			6.05		
Milford									s 6.00				s 6.26
Devon					6.32			5.58	6.03		6.10		6.30
Stratford									s 6.06				s 6.33
Bridgeport					s 5.41			s 6.06	s 6.10 6.16		s 6.19		s 6.39
Fairfield									s 6.30				s 6.47
Southport									s 6.34				s 6.51
Green's Farms								6.16	s 6.37		6.29		
Westport									s 6.41 6.49				s 6.57
East Norwalk													
S. S. 44		5.34	5.35					6.23					
South Norwalk		s 5.37			s 5.58				s 6.54 7.09		s 6.37		s 7.03
Rowayton													
Darien		s 5.43			s 6.03				s 7.19				s 7.08
Noroton Heights													
Glenbrook													
Stamford	5.35	s 5.52	5.45		s 6.11	6.20		6.31	u 7.25 7.30		s 6.48	7.05	s 7.15
Old Greenwich	s 5.38					s 6.23						s 7.08	
Riverside	s 5.41					s 6.26						s 7.11	
Cos Cob	s 5.43					s 6.28					6.53	s 7.13	
Greenwich	s 5.47					s 6.32			m 7.47			s 7.17	s 7.22
Port Chester	s 5.52	6.01			6.20	s 6.37		6.39	7.51		6.57	s 7.22	s 7.27
Rye	s 5.55					s 6.40						s 7.25	
Harrison	s 5.58					s 6.43						s 7.28	
Mamaroneck	s 6.02					s 6.47						s 7.31	7.33
Larchmont	s 6.06					s 6.51						s 7.35	
New Rochelle	s 6.10					s 6.55			m 8.00 8.12			s 7.39	
New Rochelle Jct.		6.10			6.29			6.48			7.06		7.38
S. S. 14													
S. S. 4													
S. S. 3													
Harlem River													
Harold													
Penn. Station													
Pelham	s 6.13					s 6.58						s 7.42	
Columbus Avenue	s 6.15					s 7.00						s 7.44	
Mount Vernon	s 6.19					s 7.04			m 8.25			s 7.47	
S. S. 20		6.14			6.33								
Woodlawn	6.23	6.16			6.35	7.08		6.54	8.29		7.12	7.50	7.44
Grand Cen. Ter.	6.45	6.37			6.56	7.28		7.15	8.50		7.33	8.11	8.05
	P M	P M	P M		P M	P M		P M	P M		P M	P M	P M
	b y z	b y	z		y z	b y		y	u z		y	b y	b t y

t Train 397 will not run on Mondays and Thursdays except Thursday, Nov. 24, 1966 and Mondays, Dec. 26, 1966; Jan. 2, 1967.

u Train 379 will not carry passengers west of Stamford.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	1205		457	29	459	279	27	85	385	281	147	33	283	89
	Ex. Sat. and Sun.		Ex. Sun.	Daily	Sun. only	Daily	Daily	Sun. Mon.	Sun. Mon.	Daily	Sun. only	Daily	Daily	Sun Mon Wed. Thur.
	D. H.		Waterbury S'liner	Gilt Edge	Waterbury S'liner		Merchants	Springfield			Pittsfield	Sundown		Springfield
	P M		P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Branford				6.45			7.34					8.45		
East Haven														
Shore Line Jct.														
Air Line Jct.								7.44						8.56
New Haven				s 7.05			s 7.53	s 7.49 7.57	8.00			s 8.58 9.07		s 9.01 9.10
West Haven														
Woodmont				7.12			8.01	8.04				9.15		
Milford									s 8.11					s 9.23
Devon			7.12	7.17	8.03		8.06	8.09	8.14			9.20		9.26
Stratford														
Bridgeport			7.19	s 7.26	8.10		8.11	s 8.16	s 8.21			s 9.28		s 9.34
Fairfield									s 8.28					
Southport									s 8.32					
Green's Farms														
Westport									s 8.39					s 9.50
East Norwalk														
S. S. 44	7.35						8.25	8.32			9.15	9.43		
South Norwalk				s 7.44					s 8.45		c 9.18			s 9.58
Rowayton														
Darien									s 8.50					
Noroton Heights														
Glenbrook														
Stamford	7.45			s 7.56		8.00	8.33	s 8.41	s 8.57	9.00	c 9.28	s 9.53	10.00	s10.09
Old Greenwich						s 8.03				s 9.03			s10.03	
Riverside						s 8.06				s 9.06			s10.06	
Cos Cob				8.02		s 8.08		8.46		s 9.08	9.34	9.58	s10.08	10.14
Greenwich						s 8.12			s 9.05	s 9.12			s10.12	
Port Chester				8.06		s 8.17	8.40	8.50	s 9.10	s 9.17	9.38	10.02	s10.17	10.18
Rye						s 8.20				s 9.20			s10.20	
Harrison						s 8.23				s 9.23			s10.23	
Mamaroneck						s 8.26				s 9.26			s10.27	
Larchmont						s 8.30				s 9.30			s10.31	
New Rochelle						s 8.34			s 9.21	s 9.34			s10.36	
New Rochelle Jct.				8.16			8.49	9.00			9.48	10.12		10.28
S. S. 14														
S. S. 4														
S. S. 3														
Harlem River														
Harold														
Penn. Station														
Pelham						s 8.37				s 9.37			s10.39	
Columbus Avenue						s 8.39				s 9.39			s10.43	
Mount Vernon						s 8.42				s 9.42			s10.47	
S. S. 20									9.26					
Woodlawn				8.23			8.45	8.55	9.06	9.28	9.45	9.54	10.19	10.34
Grand Cen. Ter.				8.45			9.05	9.16	9.27	9.50	10.06	10.15	10.40	10.55
	P M		P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
	z		o	b y	b	b y	b y	b q y	b q y	b y	t y	b y	y	b x y

o Train 457 "no baggage" on Saturdays; Will not run Dec. 26, 1966; Jan. 2, 1967.
 q Trains 85 and 385 will not run Mondays except Dec. 26, 1966; Jan. 2, 1967.

t Train 147 will not run Dec. 25, 1966; Jan. 1, 1967.

BRANFORD TO HAROLD AND WOODLAWN

WESTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	59	191	43	285	51	97	93						
	Ex. Sun.	Ex. Sun.	Sun. Mon.	Daily	Sun Mon Wed. Thur.	Ex. Sat. and Sun.	Sat. only						
	Springfield	Mail and Express	Pershing Square		Springfield	Springfield	Springfield						
	P M	P M	P M	P M	P M	P M	P M						
Branford		9.05	9.54										
East Haven													
Shore Line Jct.													
Air Line Jct.	8.55				10.43	11.06	11.07						
New Haven	S 9.00 9.22	m 9.17 9.43	S 10.07 10.16		S 10.48 11.03	S 11.11 11.25	S 11.13 11.25						
West Haven													
Woodmont	9.29	9.50	10.22										
Milford					s11.14	s11.36	s11.37						
Devon	9.34	9.55	10.27		11.18	11.40	11.41						
Stratford													
Bridgeport	S 9.39 9.50	m 10.01 10.09	s10.35		s11.29	S 11.45 11.53	s11.52						
Fairfield													
Southport													
Green's Farms													
Westport	s10.05				s11.41	s12.07	s12.05						
East Norwalk													
S. S. 44		10.25	10.50										
South Norwalk	S 10.10 10.18				s11.48	S 12.11 12.17	s12.12						
Rowayton													
Darien													
Noroton Heights													
Glenbrook													
Stamford	S 10.28 10.33	m 10.34 10.42	s11.01		11.05	s12.00	S 12.25 12.32	s12.23					
Old Greenwich					s11.08								
Riverside					s11.11								
Cos Cob	10.38	10.47			s11.13								
Greenwich					s11.17								
Port Chester	10.42	10.51	11.10		s11.22	12.09	12.41	12.32					
Rye					s11.25								
Harrison					s11.28								
Mamaroneck					s11.31								
Larchmont					s11.35								
New Rochelle					s11.39								
New Rochelle Jct.	10.52	11.02	11.20		12.19	12.50	12.41						
S. S. 14		11.06											
S. S. 4		11.12											
S. S. 3													
Harlem River													
Harold		11.23											
Penn. Station		11.30											
Pelham					s11.42								
Columbus Avenue					s11.44								
Mount Vernon					s11.47								
S. S. 20			11.24		12.23	12.54	12.45						
Woodlawn	10.58		11.26		11.50	12.25	12.56	12.47					
Grand Cen. Ter.	11.20		11.47		12.11	12.46	1.18	1.08					
	P M	P M	P M		A M	A M	A M	A M					
	y z	z	q y		b y	x y	y z	y					

q Train 43 will not run Mondays except Dec. 26, 1966; Jan. 2, 1967.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

Distance from Gr. Ct. Ter.	Distance from Penn. Sta.	STATIONS	Distance between Stations	56		318		194		2		60		4		32		200		300	
				Ex. Sun.	Sat. and Sun. only	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Sun. only	Sun. only	Sun. only	Ex. Sat. and Sun.	Sat. and Sun. only							
				Spring-field	Mail	Owl	Spring-field	Owl	Boston	A M	A M										
0.00		Grand Cen. Ter. D	0.00	A M 12.01	A M 12.26	A M	A M 12.40		A M 12.51	A M 12.59	A M							A M 1.15	A M 1.36		
11.76		Woodlawn N	11.76	12.22	12.48		1.01		1.12	1.19								1.35	1.56		
12.79		S. S. 20 N	1.03																		
13.75		Mount Vernon	0.96		s 12.50													s 1.39	s 2.00		
14.50		Columbus Avenue	0.75		s 12.52													s 1.41	s 2.02		
15.15		Pelham	0.65		s 12.54													s 1.43	s 2.04		
0.00		Penn. Station N	0.00				12.35														
3.90		Harold N	3.90				12.42														
10.98		Harlem River	7.08																		
9.45		S. S. 3 N	1.53																		
10.23		S. S. 4 N	0.78				12.52														
15.66		S. S. 14 N	5.43				12.58														
16.25	19.14	New Rochelle Jct. N*	1.10	12.28			1.03	1.07		1.18	1.25										
16.58	19.47	New Rochelle	0.33		s 12.58													s 1.47	s 2.08		
18.67	21.56	Larchmont	2.09		s 1.02													s 1.51	s 2.12		
20.47	23.36	Mamaroneck	1.80		s 1.05													s 1.54	s 2.15		
22.17	25.06	Harrison	1.70	12.34	s 1.08													s 1.57	s 2.18		
24.08	26.97	Rye N	1.91		s 1.11													s 2.00	s 2.21		
25.65	28.54	Port Chester	1.57	12.38	s 1.15		1.13	1.17		1.27	1.35							s 2.04	s 2.25		
28.13	31.02	Greenwich N	2.48	p 12.43	s 1.20													s 2.09	s 2.30		
29.63	32.52	Cos Cob	1.50		s 1.23			1.21		1.31								s 2.12	s 2.33		
30.30	33.19	Riverside	0.67		s 1.25													s 2.14	s 2.35		
31.34	34.23	Old Greenwich	1.04		s 1.28													s 2.17	s 2.38		
33.05	35.94	Stamford N	1.71	s 12.49 12.56	1.31		1.21	m 1.26 1.39		s 1.36 1.42	1.43							2.22	2.43		
35.16	38.05	Glenbrook	2.11																		
36.50	39.39	Noroton Heights	1.34																		
37.74	40.63	Darien	1.24	s 1.03						s 1.49											
39.18	42.07	Rowayton	1.44																		
41.01	43.90	South Norwalk	1.83	s 1.12				s 1.48 1.52		s 1.57											
41.31	44.20	S. S. 44 N	0.30				1.30				1.52										
42.13	45.02	East Norwalk	0.82																		
44.19	47.08	Westport	2.06	s 1.18						s 2.03											
47.17	50.06	Green's Farms	2.98				1.37														
48.92	51.81	Southport	1.75																		
50.56	53.45	Fairfield	1.64																		
55.64	58.53	Bridgeport N	5.08	s 1.50 1.46			m 1.45 2.00	s 2.07 2.13		s 2.16 2.28	2.09										
59.05	61.94	Stratford	3.41																		
60.71	63.60	Devon N	1.66	1.51			2.07	2.19		2.34	2.15										
63.31	66.20	Milford	2.60																		
66.32	69.21	Woodmont	3.01	1.56			2.13	2.24		2.39	2.21										
70.23	73.12	West Haven	3.91																		
72.28	75.17	New Haven N	2.05	s 2.04 2.25			2.22	s 2.32 2.52		s 2.47 3.06	s 2.28 2.43	3.07									
74.48	77.37	Air Line Jct.	2.20	2.31						3.12											
75.24	78.13	Shore Line Jct.	0.76																		
78.37	81.26	East Haven	3.13																		
81.41	84.30	Branford	3.04					3.05			2.57	3.20									
				A M	A M	A M	A M		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M		
				p y	b y	b q			y		q			b y	b y						

* Mileage between Pelham and New Rochelle Jct. 1.10.
 * Mileage between S. S. 14 and New Rochelle Jct. 3.48.

p Train 56 stops at Greenwich Mondays.
 q Trains 194 and 32 will not run Dec. 25, 1966; Jan. 1, 1967.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	186	176	410	362	302	202	412		204	52	354	414	416	206
	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Sun. Mon.	Ex. Sat. and Sun.	Ex. Sat. and Sun.		Ex. Sat. and Sun.	Mon. Wed. Thur. Sat. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. Mon. Wed. Thur.	Ex. Sat. and Sun.
		Federal	Spring-field				Spring-field			Spring-field		Spring-field S'liner	Spring-field	
	A M	A M	A M	A M	A M	A M	A M		A M	A M	A M	A M	A M	A M
Grand Cen. Ter....				3.00	3.26	4.08			5.34	5.51	6.00			6.31
Woodlawn.....				3.20	3.47	4.28			5.55	6.12	6.21			6.52
S. S. 20.....														
Mount Vernon.....				s 3.32	s 3.52	s 4.32			s 5.59	s 6.16	s 6.25			s 6.55
Columbus Avenue.....				s 3.34	s 3.54				s 6.01					s 6.57
Pelham.....				s 3.37	s 3.57				s 6.04					s 7.00
Penn. Station.....	2.25	3.15												
Harold.....	2.32	3.22												
Harlem River.....														
S. S. 3.....														
S. S. 4.....	2.42	3.32												
S. S. 14.....	2.48	3.38												
New Rochelle Jct....	2.52	3.43									6.29			
New Rochelle.....				s 3.40 s 3.55	s 4.03	s 4.38			s 6.08	s 6.21				s 7.04
Larchmont.....				s 4.04	s 4.08	s 4.42			s 6.12	s 6.26				s 7.08
Mamaroneck.....				s 4.12	s 4.12	s 4.46			s 6.16	s 6.30				s 7.12
Harrison.....				s 4.18	s 4.15	s 4.49			s 6.19	s 6.33				s 7.16
Rye.....				s 4.26	s 4.18	s 4.52			s 6.22	s 6.36				s 7.19
Port Chester.....	3.01	3.53		s 4.36	s 4.24	s 4.56			s 6.26	s 6.40	6.38			s 7.24
Greenwich.....				s 4.40 s 4.50	s 4.29	s 5.01			s 6.31	s 6.45				s 7.28
Cos Cob.....	3.06			s 4.53	s 4.32				s 6.34	s 6.48				s 7.31
Riverside.....				s 4.56	s 4.34				s 6.36					s 7.33
Old Greenwich.....				s 5.00	s 4.37	s 5.07			s 6.39					s 7.36
Stamford.....	s 3.11 3.16	4.01		s 5.03 5.15	4.40	5.10			6.43	s 6.55	s 6.49			7.39
Glenbrook.....														
Noroton Heights.....														
Darien.....				s 5.23						s 7.02	s 6.56			
Rowayton.....														
South Norwalk.....	s 3.28			s 5.33						s 7.08	s 7.02			
S. S. 44.....		4.09												
East Norwalk.....														
Westport.....				s 5.33 5.43						s 7.14	s 7.07			
Green's Farms.....				m 5.47										
Southport.....				s 5.50							s 7.13			
Fairfield.....				s 5.55						s 7.23	s 7.17			
Bridgeport.....	s 3.43 3.53	g 4.26		s 6.03 6.08						s 7.33	s 7.27			
Stratford.....				s 6.13						uh 7.38	s 7.32			
Devon.....	4.00	4.32		6.16						7.40	7.34			
Milford.....				s 6.21						s 7.44	s 7.38			
Woodmont.....	4.06	4.37												
West Haven.....														
New Haven.....	4.15	s 4.44 5.07	5.05	6.32			7.00			s 7.55 8.10	7.50	7.54	8.00	
Air Line Jct.....			5.10				7.06			8.16		7.59	8.05	
Shore Line Jct.....														
East Haven.....														
Branford.....		5.20												
	A M	A M	A M	A M	A M	A M	A M		A M	A M	A M	A M	A M	A M
				z	ty	byz	b		yz	uxy	yz	bz	bx	byz

t Train 302 will not run Mondays except Dec. 26, 1966; Jan. 2, 1967.

u Train 52 terminates at New Haven except Sunday. Will make "s" stop at Stratford on "z" holidays.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	208	64	1200	6	418	210	212	10	8	450	140	1202	304	138
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sat. only	Ex. Sun.	Ex. Sat. and Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sun.	Ex. Sat. and Sun.	Sun. Mon. Wed. Thur.	Sun. only
		Spring-field	D. H.	May-flower	Spring-field			Murray Hill	Murray Hill	Water-bury S'liner	Danbury	D. H.		Pitts-field
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Grand Cen. Ter....	6.51	7.01	7.25	7.31	.....	7.33	7.57	8.01	8.01	.....	8.05	8.24	8.26	8.29
Woodlawn	7.12	7.22	7.46	7.51	.....	7.54	8.17	8.22	8.22	.....	8.26	8.45	8.47	8.50
S. S. 20														
Mount Vernon.....	s 7.16					s 7.58	s 8.21						s 8.53	
Columbus Avenue...	s 7.18					s 8.00	s 8.23						s 8.55	
Pelham.....	s 7.21					s 8.02	s 8.25						s 8.58	
Penn. Station.....														
Harold.....														
Harlem River.....														
S. S. 3.....														
S. S. 4.....														
S. S. 14.....														
New Rochelle Jct....		7.28	7.52	7.57				8.27	8.28			8.51		8.56
New Rochelle.....	s 7.25		7.53			s 8.06	s 8.30				s 8.34		s 9.05	8.57
Larchmont.....	s 7.29					s 8.10	s 8.35						s 9.10	
Mamaroneck.....	s 7.33					s 8.14	s 8.38				8.38		s 9.15	
Harrison.....	s 7.36					s 8.17	s 8.42						s 9.19	
Rye.....	s 7.39					s 8.20	s 8.45						s 9.23	
Port Chester.....	s 7.43	7.37		8.06		s 8.24	s 8.49	8.36	8.37		s 8.45	9.00	s 9.28	9.05
Greenwich.....	s 7.48					s 8.29	s 8.54					p 9.04	s 9.33	s 9.10
Cos Cob.....	s 7.51	7.42				s 8.32		8.40	8.41				s 9.36	
Riverside.....	s 7.53					s 8.34							s 9.38	
Old Greenwich.....	s 7.56					s 8.37							s 9.41	
Stamford.....	8.00	s 7.47		8.13		8.40	9.00	s 8.45	s 8.46		s 8.56		9.45	s 9.17
Glenbrook.....														
Noroton Heights....														
Darien.....		s 7.54										s 9.02		
Rowayton.....														
South Norwalk.....		s 7.59												s 9.27
S. S. 44.....				8.21				8.54	8.55			s 9.06 9.10 9.12		9.28
East Norwalk.....														
Westport.....		s 8.05												
Green's Farms.....														
Southport.....														
Fairfield.....		s 8.14												
Bridgeport.....		s 8.23		8.35				s 9.10	s 9.12	9.17				
Stratford.....														
Devon.....		8.29		8.40				9.16	9.18	9.24				
Milford.....		s 8.33												
Woodmont.....				8.45				9.21	9.23					
West Haven.....														
New Haven.....		s 8.44 8.54		s 8.52 8.59	9.00			s 9.28 9.35	s 9.30 9.37					
Air Line Jct.....		9.00			9.05									
Shore Line Jct.....														
East Haven.....														
Branford.....				9.11				9.47	↓ 9.50					
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
	b y z	b y	z	b y	b	b y	b k y	y	b y	q	y	p z	x y	y

p Train 1202 terminates at S. S. 28.

q Train 450 "no baggage" on Saturdays and Sundays.

HAROLD AND WOODLAWN TO BRANFORD

15

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	216	364	218	1204	66	220	222	12	182	224	170
	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Daily	Ex. Sat. and Sun.	Daily	Daily	Ex. Mon.	Daily	Daily
				D. H.	Springfield			Bay State	Mail and Express		Colonial
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Grand Cen. Ter....	8.29	8.40	8.56	9.18	9.21	9.26	9.56	10.00		10.29	
Woodlawn.....	8.53	9.03	9.18	9.39	9.42	9.47	10.16	10.21		10.49	
S. S. 20.....											
Mount Vernon... s	8.59		9.22			9.51	10.20			10.53	
Columbus Avenue... s	9.01		9.24			9.53	10.22			10.56	
Pelham..... s	9.04		9.27			9.56	10.24			10.59	
Penn. Station.....									10.30		11.20
Harold.....									10.37		11.27
Harlem River.....											
S. S. 3.....											
S. S. 4.....									10.47		11.37
S. S. 14.....									10.53		11.43
New Rochelle Jct....		9.09		9.46	9.48			10.27	10.58		11.47
New Rochelle..... s	9.10		9.31			10.00	10.28			11.03	
Larchmont..... s	9.15		9.36			10.05	10.32			11.07	
Mamaroneck..... s	9.21		9.40			10.09	10.35			11.10	
Harrison..... s	9.25		9.43			10.12	10.38			11.13	
Rye..... s	9.29		9.46			10.15	10.41			11.16	
Port Chester..... s	9.36	9.19	9.49	9.56	9.58	10.18	10.45	10.36	11.08	11.20	11.57
Greenwich..... s	9.42		9.55			10.23	10.50			11.25	
Cos Cob..... s	9.45	9.23					10.53		11.12	11.28	12.01
Riverside..... s	9.48						10.55			11.30	
Old Greenwich..... s	9.52						10.58			11.33	
Stamford.....	9.55	9.31		10.05	10.06	10.30	11.01	10.43	m11.17	11.36	12.06
Glenbrook.....											
Noroton Heights.....											
Darien..... s		9.38									
Rowayton.....											
South Norwalk..... s		9.46			10.14						
S. S. 44.....					10.15			10.51	11.26		12.16
East Norwalk.....											
Westport..... s		9.53									
Green's Farms.....								10.57			
Southport.....											
Fairfield.....		10.02									
Bridgeport.....		10.12			10.30			11.09	m11.45		12.33
Stratford.....											
Devon.....		10.18			10.35			11.15	11.51		12.39
Milford.....		10.23									
Woodmont.....					10.40			11.20	11.56		12.44
West Haven.....											
New Haven.....		10.35			10.48 s 11.00			11.27 s 11.37	m 12.04 1.04		12.51 s 12.59
Air Line Jct.....					11.06						
Shore Line Jct.....											
East Haven.....											
Branford.....								11.51	1.16		1.11
	A M	A M	A M	A M	A M	A M	A M	A M	P M	A M	P M
	y z	y	b p y z	z	y	b y z	b y	b y		b y	b

p Train 218 terminates at S. S. 28 and will not handle passengers beyond Port Chester.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	226			228	50	70		470	452	22	230		232
	Daily			Daily	Ex. Sun.	Sun. only		Sun. only	Ex. Sun.	Daily	Daily		Ex. Sun.
					Spring-field	Spring-field		Water-bury S'liner	Water-bury S'liner	Yankee Clipper			
	A M			P M	P M	P M		P M	P M	P M	P M		P M
Grand Cen. Ter....	11.21			12.26	12.31	12.36				1.00	1.26		1.56
Woodlawn.....	11.41			12.46	12.52	12.57				1.19	1.46		2.16
S. S. 20.....													
Mount Vernon.....	s11.47			s12.50							s 1.50		s 2.20
Columbus Avenue.....	s11.49			s12.52							s 1.52		s 2.22
Pelham.....	s11.52			s12.54							s 1.54		s 2.24
Penn. Station.....													
Harold.....													
Harlem River.....													
S. S. 3.....													
S. S. 4.....													
S. S. 14.....													
New Rochelle Jct....					12.58	1.03				1.25			
New Rochelle.....	s11.58			s12.58							s 1.58		s 2.28
Larchmont.....	s12.02			s 1.02							s 2.02		s 2.32
Mamaroneck.....	s12.05			s 1.05							s 2.05		s 2.35
Harrison.....	s12.08			s 1.08							s 2.08		s 2.38
Rye.....	s12.12			s 1.11							s 2.11		s 2.41
Port Chester.....	s12.16			s 1.15	1.07	1.12				1.34	s 2.15		s 2.45
Greenwich.....	s12.21			s 1.20							s 2.20		s 2.50
Cos Cob.....	s12.24			s 1.23	1.11	1.16					s 2.23		s 2.53
Riverside.....	s12.26			s 1.25							s 2.25		s 2.55
Old Greenwich.....	s12.29			s 1.28							s 2.28		s 2.58
Stamford.....	t2.32			1.31	s 1.16 1.23	s 1.23				1.41	2.31		3.01
Glenbrook.....													
Noroton Heights.....													
Darien.....				s 1.29	s 1.29								
Rowayton.....													
South Norwalk.....				s 1.40	s 1.36								
S. S. 44.....										1.49			
East Norwalk.....													
Westport.....				s 1.46	s 1.42								
Green's Farms.....													
Southport.....													
Fairfield.....													
Bridgeport.....				s 2.02	s 1.57			2.02	2.10	2.03			
Stratford.....								s 2.08	s 2.15				
Devon.....					2.09	2.03		2.10	2.17	2.08			
Milford.....													
Woodmont.....					2.15	2.08				2.13			
West Haven.....													
New Haven.....				s 2.22 2.33	s 2.16 2.26					s 2.20 2.28			
Air Line Jct.....				2.39	2.32								
Shore Line Jct.....													
East Haven.....													
Branford.....										2.40			
	P M			P M	P M	P M		P M	P M	P M	P M		P M
	o y			b y	y	b y		b	p	b	b y		b y z

o Train 226 will not handle baggage Sundays.

p Train 452 "no baggage" on Saturdays.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	76	172	78	234	236	20		238		398	344	240	58	454
	Ex. Sun.	Daily	Sun. only	Ex. Sat.	Ex. Sun.	Daily		Daily		Ex. Sun.	Ex. Sat. and Sun	Ex. Sun.	Daily	Daily
	Spring-field	Senator	Spring-field			Puritan					S'Liner Danbury		Spring-field	Water-bury S'liner
	P M	P M	P M	P M	P M	P M		P M		P M	P M	P M	P M	P M
Grand Cen. Ter....	2.00	.....	2.15	2.26	2.56	3.01	.....	3.26	.....	3.31	.....	3.56	4.00	.....
Woodlawn.....	2.21	.....	2.36	2.47	3.17	3.22	.....	3.47	.....	3.52	.....	4.16	4.21	.....
S. S. 20.....				s 2.51	s 3.21			s 3.52				s 4.20		
Mount Vernon.....				s 2.53	s 3.23			s 3.54				s 4.22		
Columbus Avenue.....				s 2.56	s 3.26			s 3.57				s 4.24		
Pelham.....														
Penn. Station.....		2.10												
Harold.....		2.17												
Harlem River.....														
S. S. 3.....														
S. S. 4.....		2.27												
S. S. 14.....		2.53												
New Rochelle Jct....	2.27	2.37	2.42			3.28				3.58			4.27	
New Rochelle.....				s 3.00	s 3.30			s 4.01				s 4.28		
Larchmont.....				s 3.05	s 3.35			s 4.05				s 4.33		
Mamaroneck.....				s 3.09	s 3.39			s 4.09				s 4.36		
Harrison.....				s 3.12	s 3.42			s 4.12				s 4.39		
Rye.....				s 3.15	s 3.45			s 4.15		4.05		s 4.42		
Port Chester.....	2.36	2.46	2.51	s 3.19	s 3.49	3.38		s 4.19		s 4.09		s 4.46	4.36	
Greenwich.....				s 3.24	s 3.54			s 4.24		s 4.15		s 4.51		
Cos Cob.....	2.40	2.50	2.55	s 3.27	s 3.57			s 4.27				s 4.54	4.40	
Riverside.....				s 3.29	s 3.59			s 4.29				s 4.56		
Old Greenwich.....				s 3.32	s 4.02			s 4.32				s 4.59		
Stamford.....	s 2.48	s 2.56	s 3.01	3.35	4.05	3.46		4.35		s 4.22		5.03	p 4.45	
Glenbrook.....														
Noroton Heights.....										s 4.27				
Darien.....	s 2.55	3.01	s 3.08							s 4.31				
Rowayton.....														
South Norwalk.....	s 3.03		s 3.13							s 4.37	4.40		s 4.55	
S. S. 44.....		3.05				3.54					4.41			
East Norwalk.....														
Westport.....	s 3.10		s 3.19							s 4.43			s 5.01	
Green's Farms.....														
Southport.....										s 4.49				
Fairfield.....	s 3.19		s 3.27							s 4.53				
Bridgeport.....	s 3.31	s 3.22	s 3.36			s 4.11				s 5.02			s 5.15	5.20
Stratford.....										s 5.07				
Devon.....	3.37	3.28	3.42			4.17				5.09			5.21	5.27
Milford.....	s 3.42		s 3.47							s 5.13			s 5.26	
Woodmont.....		3.33				4.22								
West Haven.....														
New Haven.....	s 3.53 4.10	s 3.40 3.48	s 3.58 4.05			s 4.30 4.40				5.25			s 5.37 5.46	
Air Line Jct.....	4.16		4.11										5.52	
Shore Line Jct.....														
East Haven.....														
Branford.....		4.00				4.52								
	P M	P M	P M	P M	P M	P M		P M		P M	P M	P M	P M	P M
	y	b	b y	b y	b y z	y		y		b y z	b z	b y z	b p y	q

p Train 58 makes "s" stop at Stamford on Saturdays, Sundays and "z" holidays.

q Train 454 "no baggage" on Saturdays and Sundays.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	402	348	308	242	372		356	310		244	360	26	80	346
	Ex. Sat. and Sun. S'Liner New London	Ex. Sat. and Sun.	Sun. only	Ex. Sun.	Ex. Sat. and Sun.		Ex. Sat. and Sun. Danbury	Sat. only		Ex. Sat. and Sun.	Ex. Sat. and Sun.	Daily Merchants	Ex. Sat. and Sun. Springfield	Sat. Mon. Wed. Thur.
	P M	P M	P M	P M	P M		P M	P M		P M	P M	P M	P M	P M
Grand Cen. Ter....	4.16	4.31	4.31	4.38	.....	4.47	4.51	.....	4.56	4.58	5.01	5.05	5.08
Woodlawn.....	4.36	4.52	4.52	4.59	.....	5.08	5.11	.....	5.16	5.18	5.21	5.26	5.28
S. S. 20.....					
Mount Vernon.....		s 4.56	s 4.57		.....		s 5.15	.....	s 5.20				
Columbus Avenue.....		s 4.58	s 4.59		.....		s 5.17	.....	s 5.23				
Pelham.....		s 5.00	s 5.02		.....		s 5.19	.....	s 5.27				
Penn. Station.....					
Harold.....					
Harlem River.....					
S. S. 3.....					
S. S. 4.....					
S. S. 14.....					
New Rochelle Jct....				5.05	.....	5.14		.....	5.23½		5.27½	5.32	5.35
New Rochelle.....	s 4.43	s 5.04	s 5.07		.....		s 5.23	.....	s 5.32				
Larchmont.....		s 5.09	s 5.12		.....		s 5.27	.....	s 5.37				
Mamaroneck.....		s 5.12	s 5.16		.....		s 5.30	.....	s 5.41				
Harrison.....		s 5.15	s 5.20		.....		s 5.33	.....	s 5.44				
Rye.....	s 4.52	s 5.18	s 5.24		.....	5.21	s 5.36	.....	s 5.47				
Port Chester.....	s 4.56	s 5.22	s 5.28	5.14	.....	s 5.24	s 5.40	.....	s 5.51	5.32½	5.36½	5.41	s 5.46
Greenwich.....	s 5.01	s 5.27	s 5.33		.....	s 5.29	s 5.45	.....					s 5.51
Cos Cob.....		s 5.30	s 5.36	5.18	.....		s 5.48	.....	5.56				
Riverside.....		s 5.32	s 5.38		.....		s 5.50	.....				
Old Greenwich.....	s 6.07	s 5.35	s 5.41		.....		s 5.53	.....					s 5.57
Stamford.....	s 5.12	5.38	5.44	s 5.24	.....	s 5.36	5.56	.....	6.01	5.39½	5.43½	5.49	s 6.03
Glenbrook.....	s 5.16				.....			.....	
Noroton Heights.....	s 5.19				.....			.....	p				s 6.08
Darien.....	s 5.22				.....	s 5.44		.....	s 5.49				s 6.12
Rowayton.....	s 5.25				.....			.....	p				s 6.15
South Norwalk.....	5.29			s 5.34	.....	s 5.51		.....	s 5.56				s 6.18 6.24
S. S. 44.....	5.53		.....			5.51	5.57	.....
East Norwalk.....					s 6.28
Westport.....				s 5.40	.....			.....	s 6.03				s 6.31
Green's Farms.....				s 5.44	.....			.....	s 6.09		6.03		s 6.36
Southport.....				s 5.48	.....			.....	s 6.14				s 6.40
Fairfield.....				s 5.52	.....			.....	s 6.19				s 6.43
Bridgeport.....				s 6.01	.....			.....	s 6.28	6.05	s 6.16		s 6.50 6.56
Stratford.....				s 6.06	.....			.....	s 6.34				s 7.01
Devon.....				6.08	.....			.....	6.36	6.10	6.22		7.03
Milford.....				s 6.13	.....			.....	s 6.41				s 7.07
Woodmont.....		6.15	6.27		.....
West Haven.....
New Haven.....	5.45				6.24	.....			.....	6.52	e 6.22 6.28	s 6.34 6.41		7.18
Air Line Jct.....			6.47		.....
Shore Line Jct.....
East Haven.....
Branford.....	s 5.59					.....			.....			6.40		.....
	P M	P M	P M	P M	P M		P M	P M		P M	P M	P M	P M	P M
	b z	b y z	b y	b y	b y z		b y z	b y		b q y z	b p z	b	y	x y

p Train 360 stops at Noroton Heights and Rowayton Dec. 23, 30, 1966.

q Train 244 will not handle passengers beyond Port Chester.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	246	332	82	374	248	250	252	312	376	144	254	358	256	334
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sun. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. Sun. Mon. Wed. Thur.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
		New Canaan	Springfield							Berkshire		Danbury		New Canaan
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Grand Cen. Ter....	5.08	5.10	5.11	5.12	5.14	5.16	5.24	5.26	5.26	5.28	5.30	5.32	5.33	5.35
Woodlawn.....	5.29	5.31	5.32	5.33	5.35	5.37	5.44	5.46	5.47	5.49	5.51	5.52	5.54	5.55
S. S. 20.....														
Mount Vernon....	p					s 5.42		s 5.50					j	
Columbus Avenue...	p					s 5.46		s 5.52					j	
Pelham.....	p					s 5.50		s 5.54					j	
Penn. Station.....														
Harold.....														
Harlem River.....														
S. S. 3.....														
S. S. 4.....														
S. S. 14.....														
New Rochelle Jct....		5.37	5.38	5.40	5.43		5.49		5.53	5.56	5.57	5.59		6.02
New Rochelle.....	s 5.38					s 5.55		s 5.58					s 6.05	
Larchmont.....	s 5.43						s 5.56	s 6.02					s 6.10	
Mamaroneck.....	s 5.47							s 6.05					s 6.14	
Harrison.....	s 5.51							s 6.08					s 6.18	
Rye.....	s 5.55				5.50		s 6.04	s 6.11			s 6.09	j	s 6.22	
Port Chester.....	s 5.59	5.46	5.47	5.49	s 5.54	6.10	s 6.07	s 6.15	6.02	6.05	s 6.15	j 6.08	s 6.25	6.11
Greenwich.....		j			s 6.00		s 6.13	s 6.20			s 6.22	j		
Cos Cob.....		j	5.51		s 6.04	6.19	6.16	s 6.23			s 6.27	j		6.15
Riverside.....		j			s 5.58	s 6.07		s 6.25			s 6.31	j		
Old Greenwich.....		j			s 6.03	s 6.11		s 6.28			s 6.35	j		
Stamford.....	6.18	s 5.55	s 5.57	s 6.10	6.15	6.30	6.27	6.31	6.09	6.12	s 6.40	j 6.16	6.42	s 6.22
Glenbrook.....												s 6.20		
Noroton Heights.....				s 6.17								s 6.24		
Darien.....			s 6.04						j 6.14	6.17	6.46	s 6.29		
Rowayton.....				s 6.23					j			s 6.33		
South Norwalk.....			s 6.09	s 6.27 6.32					j	e 6.24		st 386, 37 7.18		
S. S. 44.....									6.18	6.26	6.50	7.17		
East Norwalk.....									s 6.24					
Westport.....			s 6.15	s 6.41					s 6.30					
Green's Farms.....									s 6.36					
Southport.....				s 6.49					s 6.41					
Fairfield.....				s 6.54					s 6.46					
Bridgeport.....			s 6.28	s 7.05					s 6.56		7.05			
Stratford.....									s 7.01					
Devon.....			6.34	7.11					7.03					
Milford.....			s 6.38	s 7.16					s 7.09			7.10		
Woodmont.....											7.15			
West Haven.....														
New Haven.....			s 6.48 6.55	7.27					7.20		7.23			
Air Line Jct.....			7.01											
Shore Line Jct.....														
East Haven.....														
Branford.....														
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	bipyz	bjyz	y	uyz	buyz	burky	bkq	bxy	bjyz	bz	bouz	bjtyz	bijyz	buyz

i Trains 246 and 256 will not handle passengers beyond Port Chester.
 j Trains 332, 376, 358 and 256 make "s" stop on Dec. 23 and Dec. 30, 1966.
 o Train 254 will not handle passengers beyond Stamford.
 p Train 246 make "s" stop on Nov. 8, Dec. 23, 30, 1966, and Feb. 13, 1967.

q Train 252 will handle coach passengers New York to Larchmont and Rye, and Larchmont to Rye. Will not handle passengers east of Greenwich.
 r Train 250 will not handle passengers beyond New Rochelle.
 t Train 358 back off on Wilson Point track, South Norwalk, for train 386 to pass.
 u Trains 250, 254, 374, 334 and 248 will not run Dec. 23, 30, 1966.
 (W) 10-30-66

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	258	260	262	314	174	386	396	86	264	330	268
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Daily	Ex. Sat. and Sun.	Mon. Wed. Thur. Sat.	Daily	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Daily
<i>Grand Cen. Ter....</i>	PM 5.36	PM 5.52	PM 5.55	PM 5.59	PM Patriot	PM 6.03	PM 6.03	PM 6.06	PM 6.09	PM 6.12	PM 6.26
Woodlawn.....	6.57	6.13	6.15	6.19		6.24	6.24	6.27	6.30	6.33	6.46
S. S. 20.....											
Mount Vernon.....	s 6.01		s 6.20	s 6.23					s 6.34		s 6.50
Columbus Avenue.....	s 6.04		s 6.23	s 6.25					s 6.37		s 6.53
Pelham.....	s 6.07		s 6.27	s 6.27					s 6.40		s 6.55
<i>Penn. Station.....</i>					6.00						
Harold.....					6.07						
Harlem River.....											
S. S. 3.....											
S. S. 4.....					6.17						
S. S. 14.....					6.23						
New Rochelle Jct.....		6.19			6.27	6.30	6.30	6.33		6.39	
New Rochelle.....	s 6.11		s 6.31	s 6.31					s 6.45		s 7.00
Larchmont.....	6.17	s 6.24		s 6.35					s 6.50	6.42	s 7.04
Mamaroneck.....		s 6.28		s 6.38					s 6.54		s 7.07
Harrison.....		s 6.32		s 6.41					s 6.57		s 7.10
Rye.....		s 6.35		s 6.44			s 6.38		s 7.00	s 6.47	s 7.13
Port Chester.....	6.24	s 6.39	6.45	s 6.48	6.36	6.39	s 6.42	6.42	s 7.03	s 6.51	s 7.17
Greenwich.....		s 6.44		s 6.53			s 6.47			s 6.56	s 7.22
Cos Cob.....		s 6.47		s 6.56	6.40	6.43		6.46		s 6.59	s 7.25
Riverside.....		s 6.49		s 6.58						s 7.01	s 7.27
Old Greenwich.....		s 6.52		s 7.01						s 7.05	s 7.30
Stamford.....	6.34	6.55	7.00	7.04	s 6.46	6.48	s 6.55	s 6.53	7.12	s 7.09	7.33
Glenbrook.....										s 7.13	
Noroton Heights.....						s 6.54	s 7.01			s 7.16	
Darien.....					6.51	s 6.59	s 7.05	6.59		s 7.19	
Rowayton.....						s 7.03	s 7.09			s 7.23	
South Norwalk.....						³⁵⁸ Su 7.09	s 7.13			7.27	
S. S. 44.....					6.55			7.04			
East Norwalk.....						s 7.13	s 7.16				
Westport.....						s 7.18	s 7.19				
Green's Farms.....						s 7.23	s 7.24				
Southport.....						s 7.27	s 7.29				
Fairfield.....						s 7.31	s 7.32				
Bridgeport.....					s 7.12	s 7.40	s 7.40	s 7.21			
Stratford.....						s 7.45					
Devon.....					7.18	7.48	7.46	7.27			
Milford.....						s 7.54	s 7.52				
Woodmont.....					7.23			7.32			
West Haven.....											
New Haven.....					s 7.30 7.38	8.05	8.04	s 7.40 7.55 8.00			
Air Line Jct.....											
Shore Line Jct.....											
East Haven.....											
Branford.....					7.50						
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	bopyz	byz	boyz	by	b	buyz	bxy	by	bptyz	byz	by

o Trains 258 and 262 will not handle passengers beyond New Rochelle.
 p Trains 258 and 264 will not run on Dec. 23, Dec. 30, 1966.

t Train 264 will not handle passengers beyond Port Chester.
 u Train 358 back off on Wilson Point track, South Norwalk, for train 386 to pass.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	270	28	428	366		384	272		148	274		48	370	456
	Ex. Sat. and Sun.	Daily	Sun. only	Ex. Sat.		Sat. only	Daily		Sat. and Sun.	Ex. Sun.		Sun. Mon.	Ex. Sun.	Daily
		Gilt Edge	Spring-field						Danbury			Com-mander		Water-bury S'liner
	P M	P M	P M	P M		P M	P M		P M	P M		P M	P M	P M
Grand Cen. Ter....	6.59	7.01	.....	7.06	.....	7.06	7.26	.....	7.52	7.56	.....	8.00	8.02	.....
Woodlawn.....	7.20	7.22	.....	7.27	.....	7.27	7.47	.....	8.13	8.16	.....	8.21	8.23	.....
S. S. 20.....														
Mount Vernon....	s 7.25						s 7.52			s 8.22				
Columbus Avenue....	s 7.29						s 7.55			s 8.24				
Pelham.....	s 7.33						s 7.58			s 8.27				
Penn. Station.....														
Harold.....														
Harlem River.....														
S. S. 3.....														
S. S. 4.....														
S. S. 14.....														
New Rochelle Jct....		7.28		7.33		7.33			8.19			8.27	8.29	
New Rochelle.....	s 7.37			g 7.34			s 8.03			s 8.31				
Larchmont.....	s 7.41						s 8.09			s 8.35			8.32	
Mamaroneck.....	s 7.44						s 8.13			s 8.38				
Harrison.....	s 7.47						s 8.17			s 8.41				
Rye.....	s 7.50			s 7.43		s 7.43	s 8.21			s 8.45				
Port Chester.....	s 7.54	7.37		s 7.47		s 7.47	s 8.25		8.28	s 8.49		8.36	8.38	
Greenwich.....	s 7.59			s 7.53		s 7.53	s 8.30			s 8.54			s 8.43	
Cos Cob.....	s 8.02	7.41					s 8.33			s 8.57		8.40		
Riverside.....	s 8.04						s 8.35			s 8.59				
Old Greenwich.....	s 8.07						s 8.38			s 9.02				
Stamford.....	8.10	e 7.47		s 8.01		s 8.03	8.41		8.35	9.07		e 8.47	s 8.53	
Glenbrook.....														
Noroton Heights....													s 8.58	
Darien.....				s 8.08		s 8.10							s 9.02	
Rowayton.....														
South Norwalk.....				s 8.14		s 8.19			s 8.44				s 9.11	
S. S. 44.....		7.56							8.46			8.57		
East Norwalk.....														
Westport.....				s 8.20		s 8.26							s 9.17	
Green's Farms.....				su 8.24		s 8.31								
Southport.....														
Fairfield.....				s 8.30		s 8.38								
Bridgeport.....		s 8.13		s 8.39		s 8.47						e 9.13	s 9.35	9.38
Stratford.....														
Devon.....		8.19		8.45		8.53						9.19	9.41	9.45
Milford.....				s 8.49		s 8.57								
Woodmont.....		8.24										9.24	9.46	
West Haven.....														
New Haven.....		s 8.31 8.43		8.46	9.00	9.08						s 9.31 9.33	9.54	
Air Line Jct.....				8.51										
Shore Line Jct.....														
East Haven.....														
Branford.....		8.55										9.50		
	P M	P M	P M	P M		P M	P M		P M	P M		P M	P M	P M
	b y z	y	b	b u y		y	y		b y	o y z		b q y	y	t

o Train 274 will handle baggage on Saturdays only.
 q Train 48 will not run Mondays except Dec. 26, 1966; Jan. 2, 1967.

t Train 456 "no baggage" on Saturdays and Sundays.
 u Train 366 omit stop at Green's Farms on Sundays.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	392	92	276	168	278	368	30	280
	Sun. only	Sat. Sun. Mon.	Daily	Daily	Ex. Sat. and Sun.	Sat. only	Ex. Sat.	Daily
		Spring-field		Spring-field			Bost-onian	
	P M	P M	P M	P M	P M	P M	P M	P M
Grand Cen. Ter....	8.11	8.20	8.26		8.56	9.01	9.01	9.26
Woodlawn.....	8.32	8.41	8.47		9.16	9.22	9.22	9.46
S. S. 20.....								
Mount Vernon.....			s 8.51		s 9.20			s 9.50
Columbus Avenue.....			s 8.54		s 9.22			s 9.52
Pelham.....			s 8.57		s 9.24			s 9.54
Penn. Station.....				8.30				
Harold.....				8.37				
Harlem River.....								
S. S. 3.....								
S. S. 4.....				8.47				
S. S. 14.....				8.53				
New Rochelle Jct....	8.38	8.47	8.59	8.58		9.28	9.28	
New Rochelle.....			s 9.01		s 9.28			s 9.58
Larchmont.....			s 9.06		s 9.32			s10.02
Mamaroneck.....			s 9.10		s 9.35			s10.05
Harrison.....			s 9.13		s 9.38			s10.08
Rye.....			s 9.16		s 9.41			s10.11
Port Chester.....	8.48	8.56	s 9.20	9.08	s 9.45	9.37	9.37	s10.15
Greenwich.....	s 8.53		s 9.25		s 9.50			s10.20
Cos Cob.....			s 9.28	9.12	s 9.53	9.41	9.41	s10.23
Riverside.....			s 9.30		s 9.55			s10.25
Old Greenwich.....			s 9.33		s 9.58			s10.28
Stamford.....	s 9.02	9.04	9.36	s 9.24	10.01	s 9.47	s 9.47	10.31
Glenbrook.....								
Noroton Heights.....						s 9.52		
Darien.....	s 9.09					s 9.56	s 9.54	
Rowayton.....								
South Norwalk.....	s 9.16					s10.02	s10.01	
S. S. 44.....		9.12		9.34				
East Norwalk.....								
Westport.....	s 9.22					s10.08	s10.07	
Green's Farms.....								
Southport.....	s 9.29					s10.16		
Fairfield.....	s 9.33					s10.20		
Bridgeport.....	s 9.42	g 9.28		s 9.50 9.59		s10.29	s10.21	
Stratford.....								
Devon.....	9.48	9.34		10.02		10.35	10.27	
Milford.....	s 9.52			10.07		s10.39		
Woodmont.....		9.39		10.07			10.32	
West Haven.....								
New Haven.....	10.05	s 9.46 9.56		s 10.15 10.29		10.51	s 10.39 10.49	
Air-Line Jct.....		10.02		10.35				
Shore Line Jct.....								
East Haven.....								
Branford.....							11.02	
	P M	P M	P M	P M	P M	P M	P M	P M
	b y	r t y	b y	b y z	b y z	b y	y	q y

q Train 280 will handle baggage on Saturdays only.

t Train 92 "no baggage on Saturdays"; use No. 4 track from S. S. 55 on Sundays.

r Train 92 will not run on Mondays except Dec. 26, 1966; Jan. 2, 1967.

HAROLD AND WOODLAWN TO BRANFORD

EASTWARD

NEW HAVEN DIV. AND N. Y. CONN. R.R.

STATIONS	282	382	34	422	284	286	394	180	288	390	320	290		
	Ex. Sat. and Sun.	Ex. Sat.	Sat. only	Sat. only	Daily	Ex. Sat. and Sun.	Sun. only	Ex. Sat. and Sun.	Ex. Sat.	Ex. Sun.	Sat. only	Ex. Sat. and Sun.		
			Bost-onian	Spring-field				Mail and Express						
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	
Grand Cen. Ter....	9.56	9.58	10.01	.....	10.26	10.56	11.01	.....	11.26	11.35	11.41	11.56	.....	.....
Woodlawn.....	10.16	10.19	10.22	.....	10.46	11.16	11.22	.....	11.46	11.56	12.01	12.16	.....	.....
S. S. 20.....														
Mount Vernon....	s10.20				s10.53	s11.20			s11.50		s12.05	s12.20		
Columbus Avenue..	s10.22				s10.55	s11.22			s11.52		s12.07	s12.22		
Pelham.....	s10.24				s10.57	s11.24			s11.54		s12.09	s12.24		
Penn. Station....								11.25						
Harold.....								11.32						
Harlem River....														
S. S. 3.....														
S. S. 4.....								11.42						
S. S. 14.....								11.48						
New Rochelle Jct..		10.25	10.28				11.28	11.53		12.02				
New Rochelle.....	s10.28				s11.06	s11.28			s11.58		s12.13	s12.28		
Larchmont.....	s10.32				s11.11	s11.32			s12.02		s12.17	s12.32		
Mamaroneck.....	s10.35				s11.14	s11.35			s12.05		s12.20	s12.35		
Harrison.....	s10.38				s11.17	s11.38			s12.09	12.08	s12.24	s12.38		
Rye.....	s10.41	10.32			s11.20	s11.41			s12.13		s12.28	s12.41		
Port Chester.....	s10.45	s10.36	10.37		s11.24	s11.45	11.37	12.03	s12.17	12.11	s12.32	s12.45		
Greenwich.....	s10.50	s10.41			s11.29	s11.50	s11.42		s12.22	s12.16	s12.37	s12.50		
Cos Cob.....	s10.53		10.41		s11.32	s11.53		12.07	s12.25		s12.40	s12.53		
Riverside.....	s10.55				s11.34	s11.55			s12.27		s12.42	s12.55		
Old Greenwich....	s10.58				s11.37	s11.58			s12.30		s12.45	s12.58		
Stamford.....	11.01	s10.49	s10.47		11.41	12.01	s11.50	m ^{12.11} 12.14	12.33	s12.24	12.48	1.01		
Glenbrook.....														
Noroton Heights..														
Darien.....		s10.56	s10.54				s11.57			s12.31				
Rowayton.....														
South Norwalk....		s11.01	s11.00				s12.02			s12.37				
S. S. 44.....								12.23						
East Norwalk.....														
Westport.....		s11.06	s11.06				s12.07			s12.43				
Green's Farms....														
Southport.....														
Fairfield.....		s11.14								s12.51				
Bridgeport.....		s11.22	s11.20				s12.20	m ^{12.39} 12.51		s12.59				
Stratford.....														
Devon.....		11.27	11.26				12.25	12.57		1.05				
Milford.....		s11.31												
Woodmont.....			11.31				12.31	1.02		1.10				
West Haven.....														
New Haven.....		11.42	s ^{11.39} 11.56	11.45			12.40	m ^{1.10} 1.50		1.18				
Air Line Jct.....				11 51										
Shore Line Jct....														
East Haven.....														
Branford.....			12.09					2.03						
	P M	P M	A M	P M	P M	A M	A M	A M	A M	A M	A M	A M	A M	
	b y z	b y	y	b	p y	b y z	b y	b	b y	b y	b y	b y z		

p Train 284 will not carry baggage Sundays.

PITTSFIELD TO S. S. 44

SOUTHWARD

NEW HAVEN DIVISION

Distance from Pittsfield	STATIONS	Distance between Stations	349	353	343	141			143		145	147		
			Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.			Ex. Sun.		Sun. only	Sun. only		
			A M	A M	A M	A M	Shore-liner	Berkshire			P M	P M	P M	
0.00	Pittsfield.....D	0.00				u 6.55							5.36	
7.25	Lenox	7.25				7.07							5.48	
8.42	Niagara (Lenox-dale).....	1.17												
10.52	Lee.....D	2.10				s 7.14							s 5.55	
14.55	Hurlbut (South Lee).....	4.03												
16.42	Stockbridge.....	1.87				s 7.24							s 6.05	
20.68	Housatonic.....	4.26				s 7.32							f 6.13	
21.52	Rising.....D	0.84				7.35							6.16	
25.37	Great Barrington...D	3.85				s 7.42							s 6.23	
31.27	Sheffield.....	5.90				s 7.53							s 6.34	
34.98	Ashley Falls.....	3.71												
36.49	Millers.....	1.51												
37.47	Canaan.....D	0.98				s 8.04							s 6.45	
40.76	Maltbys.....	3.29												
43.14	Falls Village.....	2.38				s 8.14							f 6.55	
44.75	Lime Rock.....	1.61												
49.27	West Cornwall.....	4.52				s 8.25							s 7.06	
53.37	Cornwall Bridge.....	4.10				f 8.32							f 7.13	
53.78	Belsprings.....	0.41												
61.96	Kent.....	8.18				s 8.45							s 7.26	
67.87	Gaylordsville.....	5.91				s 8.55							f 7.36	
74.76	New Milford.....D	6.89				s 9.06							s 7.48	
81.49	Brookfield.....	6.73				s 9.18							f 8.01	
85.32	Stearns.....	3.83												
85.93	Berkshire Jct.....	0.61				9.24							8.09	
88.93	Danbury.....N	3.00	6.17	6.58	8.20	u 9.30			4.26		4.51	s 8.15		
91.89	Bethel.....D	2.96	s 6.24	s 7.06	s 8.28	s 9.45			s 4.33		s 4.58	s 8.26	s 8.33	
92.18	Bethel Lower Siding.....	0.29				140 9.47								
95.20	Redding.....	3.02	s 6.30	s 7.12	s 8.35	9.51								
99.76	Branchville.....D	4.56	s 6.38	s 7.20	s 8.43	s 10.05			s 4.47		s 5.10	s 8.48		
100.62	Georgetown.....	0.86	s 6.40	s 7.23	s 8.46									
103.60	Cannondale.....	2.98	s 6.44	f 7.27	s 8.52									
105.15	Wilton.....D	1.55	s 6.49	s 7.32	s 8.57	s 10.16			344 4.56		s 5.20	148 9.00		
108.72	Norwalk Mills.....	3.57							s 4.58					
111.01	Wall Street.....	2.29												
111.63	Dock.....	0.62												
112.45	S. S. 44...N	0.82	7.03	7.47	9.10	10.30			5.13		5.34	9.15		
112.75	South Norwalk.....	0.30	s 7.04	s 7.49	9.11	s 10.33			s 5.17		s 5.37	c 9.18		
153.76	Grand Cen. Ter....	41.01	8.38	8.56		11.28			6.18		6.37	10.15		
			A M	A M	A M	A M			P M		P M	P M		
			b z	b z	b z	b u			q		b	o r		

o Train 147 will not run Dec. 25, 1966; Jan. 1, 1967.
 q Train 344 take siding at Wilton for train 143.

r Train 148 take siding at Wilton for train 147.
 u Train 141 originates at Danbury except on Saturdays

S. S. 44 TO PITTSFIELD

NORTHWARD

NEW HAVEN DIVISION

Distance from Gr. Ct. Ter.	STATIONS	Distance between Stations	138	140	344	356	144	358	148			
			Sun only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. and Sun.			
			A M	A M	Shore-liner		Berk-shire					
					P M	P M	P M	P M	P M			
0.00	Grand Cen. Ter.	0.00	8.29	8.05	.....	4.47	5.28	.....	5.32	7.52	.....	.....
41.01	South Norwalk.	41.01	s 9.27	s 9.10 ⁰⁸	.....	4.40	s 5.51	e 6.24	s 7.16 ³⁷	s 8.44	.....	.....
41.31	S. S. 44 N	0.30	9.28	9.12	.....	4.41	5.53	6.26	7.17	8.46	.....	.....
42.13	Dock	0.82	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
42.75	Wall Street	0.62	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.04	Norwalk Mills	2.29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.61	Wilton D	3.57	s 9.43	s 9.26	.....	¹⁴³ 4.56 s 4.59	s 6.08	s 6.41	s 7.32	¹⁴⁷ 8.59 s 9.01	.....	.....
50.16	Cannondale	1.55	.....	.....	.....	s 5.04	f 6.12	f 6.45	f 7.36	.....	.....	.....
53.14	Georgetown	2.98	.....	.....	.....	s 5.11	s 6.18	.....	s 7.42	.....	.....	.....
54.00	Branchville D	0.86	s 9.55	s 9.38	.....	s 5.14	s 6.22	s 6.53	s 7.46	s 9.15	.....	.....
58.56	Redding	4.56	.....	.....	.....	s 5.22	s 6.31	s 7.02	c 7.55	.....	.....	.....
61.58	Bethel Lower Siding	3.02	.....	¹⁴¹ 9.51	.....	.....	.....	.....	.....	.....	.....	.....
61.87	Bethel D	0.29	s 10.10	s 9.54	.....	s 5.29	s 6.38	s 7.09	s 8.02	s 9.30	.....	.....
64.83	Danbury N	2.96	s ¹⁰ 10.17 ¹⁰ 10.25	10.01	.....	5.37	6.45	su ⁷ 7.28	8.09	9.37	.....	.....
67.83	Berkshire Jct.	3.00	10.30	.....	.....	.....	.....	7 34	.....	.....	.....	.....
68.44	Stearns	0.61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.27	Brookfield	3.83	s 10.38	.....	.....	.....	.....	f 7.42	.....	.....	.....	.....
79.00	New Milford D	6.73	s 10.51	.....	.....	.....	.....	s 7.55	.....	.....	.....	.....
85.89	Gaylordsville	6.89	.....	.....	.....	.....	.....	f 8.08	.....	.....	.....	.....
91.80	Kent	5.91	s 11.11	.....	.....	.....	.....	s 8.19	.....	.....	.....	.....
99.98	Belsprings	8.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100.39	Cornwall Bridge	0.41	11.24	.....	.....	.....	.....	f 8.32	.....	.....	.....	.....
104.49	West Cornwall	4.10	s 11.31	.....	.....	.....	.....	s 8.39	.....	.....	.....	.....
109.01	Lime Rock	4.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
110.62	Falls Village	1.61	f 11.42	.....	.....	.....	.....	f 8.50	.....	.....	.....	.....
113.00	Maltbys	2.38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
116.29	Canaan D	3.29	s 11.52	.....	.....	.....	.....	s 9.01	.....	.....	.....	.....
117.27	Millers	0.98	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
118.78	Ashley Falls	1.51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
122.49	Sheffield	3.71	s 12.02	.....	.....	.....	.....	s 9.12	.....	.....	.....	.....
128.39	Great Barrington D	5.90	s 12.13	.....	.....	.....	.....	s 9.23	.....	.....	.....	.....
132.24	Rising D	3.85	12.19	.....	.....	.....	.....	9.30	.....	.....	.....	.....
133.08	Housatonic	0.84	12.22	.....	.....	.....	.....	s 9.33	.....	.....	.....	.....
137.34	Stockbridge	4.26	s 12.30	.....	.....	.....	.....	s 9.41	.....	.....	.....	.....
139.21	Hurlbut (South Lee)	1.87	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143.24	Lee D	4.03	s 12.40	.....	.....	.....	.....	s 9.51	.....	.....	.....	.....
145.34	Niagara (Lenox-dale)	2.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
146.51	Lenox	1.17	12.47	.....	.....	.....	.....	9.59	.....	.....	.....	.....
153.76	Pittsfield D	7.25	1.00	.....	.....	.....	.....	u 10.11	.....	.....	.....	.....
			P M	A M		P M	P M	P M	P M	P M		
					b t z	b z	b u z		b z	b r		

t Train 344 take siding at Wilton for train 143.
r Train 148 take siding at Wilton for train 147.

u Train 144 terminates at Danbury Monday to Thursday inclusive, also on Friday, Nov. 25, 1966.

NEW CANAAN TO STAMFORD

WESTWARD

NEW HAVEN DIVISION

Distance from New Canaan	STATIONS	Distance between Stations	N1	N3		N7	N9	N11	331	333	N13	N15		N19
			Ex. Sun. and Mon.	Ex. Mon.		Ex. Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Daily		Ex. Sun.
			A M	A M		A M	A M	A M	A M	A M	A M	A M		A M
0.00	New Canaan.....D	0.00	12.05	12.48	.....	6.37	7.05	7.34	7.38	8.04	8.28	9.12	.....	10.24
2.14	Talmadge Hill.....	2.14	s12.09	12.52	.....	s 6.41	s 7.09	s 7.38	s 7.42	s 8.08	s 8.32	s 9.16	.....	s10.28
2.99	Woodway.....	0.85	f12.11	12.54	.....	f 6.43	7.11	s 7.40	p 7.44	s 8.10	8.34	f 9.18	.....	f10.30
3.96	Springdale Cemetery.	0.97	f12.13	12.56	.....	f 6.45	N ¹² 7.15	f 7.42	7.46	N ¹⁶ 8.13	f 8.36	f 9.20	.....	f10.32
4.29	Springdale.....	0.33	s12.14	12.57	.....	s 6.47	s 7.17	s 7.43	s 7.48	s 8.15	s 8.37	s 9.21	.....	s10.33
5.78	Glenbrook.....	1.49	s12.17	1.00	.....	s 6.51	s 7.20	s 7.46	s 7.52	s 8.18	s 8.40	s 9.24	.....	s10.36
7.86	Stamford.....N	2.08	12.21	1.04	.....	6.57	7.24	7.50	s 8.01	s 8.23	8.44	9.28	.....	10.40
			A M	A M		A M	A M	A M	A M	A M	A M	A M	.....	A M
			b w			b z	b z	b	b p z	b k u	b z	r		j z

STATIONS	N21	N23	N27	N31		N35	N37	N39	N41	N43	N45	N47	N49
	Daily	Ex. Sat. and Sun.	Daily	Daily		Ex. Sat. and Sun.	Sat. only	Sun. only	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Daily	Ex. Sat. and Sun.
											D. H.		D. H.
	P M	P M	P M	P M		P M	P M	P M	P M	P M	P M	P M	P M
New Canaan.....	12.10	12.58	2.08	4.03	.....	5.02	5.12	5.32	6.20	6.28	7.00	7.29	7.48
Talmadge Hill.....	s12.14	s 1.02	s 2.12	s 4.07	.....	s 5.06	s 5.16	s 5.36	s 6.24	s 6.32	7.04	s 7.33	7.52
Woodway.....	f12.16	f 1.04	f 2.14	f 4.09	.....	f 5.08	f 5.18	f 5.38	f 6.26	f 6.34	7.06	f 7.35	7.54
Springdale Cemetery.	f12.18	f 1.06	f 2.16	f 4.11	.....	f 5.10	f 5.20	f 5.40	334 6.31	f 6.36	N ⁴⁴ 7.08	f 7.37	7.56
Springdale.....	s12.19	s 1.07	s 2.17	s 4.12	.....	s 5.11	s 5.21	s 5.41	s 6.34	s 6.37	7.09	s 7.38	7.57
Glenbrook.....	s12.22	s 1.10	s 2.20	s 4.15	.....	s 5.14	s 5.24	s 5.44	s 6.37	s 6.40	7.12	s 7.41	8.00
Stamford.....	12.26	1.14	2.24	4.19	.....	5.18	5.28	5.48	6.41	6.44	7.16	7.45	8.04
	P M	P M	P M	P M		P M	P M	P M	P M	P M	P M	P M	P M
	b	b z	b z	b		b z	b	b	b z	b	q z	b	o z

j Train N19 "no baggage" on Saturdays.

o Train N49 will not run Dec. 23, 30, 1966.

p Train 331 make "s" stop at Woodway Nov. 8, 1966; Feb. 13, 1967.

q Train N44 take siding at Springdale Cemetery for train N45.

r Train N15 "no baggage" on Saturdays and Sundays.

u Train N16 will take siding at Springdale Cemetery for train 333.

STATIONS	N53	N55		N59	N63							HOPEWELL JCT. AND BEACON	
	Ex. Sat. and Sun.	Daily		Ex. Sun.	Sun. only							WESTWARD READ DOWN	EASTWARD READ UP
	P M	P M		P M	P M							Distance from Hopewell Jct.	STATIONS
New Canaan.....	8.35	9.29	.....	10.30	11.36	.....	.....	.....	.....	.....	.....	0.00	Hopewell Jct.
Talmadge Hill.....	s 8.39	s 9.33	.....	s10.34	s11.40	.....	.....	.....	.....	.....	.....	6.30	Fishkill.....
Woodway.....	f 8.41	f 9.35	.....	f10.36	f11.42	.....	.....	.....	.....	.....	.....	8.45	Glenham.....
Springdale Cemetery.	f 8.43	f 9.37	.....	f10.38	f11.44	.....	.....	.....	.....	.....	.....	10.45	Matteawan.....
Springdale.....	s 8.44	s 9.38	.....	s10.39	s11.45	.....	.....	.....	.....	.....	.....	13.00	Beacon.....
Glenbrook.....	s 8.47	s 9.41	.....	s10.42	s11.48	.....	.....	.....	.....	.....	.....
Stamford.....	8.51	9.45	.....	10.46	11.52	.....	.....	.....	.....	.....	.....
	P M	P M		P M	P M								
	b z	b		b	b								

NOTE: New Canaan branch regular trains more than two hours behind their scheduled time lose both right and schedule between Stamford and New Canaan.

Distance from Springfield	STATIONS	Distance between Stations	101	99		169	67	69	65	61	91	415		71
			Mon only	Ex. Mon.		Daily	Ex. Sun.	Ex. Sun.	Sun. only	Sat. only	Sun. only	Ex. Sun.		Ex. Sun.
			N. Y.	N. Y.		N. Y.	Bankers	Nathan Hale	N. Y.	N. Y.	N. Y.	Shore-liner		N. Y.
0.00	Springfield	0.00	A M 12.01	A M 12.40		A M 5.00	A M 6.30	A M 7.21	A M 7.31	A M 7.51	A M 9.00	A M 9.30		A M 10.05
0.28	S. S. 274	0.28	12.02	12.41		5.01	6.31	7.22	7.32	7.52	9.01	9.31		10.06
2.45	Pecowsic	2.17	12.07	12.46		5.06	6.36	7.27	7.37	7.57	9.06	9.36		10.11
7.97	Thompsonville	5.52	12.13	12.51		5.11	6.41	s 7.33	s 7.44	s 8.04	9.11	9.41		s10.17
13.37	Windsor Locks	5.40	12.20	12.58		5.18	6.48	s 7.41	s 7.52	s 8.12	9.18	9.48		s10.25
19.05	Windsor	5.68	12.25	1.03		5.23	6.53	sq 7.49	7.59	8.19	9.23	9.53		s10.33
24.77	S. S. 214	5.72	12.31	1.09		5.29	6.59	7.56	8.06	8.24	9.28	9.58		10.40
25.39	Hartford	0.62	s 12.33 s 12.37	s 1.11 s 1.34		s 5.31 s 5.35	s 7.02	s 8.00	s 8.10	s 8.27	s 9.31	s10.01		s 10.42 s 10.55
30.21	Newington	4.82	12.44	1.41		5.42	7.09	8.07	8.16	8.33	9.37	10.07		10.57
36.11	Berlin	5.90	s12.52	s 1.51		5.47	s 7.16	s 8.13	s 8.23	s 8.40	s 9.44	s10.13		s11.05
41.87	Quarry Jct.	5.76	1.00	1.58		5.53	7.23	8.19	8.29	8.46	9.51	10.19		11.12
43.33	Meriden	1.46	s 1.04	s 2.02 s 2.06		s 5.58	s 7.27	s 8.23	s 8.35	s 8.51	s 9.55	s10.23		s11.19
44.04	Holts Hill	0.71												
45.99	Yalesville	1.95	1.08	2.11		6.02	7.31	8.27	8.39	8.55	9.59	10.27		11.25
49.34	Wallingford	3.35	s 1.14	2.15		6.05	s 7.36	s 8.33	s 8.45	s 9.00	s10.03	10.31		s11.31
54.68	North Haven	5.34	1.21	2.22		6.11	7.43	8.40	8.52	9.07	10.10	10.38		11.38
59.78	Air Line Jct.	5.10	1.27	2.28		6.17	7.49	8.46	8.58	9.12	10.15	10.43		11.44
61.98	New Haven	2.20	s 1.32 s 1.52	s 2.33 s 3.10		s 6.22 s 6.35	s 7.54 s 8.02	s 8.51 s 9.00	s 9.03 s 9.11	9.17 9.24	s 10.20 s 10.28	10.48		s 11.49 s 12.03 P M
			b				b	b q	b	b	b	b t		

q Train 69 omit Windsor stop on Saturdays and "z" holidays.

t Train 415 standard equipment on Saturdays and "z" holidays.

NORTHWARD

AIR LINE JCT. TO S. S. 274

Distance from New Haven	STATIONS	Distance between Stations	56	60		410		412	414	52	416	64	418	66
			Ex. Sun.	Sun. only		Ex. Sun.		Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sun. only	Sat. Mon. Wed. Thur.	Ex. Sat. and Sun.	Sat. only	Daily
			N. Y.	N. Y.		N. Y.			Shore-liner	N. Y.		N. Y.		N. Y.
0.00	New Haven	0.00	A M 2.05 s 2.24	A M 2.47 s 3.06		A M 5.05		A M 7.00	A M 7.54	A M 8.10 s 7.55	A M 8.00	A M 8.44 s 8.54	A M 9.00	A M 10.48 s 11.00
2.20	Air Line Jct.	2.20	2.31	3.12		5.10		7.06	7.59	8.16	8.05	9.00	9.05	11.06
7.30	North Haven	5.10	2.37	3.18		5.16		s 7.13	s 8.05	8.22	s 8.11	9.06	s 9.11	11.12
12.64	Wallingford	5.34	2.42	s 3.25		s 5.21 s 5.26		s 7.21	s 8.11	s 8.30	s 8.17	s 9.12	s 9.17	s11.19
15.99	Yalesville	3.35	2.45	3.30		5.30		7.25	8.15	8.35	8.21	9.16	9.21	11.24
17.94	Holts Hill	1.95												
18.65	Meriden	0.71	s 2.49 s 2.55	s 3.34 s 3.44		s 5.34 s 5.41		s 7.30	s 8.20	s 8.41	s 8.26	s 9.21	s 9.26	s11.32
20.11	Quarry Jct.	1.46	2.58	3.47		5.44		7.33	8.23	8.44	8.29	9.24	9.29	11.35
25.87	Berlin	5.76	s 3.04 s 3.12	s 3.53 s 4.02		s 5.57		s 7.40	s 8.29	s 8.51	s 8.35	s 9.31	s 9.35	s11.43
31.77	Newington	5.90	3.18	4.08		6.03		7.46	8.35	8.57	8.41	9.37	9.41	11.49
36.59	Hartford	4.82	s 3.24 s 3.55	s 4.14 s 4.54		s 6.09 s 6.24		s 7.53	s 8.42	s 9.04 s 9.13	s 8.48	s 9.46	s 9.48	s 11.55 s 12.06
37.21	S. S. 214	0.62	3.57	4.36		6.26		7.55	8.44	9.15	8.50	9.48	9.50	12.08
42.93	Windsor	5.72	4.04	4.42		s 6.33		s 8.02	8.50	9.21	8.56	9.54	s 9.57	r12.14
48.61	Windsor Locks	5.68	4.10	s 4.51		s 6.39 s 6.43		s 8.09	8.55	s 9.29	9.01	s10.00	s10.04	g12.20
54.01	Thompsonville	5.40	4.17	s 5.02		s 6.50 s 6.56		s 8.17	9.02	s 9.38	s 9.08	s10.08	s10.12	g12.27
59.53	Pecowsic	5.52	4.23	5.08		7.03		8.23	9.07	9.45	9.14	10.14	10.18	12.32
61.70	S. S. 274	2.17	4.29	5.14		7.09		8.29	9.12	9.50	9.19	10.19	10.24	12.38
61.98	Springfield	0.28	4.30	5.15		7.10		8.30	9.13	9.51	9.20	10.20	10.25	12.40
			A M	A M		A M		A M	A M	A M	A M	A M	A M	P M
								b	b z		b x	b	b	r

r Train 66 must not exceed 25 m.p.h. at Windsor Freight House to throw off U. S. mail except Saturdays, Sundays and "z" holidays.

SOUTHWARD

S. S. 274 TO AIR LINE JCT.

NEW HAVEN DIVISION

STATIONS	75	77	81	53	79		83	85	89	59	97	51	93
	Sun. only	Ex. Sun.	Sun. only	Daily	Ex. Sat. and Sun.		Daily	Sun. Mon.	Sun. Mon. Wed. Thur.	Ex. Sun.	Ex. Sat. and Sun.	Sun. Mon. Wed. Thur.	Sat. only
	N. Y.	N. Y.	N. Y.	N. Y.	N. Y.		N. Y.	N. Y.	N. Y.	N. Y.	N. Y.	N. Y.	N. Y.
Springfield	A M 10.30	P M 12.20	P M 12.30	P M 2.35	P M 3.40	.....	P M 4.15	P M 6.35	P M 7.35	P M 7.25	P M 9.10	P M 9.12	P M 9.38
S. S. 274	10.31	12.21	12.31	2.36	3.41	.....	4.16	6.36	7.36	7.26	9.11	9.13	9.39
Pecowsic	10.36	12.26	12.36	2.41	3.46	.....	4.21	6.41	7.41	7.31	9.16	9.18	9.44
Thompsonville	10.41	s12.33	s12.43	2.46	3.51	.....	s 4.28	6.46	s 7.48	7.36	s 9.22	s 9.24	s 9.50
Windsor Locks	10.48	s12.41	s12.51	2.53	3.58	.....	4.35	6.53	s 7.56	7.43	s 9.30	s 9.33	s 9.58
Windsor	10.53	12.48	12.58	2.58	4.03	.....	4.40	6.58	8.02	7.48	9.36	9.40	10.04
S. S. 214	10.59	12.54	1.04	3.03	4.08	.....	4.45	7.04	8.07	7.54	9.41	9.45	10.10
Hartford	s11.01	s 12.56 1.02	s 1.08	s 3.06	s 4.10 4.17	.....	s 4.47 4.50	s 7.07	s 8.11	s 7.59 8.07	s 9.43 10.03	s 9.47 9.54	s 10.13 10.18
Newington	11.07	1.09	1.15	3.12	4.23	.....	4.57	7.13	8.17	8.13	10.10	10.01	10.25
Berlin	s11.14	s 1.16	s 1.22	s 3.18	s 4.32	.....	s 5.03	7.18	s 8.23	s 8.22	s10.20	s10.10	s10.32
Quarry Jct.	11.20	1.23	1.28	3.24	4.38	.....	5.09	7.23	8.30	8.28	10.26	10.16	10.38
Meriden	s11.25	s 1.29	s 1.33	s 3.29	s 4.44	.....	s 5.14	s 7.27	s 8.35	s 8.37	s 10.29 10.40	s10.21	s10.42
Holts Hill	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yalesville	11.29	1.33	1.37	3.33	4.48	.....	5.18	7.31	8.39	8.41	10.45	10.26	10.47
Wallingford	11.32	s 1.38	s 1.42	3.36	s 4.53	.....	s 5.24	7.34	s 8.44	8.44	s 10.49 10.53	s10.32	s10.53
North Haven	11.38	1.45	1.49	3.42	4.59	.....	s 5.33	7.39	8.50	8.49	11.00	10.38	11.00
Air Line Jct.	11.44	1.51	1.54	3.48	5.05	.....	5.40	7.44	8.56	8.55	11.06	10.43	11.07
New Haven	s 11.49 11.59	s 1.56 2.07	s 1.59 2.08	s 3.53 4.02	s 5.10 5.20	.....	s 5.45 5.57	s 7.49 7.57	s 9.01 9.10	s 9.00 9.22	s 11.11 11.23	s 10.48 11.03	s 11.13 11.25
	A M	P M	P M	P M	P M		P M	P M	P M	P M	P M	P M	P M
	b			b	z		q	b t	b x	z	z	x	

q Train 83 omit stop at North Haven on Sundays.

t Train 85 will not run on Mondays except Dec. 26, 1966; Jan. 2, 1967.

NORTHWARD

AIR LINE JCT. TO S. S. 274

STATIONS	70	50	78	76	58	80	82	86	428	92	168	422	
	Sun. only	Ex. Sun.	Sun. only	Ex. Sun.	Daily	Ex. Sat. and Sun.	Sun. only	Daily	Sun. only	Sat. Sun. Mon.	Daily	Sat. only	
	N. Y.	N. Y.	N. Y.	N. Y.	N. Y.	N. Y.	N. Y.	Nathan Hale	N. Y.	N. Y.	N. Y.	N. Y.	
New Haven	P M 2.16 2.26	P M 2.22 2.33	P M 3.58 4.05	P M 3.53 4.10	P M 5.37 5.46	P M 6.34 6.41	P M 6.48 6.55	P M 7.40 7.55	P M 8.46	P M 9.46 9.56	P M 10.15 10.29	P M 11.45	.....
Air Line Jct.	2.32	2.39	4.11	4.16	5.52	6.47	7.01	8.00	8.51	10.02	10.35	11.51	.....
North Haven	2.38	2.45	4.18	4.23	5.59	6.54	7.08	8.06	8.58	10.09	10.41	11.58	.....
Wallingford	2.43	2.50	s 4.24	s 4.30	s 6.05	6.59	7.13	s 8.12	s 9.04	s10.15	10.47	s12.05	.....
Yalesville	2.46	2.53	4.28	4.34	6.09	7.02	7.17	8.16	9.08	10.19	10.50	12.09	.....
Holts Hill	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Meriden	s 2.52	s 2.59	s 4.33	s 4.41	s 6.14	s 7.06	s 7.22	s 8.24	s 9.13	s10.24	s10.57	s 12.13 12.19	.....
Quarry Jct.	2.55	3.02	4.36	4.44	6.17	7.09	7.26	8.27	9.16	10.27	11.00	12.22	.....
Berlin	s 3.02	s 3.09	s 4.43	s 4.53	s 6.24	s 7.17	s 7.33	s 8.33 8.37	s 9.23	s 10.33 10.35	s11.09	s 12.28 12.38	.....
Newington	3.08	3.15	4.49	4.59	6.30	7.23	7.39	8.43	9.29	10.41	11.15	12.44	.....
Hartford	s 3.16	s 3.21 3.29	s 4.56	s 5.05 5.11	s 6.38	s 7.29 7.37	s 7.46 7.49	s 8.49 8.55	s 9.37	s 10.48 10.53	s 11.22 11.37	s 12.50 1.10	.....
S. S. 214	3.18	3.31	4.58	5.13	6.40	7.39	7.51	8.57	9.39	10.55	11.39	1.12	.....
Windsor	3.24	3.37	5.04	s 5.21	6.46	7.45	7.57	9.03	9.45	s11.03	11.45	1.18	.....
Windsor Locks	3.29	t 3.42	5.09	s 5.29	6.51	7.50	8.02	s 9.11	9.50	s11.11	11.50	s 1.24	.....
Thompsonville	3.36	3.49	5.16	s 5.37	q 6.58	7.57	8.09	s 9.19	9.56	s11.19	11.57	s 1.32	.....
Pecowsic	3.42	3.55	5.22	5.43	7.04	8.02	8.14	9.25	10.01	11.25	12.02	1.38	.....
S. S. 274	3.48	4.00	5.27	5.49	7.09	8.08	8.20	9.31	10.07	11.31	12.08	1.44	.....
Springfield	3.50	4.01	5.28	5.50	7.10	8.09	8.21	9.32	10.08	11.32	12.10	1.45	.....
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	.....
	b	t	b		b q				b	r		b	

t Train 50 make "c" stop at Windsor Locks, Monday to Friday inclusive.

q Train 58 make "s" stop at Thompsonville Fridays and on Nov. 23, 1966.

r Train 92 "no baggage" on Saturday; will not run Mondays except Dec. 26, 1966; Jan. 2, 1967. (W) 10-30-66

WATERBURY AND DEVON

WESTWARD		READ DOWN			NEW HAVEN DIVISION			READ UP			EASTWARD	
459	457	455	453	451	Distance from Waterbury	STATIONS	450	470	452	454	456	
Sun. only	Ex. Sun.	Daily	Daily	Daily			Daily	Sun. only	Ex. Sun.	Daily	Daily	
Shore-liner	Shore-liner	Shore-liner	Shore-liner	Shore-liner			Shore-liner	Shore-liner	Shore-liner	Shore-liner	Shore-liner	Shore-liner
P M	P M	P M	A M	A M			A M	P M	P M	P M	P M	
7.20	6.30	3.18	10.17	8.00	0.00	Waterbury.....D	10.09	2.55	3.02	6.12	10.30	
					4.33	Union City.....						
s 7.29	s 6.39	s 3.27	s 10.26	s 8.09	5.05	Naugatuck.....D	s 9.59	s 2.45	s 2.52	s 6.02	s 10.20	
7.35	6.44	3.33	10.31	8.14	9.05	Beacon Falls.....	9.53	2.39	2.46	5.56	10.14	
7.39	6.48	3.37	10.35	8.18	12.10	North Seymour...D	9.50	2.36	2.43	5.53	10.11	
s 7.40	s 6.49	s 3.38	s 10.37	s 8.20	12.53	Seymour.....	s 9.49	s 2.35	s 2.42	s 5.52	s 10.10	
s 7.46	s 6.55	s 3.44	s 10.43	s 8.26	16.37	Ansonia.....	s 9.42	s 2.28	s 2.35	s 5.45	s 10.03	
s 7.50	s 6.59	s 3.48	s 10.47	s 8.30	18.02	Derby.....	s 9.38	s 2.24	s 2.31	s 5.41	s 9.59	
7.51	7.00	3.49	10.48	8.31	18.51	Derby Jct.....	9.36	2.22	2.29	5.39	9.57	
					18.84	Turkey Brook.....						
8.03	7.12	4.01	11.00	8.43	26.89	Devon.....N	9.24	2.10	2.17	5.27	9.45	
8.10	7.19	4.08	11.07	8.50	31.96	Bridgeport.....N	9.17	2.02	2.10	5.20	9.38	
P M	P M	P M	A M	A M			A M	P M	P M	P M	P M	
b	p q	o	o	o			o	b	q	o	o	

o Trains 451, 453, 455, 450, 454, 456 "no baggage" on Saturdays and Sundays. q Trains 452 and 457 "no baggage" on Saturdays. p Train 457 will not run Dec. 26, 1966; Jan. 2, 1967.

HARTFORD AND WATERBURY

WESTWARD READ DOWN		EASTWARD READ UP	
Distance from Hartford	STATIONS		
0.00	Hartford.....		
1.51	Parkville.....		
3.62	Elmwood.....		
4.82	Newington.....		
9.09	New Britain.....		
13.74	Plainville.....D		
15.43	Forestville.....		
17.81	Bristol.....		
21.74	Terryville.....		
30.62	Highland Jct.....		
31.03	Waterbury.....D		

WILLIMANTIC AND S. S. 214

WESTWARD READ DOWN		EASTWARD READ UP	
Distance from Willimantic	STATIONS		
0.00	Willimantic.....		
8.69	Andover.....		
13.03	Steeles.....		
14.61	Bolton.....		
18.96	Vernon.....		
22.45	Manchester.....D		
23.74	Buckland.....		
27.07	Burnside.....		
28.36	East Hartford.....		
30.63	S. S. 214.....N		
31.25	Hartford.....		

N. Y. CONN. R. R. S. S. 3 AND FREMONT

WESTWARD READ DOWN		EASTWARD READ UP	
Distance from S. S. 3	STATIONS		
0.00	S. S. 3.....N		
8.06	Fremont.....N		
19.59	Bay Ridge.....		

TORRINGTON AND HIGHLAND JCT.

WESTWARD READ DOWN		EASTWARD READ UP	
Distance from Torrington	STATIONS		
0.00	Torrington.....		
2.94	East Litchfield.....		
10.60	Thomaston.....D		
17.14	Waterville.....		
19.15	Highland Jct.....		
19.56	Waterbury.....D		

NEW BRITAIN AND BERLIN

WESTWARD READ DOWN EASTWARD READ UP

Distance from New Britain	STATIONS
0.00	New Britain.....
2.43	Berlin.....N

SUFFIELD AND WINDSOR LOCKS

WESTWARD READ DOWN EASTWARD READ UP

Distance from Suffield	STATIONS
0.00	Suffield.....
2.29	Airport Switch.....
4.46	Windsor Locks.....D

HARTFORD AND GRIFFINS

WESTWARD READ DOWN EASTWARD READ UP

Distance from Hartford	STATIONS
0.00	Hartford.....
5.68	Bloomfield.....
8.37	Griffins.....

WATERTOWN AND HIGHLAND JCT.

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Watertown	STATIONS
0.00	Watertown.....
2.33	Oakville.....
4.90	Highland Jct.....

SPRINGFIELD AND EAST HARTFORD

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Springfield	STATIONS
0.00	Springfield.....N
2.47	Armory.....D
6.67	East Longmeadow....
12.18	Hazardville.....D
15.46	Melrose.....
17.14	Broad Brook.....D
18.78	Scantic (East Windsor)....
22.94	East Windsor Hill....
25.54	Wapping (South Windsor)...
29.13	East Hartford.....

MANCHESTER AND SOUTH MANCHESTER

WESTWARD READ DOWN EASTWARD READ UP

Distance from Manchester	STATIONS
0.00	Manchester.....D
1.90	South Manchester....

ROCKVILLE AND VERNON

WESTWARD READ DOWN EASTWARD READ UP

Distance from Rockville	STATIONS
0.00	Rockville.....
0.83	Westway.....
4.09	Vernon.....

FLORENCE AND WESTFIELD

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Florence	STATIONS
0.00	Florence.....
2.74	Northampton.....
7.48	Easthampton.....D
11.65	Southampton.....
18.54	Westfield.....D

PORTLAND AND AIR LINE JCT.

WESTWARD READ DOWN EASTWARD READ UP

Distance from Portland	STATIONS
0.00	Portland.....
0.98	Middletown.....D
4.37	Rockfall.....
6.86	Middlefield.....
9.43	Reeds Gap.....
12.93	East Wallingford....
19.58	Montowese.....
23.30	Air Line Jct.....
25.50	New Haven.....N

COLLINSVILLE AND FARMINGTON

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Collinsville	STATIONS
0.00	Collinsville.....
5.13	Unionville.....D
7.81	Farmington.....

HOLYOKE AND FAIR STREET

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Holyoke	STATIONS
0.00	Holyoke.....D
6.93	Lanes Quarry.....
10.29	Westfield.....D
15.90	Southwick.....
18.32	Congamond.....
24.15	Granby.....D
28.89	Simsbury.....D
33.63	Avon.....
40.13	Farmington.....
43.38	Plainville.....D
48.76	Southington.....
49.54	Plantville.....
51.15	Milldale.....D
55.38	Cheshire.....
62.19	Mt. Carmel.....
67.34	Highwood.....
70.54	Fair Street.....
70.82	New Haven.....N

S. S. 214 AND OLD SAYBROOK

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Hartford	STATIONS
0.00	Hartford.....
0.62	S. S. 214.....N
5.51	Wethersfield.....D
7.15	Spring Brook..... (South Wethersfield)
9.30	Rocky Hill.....
13.73	North Cromwell.....
14.69	Cromwell.....
16.71	Middletown.....D
20.93	Laurel.....
25.65	Higganum.....
31.58	East Haddam.....
35.29	Chester.....
36.22	Deep River.....
39.85	Essex.....
44.03	Old Saybrook.....N

WORCESTER AND GROTON

SOUTHWARD

READ DOWN

BOSTON DIVISION

READ UP

NORTHWARD

			579	573	Distance from Worcester	STATIONS	570	572	580			
			Daily	Daily			Ex. Sun.	Sun. only	Daily			
			Shore-liner	Shore-liner			Shore-liner	Shore-liner	Shore-liner	Shore-liner		
			P M	A M			P M	P M	P M			
			4.32	7.36	0.00	Worcester.....	12.05	12.48	9.34			
			4.35	7.39	0.43	So. Worcester..... N	12.02	12.45	9.31			
			4.39	7.43	2.03	Hope Ave..... N	11.58	12.41	9.27			
		e	4.42	e 7.46	4.03	Auburn..... c	11.55	c12.38	c 9.24			
			4.51	7.55	10.69	Oxford.....	11.45	12.28	9.14			
					13.85	Barton.....						
		s	5.00	s 8.04	15.47	Webster..... D	s11.37	s12.20	s 9.06			
					19.93	No. Grosvenordale.....						
					24.08	Klondike.....						
			5.15	8.19	25.24	S. S. 227..... N	11.21	12.04	8.50			
		s	5.17	s 8.21	25.47	Putnam..... s	11.20	s12.03	s 8.49			
			5.23	8.27	30.62	Dayville..... D	11.12	11.55	8.41			
		s	5.31	s 8.35	33.41	Danielson.....	s11.06	s11.49	s 8.35			
					39.30	Central Village.....						
		f	5.46	f 8.50	42.44	Plainfield..... D	f10.51	f11.34	f 8.20			
		f	5.55	f 8.59	48.73	Jewett City.....	f10.40	f11.23	f 8.09			
					50.79	Reades.....						
					53.19	Shetucket.....						
		s	6.15	s 9.19	57.57	River Falls.....	s10.20	s11.03	s 7.49			
					58.27	Norwich..... D						
					60.33	Milk House.....						
					64.44	Allyns Point.....						
					68.33	Submarine Base.....						
			6.37	9.41	70.39	Groton S. S. 119... N	10.00	10.43	7.29			
			6.40	9.44	71.82	New London.....	9.57	10.40	7.26			
			P M	A M			A M	A M	P M			
			b	b			b	b	b			

VALLEY FALLS AND WATER STREET

WESTWARD READ DOWN EASTWARD READ UP

Distance from Valley Falls	STATIONS
0.00	Valley Falls..... D
1.65	Darlington.....
4.71	Phillipsdale.....
5.03	Red Bridge.....
5.45	Water Street.....

WEBSTER AND SOUTHBRIDGE

WESTWARD READ DOWN EASTWARD READ UP

Distance from Webster	STATIONS
0.00	Webster..... D
5.15	Quinebaug.....
7.68	West Dudley.....
9.48	Sandersdale.....
11.08	Southbridge.....

EAST JUNCTION AND RED BRIDGE

WESTWARD READ DOWN EASTWARD READ UP

Distance from East Jct.	STATIONS
0.00	East Jct.....
3.52	Daggetts.....
3.90	Narragansett Park...
#3.74	Slater.....
5.42	Rumford.....
6.88	Red Bridge.....
7.27	S. S. K-315.....
	Seekonk River..... D
7.30	Water Street.....

#Mileage between Narragansett Park and Slater 0.36.

BRISTOL AND PROVIDENCE

WESTWARD READ DOWN EASTWARD READ UP

Distance from Bristol	STATIONS
0.00	Bristol.....
4.12	Warren.....
5.75	Barrington.....
7.91	West Barrington.....
9.94	Riverside.....
13.69	East Providence.....
14.15	S. S. K-315.....
	Seekonk River..... D
15.69	Providence..... N

PROVIDENCE TO BRANFORD

BOSTON DIVISION

WESTWARD

Distance from Providence	STATIONS	3	401	181	17	573	171	19	9	173
		Daily	Ex. Sat. and Sun.	Ex. Sun.	Sun Mon Wed. Thur.	Daily	Daily	Sat. only	Ex. Sat. and Sun.	Daily
		Owl	S'Liner	Hell Gate	May-flower	Worcester S'liner	Colonial	May-flower	May-flower	Senator
.....	Boston.....	N 2.01	A M	A M	A M	A M	A M	A M	A M	A M
0.00	Providence.....	N s 3.08 3.20		s 7.48 8.00	s 8.25		s 8.54	s 9.24	s 9.54	s10.56
4.41	Cranston S. S. 141....	D 3.27		8.06	8.31		9.00	9.30	10.00	11.02
8.33	Hills Grove									
10.55	Apponaug.....									
13.34	East Greenwich.....									
16.83	Davisville S. S. 136...D	3.38		8.16	8.41		9.10	9.40	10.10	11.12
19.36	Wickford Jct.....									
22.95	Slocums.....									
27.00	Kingston.....	D 3.48		s 8.27	s 8.51		9.18	s 9.50	10.18	s11.22
31.30	Kenyons.....									
32.04	Shannock.....									
35.05	Wood River Jct.....									
39.12	Bradford.....									
43.80	Westerly.....	N 4.04		s 8.45	s 9.09		9.32	s10.08	10.32	11.38
49.31	Stonington.....									
52.71	Mystic.....	N 4.15		8.55	9.19		9.41	10.18	10.41	11.47
53.56	West Mystic.....									
54.83	Noank.....									
57.73	Midway.....									
60.82	Groton S. S. 119.....N	4.25		9.03	9.27	9.41	9.49	10.26	10.49	11.55
62.25	New London.....	s 4.29 4.35	6.26	s 9.08 9.14	s 9.31	9.44	s 9.54	s10.30	s10.54	s11.59
65.46	Waterford S. S. 110...D	4.41	6.31	9.19	9.36		9.59	10.35	10.59	12.04
68.40	Niantic River S. S. 108.N									
69.20	East Lyme.....		s 6.36							
74.58	Sound View.....									
78.33	Conn. River S. S. 104.N									
80.06	Old Saybrook.....	N 4.57	s 6.48	s 9.36	s 9.52		10.14	s10.51	11.14	s12.20
83.94	Westbrook.....									
88.44	Clinton.....	D	s 6.58							
92.12	Madison.....		s 7.04							
94.13	East River.....									
96.22	Guilford.....	D 5.12	s 7.12	9.51	10.07		10.27	11.06	11.27	12.35
99.05	Leete's Island.....		s 7.16							
100.55	Stony Creek.....		s 7.19							
101.63	Pine Orchard.....		s 7.22							
103.90	Branford.....	↓ 5.20	s 7.26	↓ 9.58	10.14		10.34	11.13	11.34	12.42
113.03	New Haven.....	N s 5.34 5.52	7.40	s 10.10 10.25	s 10.26 10.34		s 10.46 10.54	s 11.25 11.33	s 11.46 11.53	s 12.54 1.03
		A M	A M	A M	A M	A M	A M	A M	A M	P M
			b z	z	x	b	b		z	b

PROVIDENCE TO BRANFORD

BOSTON DIVISION

WESTWARD

STATIONS	13		175		15		29		521		579	27	33
	Daily		Daily		Daily		Daily		Ex. Sat. and Sun.		Daily	Daily	Daily
	The 42nd St.		Patriot		Puritan		Gilt Edge		Shoreliner		Worcester S'liner	Merchants	Sundown
	A M		P M		P M		P M		P M		P M	P M	P M
<i>Boston</i>	11.00		1.00		2.31		4.00					5.00	6.00
<i>Providence</i>	11.51		1.55		3.30		4.54		5.15			5.55	6.54
<i>Cranston S. S. 141</i>	11.55		2.01		3.37		5.00		5.21			6.01	7.00
<i>Hills Grove</i>	12.01												
<i>Apponaug</i>													
<i>East Greenwich</i>													
<i>Davisville S. S. 136</i>	12.11		2.11		3.47		5.10		5.30			6.11	7.10
<i>Wickford Jct.</i>									5.34				
<i>Slocums</i>									5.38				
<i>Kingston</i>	12.19		2.19		3.59		5.20		5.47			6.19	7.21
<i>Kenyons</i>													
<i>Shannock</i>									5.52				
<i>Wood River Jct.</i>									5.55				
<i>Bradford</i>													
<i>Westerly</i>	12.35		2.33		4.17		5.38		6.07			6.33	7.39
<i>Stonington</i>													
<i>Mystic</i>	12.45		2.42		4.27		5.48		6.14			6.42	7.49
<i>West Mystic</i>									6.19				
<i>Noank</i>													
<i>Midway</i>													
<i>Groton S. S. 119</i>	12.53		2.50		4.35		5.56		6.28		6.37	6.50	7.57
<i>New London</i>	12.58		2.55		4.41		6.02		6.31		6.40	6.54	8.02
<i>Waterford S. S. 110</i>	1.03		3.00		4.46		6.07					6.59	8.07
<i>Niantic River S. S. 108</i>													
<i>East Lyme</i>													
<i>Sound View</i>													
<i>Conn. River S. S. 104</i>													
<i>Old Saybrook</i>	1.18		3.16		5.02		6.23					7.14	8.23
<i>Westbrook</i>													
<i>Clinton</i>													
<i>Madison</i>													
<i>East River</i>													
<i>Guilford</i>	1.31		3.31		5.17		6.38					7.27	8.38
<i>Leete's Island</i>													
<i>Stony Creek</i>													
<i>Pine Orchard</i>													
<i>Branford</i>	1.38		3.38		5.24		6.45					7.34	8.45
<i>New Haven</i>	1.50		3.50		5.38		6.57					7.46	8.58
	2.02		3.58		5.45		7.05					7.53	9.07
	P M		P M		P M		P M		P M		P M	P M	P M
	b		b				b		b z		b	b	b

PROVIDENCE TO BRANFORD

BOSTON DIVISION

WESTWARD

STATIONS	191	43	179	199	197		177	185	187
	Ex. Sun.	Sun. Mon.	Ex. Sat. and Sun.	Sun. only	Sat. only		Ex. Sat.	Sun. only	Ex. Sun.
	Mail and Express	Pershing Square	Pilgrim	Pilgrim	Pilgrim		Federal	New Yorker	New Yorker
	P M	P M	P M	P M	P M		P M	P M	P M
Boston.....	6.05	7.00	9.00	9.00	9.00		10.10	11.45	11.45
Providence.....	m 6.57 7.11	s 7.56	s 10.15 10.45	s 9.57 10.12	s 10.05 10.25		s 11.08 11.10	s 12.51 1.06	s 12.56 1.28
Cranston S. S. 141.....	7.17	8.02	10.51	10.18	10.31		11.16	1.12	1.33
Hills Grove.....									
Apponaug.....									
East Greenwich.....									
Davisville S. S. 136.....	7.27	8.12	11.01	10.29	10.42		11.26	1.22	1.43
Wickford Jct.....									
Slocums.....									
Kingston.....	m 7.38	s 8.22	s 11.12	s 10.40	s 10.53		11.34	1.31	1.52
Kenyons.....									
Shannock.....									
Wood River Jct.....									
Bradford.....									
Westerly.....	m 7.56	s 8.41	s 11.30	s 10.58	s 11.13		11.48	1.46	2.07
Stonington.....									
Mystic.....	8.06	8.51	11.40	11.09	11.24		11.57	1.55	2.17
West Mystic.....									
Noank.....									
Midway.....									
Groton S. S. 119.....	8.14	8.59	11.48	11.17	11.32		12.05	2.04	2.26
New London.....	m 8.17 8.25	s 9.05	s 11.52 11.58	s 11.20 11.25	s 11.35 11.47		e 12.10	s 2.08 2.13	s 2.30 2.37
Waterford S. S. 110.....	8.30	9.11	12.03	11.30	11.52		12.15	2.18	2.43
Niantic River S. S. 108.....									
East Lyme.....									
Sound View.....									
Conn. River S. S. 104.....									
Old Saybrook.....	8.45	s 9.27	s 12.20	s 11.47	s 12.09		12.30	2.34	2.59
Westbrook.....									
Clinton.....									
Madison.....		s 9.40							
East River.....									
Guilford.....	8.58	9.47	12.35	12.03	12.25		12.43	2.48	3.13
Leete's Island.....									
Stony Creek.....									
Pine Orchard.....									
Branford.....	9.05	9.54	12.42	12.10	12.32		12.50	2.55	3.20
New Haven.....	m 9.17 9.49	s 10.07 10.15	s 12.55 1.20	s 12.23 12.36	s 12.45 1.03		s 1.04 1.27	s 3.08 3.23	s 3.33 4.08
	P M	P M	A M	A M	A M		A M	A M	A M
	z	p	b						

PROVIDENCE AND WILLIMANTIC

WESTWARD EASTWARD
READ DOWN READ UP

Distance from Providence	STATIONS
0.00	Providence.....N
3.99	Print Works.....
7.07	Oak Lawn.....
8.92	Natick.....
10.74	River Point.....
12.00	West Warwick.....
12.93	Quidnick.....
13.33	Anthony.....
14.33	Washington.....
21.64	Summit.....
24.09	Greene.....
27.11	Oneco.....
28.92	Sterling.....
32.25	Moosup.....D
35.45	Plainfield.....D
45.08	Versailles.....
47.90	Baltic.....
54.96	South Windham.....
58.61	Willimantic.....

p Train 43 will not run on Mondays except Dec. 26, 1966; Jan. 2, 1967.

BRANFORD TO PROVIDENCE

BOSTON DIVISION

EASTWARD

Distance from New Haven	STATIONS	Distance between Stations	180		4		2		32		176		508		6		570		10	
			Ex. Sun. and Mon		Sun. only	Ex. Sun.	Sun. only		Daily	Ex. Sun.	Ex. Sun.		Ex. Sun.	Ex. Sun.	Sun. only					
			Mail and Express	Owl	Owl	Boston	Federal	Shore-liner	May-flower	Worcester S'liner	Murray Hill									
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
0.00	New Haven.....N	0.00	m 1.10 1.50	s 2.28 2.43	s 2.32 2.52				A M 3.07	S 4.44 5.07					S 8.52 8.59				S 9.28 9.35	
9.13	Branford.....	9.13	2.03	2.57	3.05				3.20	5.20					9.11				9.47	
11.40	Pine Orchard.....	2.27																		
12.48	Stony Creek.....	1.08																		
13.98	Leete's Island.....	1.50																		
16.81	Guilford.....D	2.83	2.10	3.06	3.12				3.28	5.27					9.18				9.54	
18.90	East River.....	2.09																		
20.91	Madison.....	2.01																		
24.59	Clinton.....D	3.68																		
29.09	Westbrook.....	4.50																		
32.97	Old Saybrook.....N	3.88	2.24	3.23	3.27				s 3.46	5.41					9.31				s10.12	
34.70	Conn. River S. S. 104.N	1.73																		
38.45	Sound View.....	3.75																		
43.83	East Lyme.....	5.38																		
44.63	Niantic River S. S. 108.N	0.80																		
47.57	Waterford S. S. 110...D	2.94	2.39	3.42	3.44				4.04	5.56					9.45				10.28	
50.78	New London.....	3.21	m 2.44 3.00	s 3.49	s 3.49 4.04				s 4.10 4.27	s 6.01 6.08	t 7.22				s 9.51	9.57			s10.35	
52.21	Groton S. S. 119.....N	1.43	3.03	3.53	4.08				4.31	6.11	7.25				9.54	10.00			10.39	
55.30	Midway.....	3.09																		
58.20	Noank.....	2.90									s 7.32									
59.47	West Mystic.....	1.27									s 7.34									
60.32	Mystic.....N	0.85	3.12	4.02	4.16				4.40	6.19	s 7.36				10.02				10.47	
63.72	Stonington.....	3.40									s 7.41									
69.23	Westerly.....N	5.51	3.21	4.12	u 4.27				s 4.55	s 6.31	s 7.49				10.10				s10.59	
73.91	Bradford.....	4.68																		
77.98	Wood River Jct.....	4.07																		
80.99	Shannock.....	3.01									s 8.01									
81.73	Kenyons.....	0.74									s 8.04									
86.03	Kingston.....D	4.30	3.37	4.30	m 4.47				m 5.19	s 6.50	s 8.11				o10.25				s11.17	
90.08	Slocums.....	4.05																		
93.67	Wickford Jct.....	3.59							m		s 8.19									
96.20	Davisville S. S. 136...D	2.53	3.47	4.40	4.58				5.37	7.00	8.22				10.33				11.27	
99.69	East Greenwich.....	3.49			u 5.04				m 5.43	r ↓	s 8.27									
102.48	Apponaug.....	2.79																		
104.70	Hills Grove.....	2.22																		
108.62	Cranston S. S. 141...D	3.92	3.57	4.51	5.14				5.54	7.11	8.37				10.43				11.37	
113.03	Providence.....N	4.41	m 4.03 4.23	s 4.58 5.08	s 5.21 5.41				s 6.02 6.12	s 7.17 7.25	s 8.47				s10.52				s 11.43 11.46	
156.81	Boston.....N	43.78	5.30 A M	6.20 A M	6.40 A M				7.34 A M	8.25 A M	9.50 A M				11.45 A M				12.40 P M	
			b		u				p	r	btz				bo	b				

o Train 6 make "s" stop at Kingston on Saturdays; also on Wednesday, Feb. 22, 1967.

p Train 32 will not run Dec. 25, 1966; Jan. 1, 1967.

r Train 176 must not exceed 15 M.P.H. at London St., East Greenwich, to throw off U. S. mail from south side of track No. 2.

t Train 508 will not run between New London and Providence on Saturdays.

u Train 2 will stop at Westerly and must not exceed 15 M.P.H. at London St., East Greenwich, to throw U. S. mail from south side of track No. 2.

BRANFORD TO PROVIDENCE

BOSTON DIVISION

EASTWARD

STATIONS	572	8		12	170	182	22		172		20		402
	Sun. only	Ex. Sun.		Daily	Daily	Ex. Mon.	Daily		Daily		Daily		Ex. Sat. and Sun.
	Wor- cester S'liner	Murray Hill		Bay State	Colonial	Mail and Express	Yankee Clipper		Senator		Puritan		S'Liner
	A M	A M		A M	P M	P M	P M		P M		P M		P M
<i>New Haven</i>	S 9.30	S 9.37		S 11.37	S 12.59	M 1.04	S 2.28		S 3.48		S 4.40		S 5.45
Branford.....		9.50		11.51	1.11	1.16	2.40		4.00		4.52		s 5.59
Pine Orchard.....													s 6.04
Stony Creek.....													s 6.07
Leete's Island.....													s 6.10
Guilford.....		9.57		11.58	1.18	1.23	2.47		4.07		4.59		s 6.14
East River.....													s 6.20
Madison.....													s 6.26
Clinton.....		o 10.05											
Westbrook.....													
Old Saybrook.....		s 10.12		s 12.13	1.31	1.43	3.00		s 4.22		s 5.15		s 6.40
Conn. River S. S. 104 ..													
Sound View.....													
East Lyme.....													
Niantic River S. S. 108..													
Waterford S. S. 110 ..		10.28		12.30	1.45	1.59	3.14		4.37		5.31		6.56
New London.....	10.40	s 10.34		s 12.38	s 1.52	m 2.04 2.10	s 3.21		s 4.44		s 5.39		7.01
Groton S. S. 119 ..	10.43	10.37		12.42	1.55	2.13	3.24		4.48		5.43		
Midway.....													
Noank.....													
West Mystic.....													
Mystic.....		10.45		12.51	2.03	2.21	3.32		4.57		5.52		
Stonington.....													
Westerly.....		s 10.55		s 1.03	2.12	m 2.32	3.41		s 5.08		s 6.03		
Bradford.....													
Wood River Jct.....													
Shannock.....													
Kenyons.....													
Kingston.....		s 11.13		1.19	2.26	2.51	3.55		s 5.26		s 6.20 6.21		
Slocums.....													
Wickford Jct.....													
Davisville S. S. 136 ..		11.23		1.27	2.34	3.01	4.03		5.36		6.30		
East Greenwich.....													
Apponaug.....													
Hills Grove.....													
Cranston S. S. 141.....		11.33		1.37	2.44	3.11	4.13		5.46		6.40		
Providence.....		s 11.42		s 1.46	s 2.53	m 3.17 3.40	s 4.21		s 5.55		s 6.48 6.52		
Boston.....		12.32		2.38	3.45	4.30	5.15		6.45		7.45		
	A M	P M		P M	P M	P M	P M		P M		P M		P M
	b	b o		b	b		b		b				b z

o Train 8 stop at Clinton on signal 16(d) to leave passengers.

BRANFORD TO PROVIDENCE

BOSTON DIVISION

EASTWARD

CRANSTON AND PONTIAC

**WESTWARD
READ DOWN**

**EASTWARD
READ UP**

STATIONS	26	580		174	28		48	30	34
	Daily	Daily		Daily	Daily		Sun. Mon.	Ex. Sat.	Sat. only
	Merchants	Worcester S'liner		Patriot	Gilt Edge		Com-mander	Bost-onian	Bos-tonian
	P M	P M		P M	P M		P M	P M	P M
<i>New Haven</i>	e 6.22 6.28			S 7.30 7.38	S 8.31 8.43		S 9.31 9.38	S 10.39 10.49	S 11.39 11.58
Branford	6.40			7.50	8.55		9.50	11.02	12.09
Pine Orchard									
Stony Creek									
Leete's Island									
Gullford	6.47			7.57	9.02		9.57	11.09	12.16
East River									
Madison									
Clinton									
Westbrook									
Old Saybrook	7.00			8.10	s 9.17		s10.12	s11.24	s12.31
Conn. River S. S. 104 ..									
Sound View									
East Lyme									
Niantic River S. S. 108 ..									
Waterford S. S. 110	7.14			8.24	9.33		10.28	11.40	12.47
New London	s 7.21	7.26		s 8.31	s 9.43		s10.35	s 11.45 11.50	s 12.52 1.00
Groton S. S. 119	7.24	7.29		8.34	9.46		10.38	11.53	1.03
Midway									
Noank									
West Mystic									
Mystic	7.32			8.42	9.54		10.46	12.01	1.11
Stonington									
Westerly	7.41			s 8.53	s10.05		s10.57	12.10	1.20
Bradford									
Wood River Jct.									
Shannock									
Kenyons									
Kingston	7.55			9.09	s10.24		s11.15	12.25	1.35
Slocums									
Wickford Jct.									
Davisville S. S. 136	8.03			9.17	10.34		11.25	12.34	1.44
East Greenwich									
Apponaug									
Hills Grove									
Cranston S. S. 141	8.13			9.27	10.44		11.35	12.44	1.54
Providence	s 8.22			s 9.37	s 10.50 11.00		s11.44	s 12.50 1.00	s 2.00 2.12
Boston	9.15			10.30	11.55		12.40	1.50	3.03
	P M	P M		P M	P M		A M	A M	A M
	b	b		b			b p		

**WESTWARD
READ DOWN**

**EASTWARD
READ UP**

NORWOOD CENTRAL AND WRENTHAM

Distance from Norwood Central

STATIONS

0.00	Norwood Central...D
1.17	Morrills.....
2.17	Bird Mills (East Walpole)D
4.34	Walpole Heights.....
5.81	Cedar.....
8.74	Pondville.....
11.40	Wrentham.....

WOONSOCKET AND SLATERSVILLE

**WESTWARD
READ DOWN**

**EASTWARD
READ UP**

Distance from Woonsocket

STATIONS

0.00	Woonsocket.....
2.58	Forestdale.....
3.35	Slatersville.....

† Train 48 will not run on Mondays except Dec. 26, 1966; Jan. 2, 1967.

CANTON JCT. AND STOUGHTON

SOUTHWARD		READ DOWN					BOSTON DIVISION					READ UP			NORTHWARD	
	815 Ex. Sat. and Sun.	813 Sat. only	811 Ex. Sat. and Sun.	803 Ex. Sun.	801 Ex. Sat. and Sun.	Distance from Canton Jct.	STATIONS	800 Ex. Sat. and Sun.	802 Ex. Sun.	810 Ex. Sat. and Sun.	814 Sat. only	812 Ex. Sat. and Sun.				
	Shore- liner	Shore- liner		Shore- liner D. H.	D. H.				Shore- liner	D. H.	Shore- liner D. H.	Shore- liner D. H.				
	P M	P M	P M	A M	A M			A M	A M	P M	P M	P M				
.....	5.45	5.45	5.14	7.32	6.40	.....	<i>Boston</i>.....N	8.16	8.37	6.32	6.52	7.02	.....		
	s 6.13	s 6.07	s 5.42	7.53	7.02	0.00	Canton Jct.....D	s 7.50	s 8.14	6.11	6.31	6.41	.....		
	s 6.17	s 6.10	s 5.46	7.55	7.04	0.62	Canton.....s	7.46	s 8.10	6.09	6.29	6.39	.....		
						1.67	Springdale.....						.....		
						2.98	West Stoughton.....						.....		
	6.23	6.15	5.52	8.00	7.10	3.94	Stoughton.....D	7.40	8.05	6.04	6.24	6.34	.....		
	P M	P M	P M	A M	A M			A M	A M	P M	P M	P M				
	b v	b	b o v	v	v			b v	b v	o v		v				

o Trains 810 and 811 will not run Dec. 23, 1966.

SOUTH WORCESTER AND BOSTON SWITCH

SOUTHWARD NORTHWARD
READ DOWN READ UP

	Distance from Wor- cester	STATIONS	
.....	0.00	<i>Worcester</i>.....	.....
.....	0.43	South Worcester...N	.....
.....	3.55	Greenwood.....	.....
.....	5.46	Millbury.....	.....
.....	8.06	Wilkinsonville.....	.....
.....	8.76	Saundersville.....	.....
.....	10.20	Farnumville.....	.....
.....	12.16	Northbridge.....	.....
.....	16.50	Whitins.....D	.....
.....	18.53	Uxbridge.....	.....
.....	23.06	Millville.....	.....
.....	25.30	Blackstone.....D	.....
.....	26.96	Woonsocket.....	.....
.....	27.56	Hamlet.....	.....
.....	30.56	Manville.....	.....
.....	32.11	Albion.....	.....
.....	33.58	Ashton.....	.....
.....	34.20	Berkeley.....	.....
.....	35.74	Whipple.....D	.....
.....	36.02	Lonsdale.....	.....
.....	36.87	Valley Falls.....D	.....
.....	37.90	Boston Switch.....	.....

BOSTON TO PROVIDENCE

Distance from Boston	STATIONS	Distance between Stations	3	801	181	743	17	803	773	731	171	709	795	551
			Daily	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Sun Mon Wed. Thur.	Ex. Sun.	Ex. Sat. and Sun.	Sat. only	Daily	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
			Owl	Stough'n S'Liner D. H.	Hell Gate	Avery S'Liner D. H.	May-flower	Stough'n S'Liner D. H.	S'limer D. H. Dedham	Avery S'Liner D. H.	Colonial	Franklin S'Liner	West St. S'Liner D. H.	S'Liner D. H.
0.00	Boston.....N	0.00	A M 2.01	A M 6.40	A M 6.45	A M 7.18	A M 7.30	A M 7.32	A M 7.35	A M 7.35	A M 8.00	A M 8.20	A M 8.23	A M 8.30
1.28	Back Bay.....	1.28	s 2.08		s 6.50		s 7.36				s 8.05	s 8.24		
1.98	S. S. 185.....D	0.70	2.10	6.46	6.52	7.23	7.38	7.38	7.41	7.41	8.07	8.26	8.28	8.36
3.87	Boylston Street.....	1.89												
4.43	Jamaica Plain.....	0.56												
5.15	Forest Hills.....	0.72	2.15	6.50	6.55		7.41	7.42	7.45		8.10	8.30		8.39
6.26	Mount Hope.....	1.11												
8.37	Hyde Park.....	2.11												
9.63	Readville.....N	1.26	2.20	6.54	6.59		7.45	7.46	7.49		8.14	8.34		8.43
11.55	Route 128.....	1.92	s 2.26	6.57	s 7.02		s 7.49	7.49			s 8.18			8.45
14.97	Canton Jct.....D	3.42		7.02	s 7.07			7.53						
18.15	Sharon.....	3.18			s 7.13									
22.60	East Foxboro.....	4.45												
24.86	Mansfield.....D	2.26	2.43		s 7.22		8.03				8.32			8.57
27.57	West Mansfield.....	2.71												
31.90	Attleboro.....D	4.33	2.50		s 7.30		8.09				8.38			9.03
34.78	East Junction.....	2.88												
38.88	Boston Switch.....	4.10												
39.27	Pawtucket.....	0.39			s 7.40									
40.07	Woodlawn S.S. 154 N	0.80	3.01		7.42		8.17				8.46			9.11
43.78	Providence.....N	3.71	s 3.08 s 3.20		s 7.48 s 8.00		s 8.25				s 8.54			9.17
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
				v	z	t v	x	v	v		b	b v	v	z

t Train 743 will not run April 19, 1967.

EASTWARD

PROVIDENCE TO BOSTON

Distance from Providence	STATIONS	30	34	180	4	2	710	500	732	32	502	546	734	712
		Ex. Sun.	Sun. only	Ex. Sun. and Mon	Sun. only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. only	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.
		Bost-onian	Bost-onian	Mail and Express	Owl	Owl	Franklin S'Liner	Shore-liner	S'limer Avery	Boston		S'Liner	Avery S'Liner	Franklin
0.00	Providence.....	A M 12.50	A M 2.00	A M 4.03	A M 4.58	A M 5.21	A M	A M	A M	A M	A M	A M	A M	A M
3.71	Woodlawn S. S. 154	s 1.00	s 2.12	m 4.23	s 5.08	s 5.41		5.58		s 6.12	6.44	6.58		
4.51	Pawtucket.....	1.05	2.18	4.29	5.16	5.47		6.04		6.20	6.50	7.04		
4.90	Boston Switch.....							6.06		6.24	6.53	7.06		
9.00	East Junction.....													
11.88	Attleboro.....	1.13	2.26	m 4.41	5.26	o 5.56		6.16 6.21		s 6.34 6.39	s 7.03	s 7.14		
16.21	West Mansfield.....													
18.92	Mansfield.....	1.19	2.32	4.48	5.36	6.02		6.31		6.49	7.14	7.23		
21.18	East Foxboro.....							6.35			7.19	7.27		
25.63	Sharon.....							6.45		s 7.00	s 7.28	s 7.33		
28.81	Canton Jct.....	1.27	2.40	m 4.56 5.01	5.46	o 6.12		6.51		s 7.06	s 7.34	s 7.38		
32.23	Route 128.....	s 1.32	s 2.45		s 5.53	s 6.19		6.56		s 7.12	s 7.40	s 7.42		
34.15	Readville.....	1.35	2.48	5.15	5.57	6.23	6.55	7.00		7.16	s 7.46	s 7.47		7.56
35.41	Hyde Park.....										s 7.51	s 7.52		
37.52	Mount Hope.....													
38.63	Forest Hills.....	1.39	2.52	5.19	6.02	6.27	7.00	7.06		7.21	7.58	7.57		8.01
39.35	Jamaica Plain.....													
39.91	Boylston Street.....													
41.80	S. S. 185.....	1.42	2.55	5.23	6.07	6.31	7.03	7.10	7.17	7.25	8.00	8.01	8.03	8.06
42.50	Back Bay.....	s 1.45	s 2.58		s 6.10	s 6.35	s 7.06	s 7.12	s 7.20	s 7.29	s 8.02	s 8.03	s 8.06	s 8.08
43.78	Boston.....	1.50	3.03	5.30	6.20	6.40	7.10	7.17	7.25	7.34	8.07	8.07	8.10	8.13
		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
				b		o	b v	z	b v	q	b z	b	b v	b r v

o Train 2 reduce speed to 15 M.P.H. at Canton Jct. to throw off U. S. Mail; on "z" holidays make "m" stop at Attleboro.

q Train 32 will not run Dec. 25, 1966; Jan. 1, 1967.

r Train 712 "Shoreliner" on Saturdays.

WESTWARD

BOSTON TO PROVIDENCE

BOSTON DIVISION

STATIONS	19	745	733	9	567	747	173	13	515	749	175	553	555	751
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Daily	Daily	Ex. Sun.	Sat. only	Daily	Sat. only	Ex. Sat. and Sun.	Ex. Sun.
May-flower	S'liner Avery	Avery S'Liner D. H.	May-flower	Shore-liner	Avery Shore-liner	Senator	The 42nd Street	Shore-liner	Avery Shore-liner	Patriot	Shore-liner	Shore-liner	Shore-liner	Avery Shore-liner
Boston	A M 8.30	A M 8.50	A M 8.55	A M 9.00	A M 9.45	A M 9.51	A M 10.01	A M 11.00	A M 11.25	P M 12.35	P M 1.00	P M 1.43	P M 2.04	P M 2.15
Back Bay	s 8.35	s 8.54		s 9.05	s 9.50	s 9.56	s 10.07	s 11.05	s 11.29	s 12.39	s 1.06	s 1.48	s 2.08	s 2.19
S. S. 185	8.37	8.56	9.01	9.07	9.52	9.58	10.09	11.07	11.31	12.41	1.08	1.50	2.10	2.21
Boylston Street														
Jamaica Plain														
Forest Hills	8.40			9.10	9.55		10.13	11.10	11.34		1.11	1.53	2.13	
Mount Hope														
Hyde Park														
Readville	8.44			9.14	9.59		10.17	11.14	11.38		1.15	1.57	2.17	
Route 128	s 8.48			s 9.18	s 10.03		s 10.21	s 11.18	s 11.41		s 1.19	s 2.00	s 2.21	
Canton Jct.					s 10.08				s 11.46			s 2.05	s 2.26	
Sharon					s 10.14				s 11.51			s 2.11	s 2.31	
East Foxboro												s 2.16	s 2.36	
Mansfield	9.02			9.32	s 10.22		10.35	11.32	s 11.59		1.33	s 2.20	s 2.41	
West Mansfield														
Attleboro	9.08			9.38	s 10.31		10.41	11.38	s 12.08		1.39	s 2.29	s 2.50	
East Junction														
Boston Switch														
Pawtucket					s 10.40				s 12.17			s 2.37	s 2.58	
Woodlawn S. S. 154	9.16			9.46	10.42		10.48	11.46	12.19		1.47	2.39	3.00	
Providence	s 9.24			s 9.54	10.48		s 10.56	s 11.55	12.25		s 1.55	2.45	3.06	
	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
		b q v		z	b	b v	b	b	b z	b	b	b	b z	b v

q Train 745 will not run April 19, 1967.

EASTWARD

PROVIDENCE TO BOSTON

STATIONS	800	176	736	802	762	772	504	738	730	506	508	714	764
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.
	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only	Sat. only
Stough'n	Federal	Avery S'Liner	Stough'n Shore-liner	S'Liner Avery	Shore-liner Dedham	Shore-liner Avery	West St. S'Liner	Shore-liner	New London S'liner	Franklin S'liner	S'Liner Avery	S'Liner Avery	
Providence	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Woodlawn S. S. 154		s 7.17 7.25					7.34			8.20	s 8.47		
Pawtucket		7.31					7.40			8.26	8.53		
Boston Switch							s 7.43			s 8.28	s 8.55		
East Junction													
Attleboro		7.40					s 7.55			s 8.37	s 9.04		
West Mansfield													
Mansfield	r 7.48						s 8.06			s 8.46	s 9.13		
East Foxboro											s 9.17		
Sharon							s 8.18			s 8.54	s 9.23		
Canton Jct.	s 7.50	7.57		s 8.14			8.23			8.59	s 9.28		
Route 128	s 7.56	s 8.03					s 8.29			s 9.04	s 9.33		
Readville	8.00	8.07		8.21		s 8.16	8.32			9.07	9.36	s 9.41	
Hyde Park						s 8.19						s 9.45	
Mount Hope						s 8.24							
Forest Hills	8.05	8.12		8.26		8.27	8.36			9.11	9.40	9.50	
Jamaica Plain													
Boylston Street													
S. S. 185	8.09	8.16	8.24	8.30	8.33	8.32	8.40	8.43	9.12	9.14	9.43	9.54	9.58
Back Bay	s 8.11	s 8.20	s 8.27	s 8.32	s 8.36	s 8.35	s 8.42	s 8.45	s 9.14	s 9.16	s 9.45	s 9.56	s 10.01
Boston	8.16	8.25	8.32	8.37	8.40	8.40	8.47	8.50	9.18	9.20	9.50	10.00	10.05
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
	b v	r	b t v	b v	b	b v	b z	b v	b v	b z	b o z	b v	b

r Train 176 must not exceed 20 M.P.H. at Mansfield to leave U. S. mail except on "z" holidays. t Train 736 will not run April 19, 1967.

o Train 508 originates at Providence on Saturdays; standard equipment on Saturday.

STATIONS	717	15	753	523	721	29		755	559	741	529	757	27	531
	Ex. Sun.	Daily	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Daily		Ex. Sun.	Sun Mon Wed. Thur.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Daily	Ex. Sat. and Sun.
	Franklin S'liner	Puritan	Avery Shore-liner	Shore-liner	Franklin S'liner	Gilt Edge		S'liner Avery	Shore-liner	West St. S'liner		Avery S'liner	Merchants	
Boston	PM 2.25	PM 2.31	PM 3.10	PM 3.28	PM 3.40	PM 4.00		PM 4.05	PM 4.20	PM 4.25	PM 4.35	PM 4.55	PM 5.00	PM 5.08
Back Bay	s 2.30	s 2.37	s 3.14	s 3.32	s 3.44	s 4.06		s 4.09	s 4.25	s 4.29	s 4.40	s 4.59	s 5.06	s 5.13
S. S. 185	2.32	2.39	3.16	3.34	3.46	4.08		4.11	4.27	4.31	4.42	5.02	5.08	5.15
Boylston Street														
Jamaica Plain														
Forest Hills	2.36	2.43		3.37	3.50	4.11			4.30		4.46		5.12	5.19
Mount Hope														
Hyde Park											s 4.50			
Readville	2.41	2.47		3.41	s 3.58	4.15			4.34		s 4.54		5.16	5.23
Route 128		s 2.52		s 3.44		s 4.19			s 4.37		s 4.59		e 5.20	s 5.27
Canton Jct.				s 3.48					s 4.41		s 5.06			
Sharon				s 3.53					s 4.46		s 5.13			s 5.38
East Foxboro				s 3.58							s 5.20			s 5.45
Mansfield		3.06		s 4.03		4.33			s 4.54		s 5.25		5.34	s 5.51
West Mansfield														
Attleboro		3.12		s 4.12		4.39			s 5.03		s 5.32		5.40	s 6.00
East Junction														
Boston Switch														
Pawtucket				s 4.20					s 5.12		s 5.41			s 6.09
Woodlawn S. S. 154		3.20		4.22		4.46			5.14		5.43		5.47	6.11
Providence		s 3.30		4.28		s 4.54			5.20		5.49		s 5.55	6.17
	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM
	b v		b v	b z	b v	b		b u v	b x	b u v	b z	b v	b	b p z

p Train 531 will not run Dec. 23, 1966.

u Trains 755 and 741 will not run April 19, 1967.

EASTWARD

PROVIDENCE TO BOSTON

STATIONS	740	716	550	742	6	566	514	8	10	552	744	12	554	758
	Ex. Sat. and Sun.	Sat. only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sun Mon Wed. Thur.	Ex. Sun.	Ex. Sun.	Sun. only	Sat. only	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.
	Shore-liner Avery	S'liner Franklin	Shore-liner	Shore-liner Avery	May-flower	Shore-liner	Shore-liner	Murray Hill	Murray Hill	Shore-liner	Shore-liner Avery	Bay State	Shore-liner	Avery S'liner
Providence	AM	AM	AM 9.30	AM	AM s10.52	AM 10.55	AM 11.10	AM s11.42	AM s 11.43	PM 12.20	PM	PM s 1.46	PM 2.10	PM
Woodlawn S. S. 154			9.36		10.57	11.01	11.16	11.47	11.53	12.26		1.51	2.15	
Pawtucket			s 9.38			s11.04	s11.19			s12.28			s 2.17	
Boston Switch														
East Junction														
Attleboro			s 9.46		11.05	s11.14	s11.29	11.54	12.01	s12.36		1.59	s 2.27	
West Mansfield														
Mansfield			9.53		11.11	s11.23	s11.37	12.00	12.07	s12.45		2.05	s 2.36	
East Foxboro														
Sharon						s11.31	s11.45			s12.53			s 2.44	
Canton Jct.			s10.03		11.19	s11.36	s11.50	12.08	12.16	s12.58		2.13	s 2.49	
Route 128			s10.08		s11.24	s11.41	s11.55	s12.13	s12.21	s 1.03		s 2.19	s 2.55	
Readville		s10.01	10.11		11.27	11.44	11.59	12.16	12.25	1.06		2.22	2.58	
Hyde Park		s10.05												
Mount Hope														
Forest Hills		10.09	10.15		11.31	11.48	12.03	12.20	12.29	1.10		2.26	3.02	
Jamaica Plain														
Boylston Street														
S. S. 185	10.12	10.14	10.19	11.09	11.35	11.51	12.06	12.23	12.32	1.13	1.39	2.30	3.05	3.30
Back Bay	s10.14	s10.16	s10.21	s11.11	s11.40	s11.54	s12.09	s12.27	s12.35	s 1.16	s 1.41	s 2.33	s 3.08	s 3.33
Boston	10.18	10.20	10.25	11.16	11.45	11.59	12.13	12.32	12.40	1.20	1.45	2.38	3.12	3.38
	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM
	b t v	b	b z	b v	b	b x	b z	b		b	b v	b	b z	b v

t Train 740 will not run April 19, 1967.

(W) 10-30-66

STATIONS	759	811	723	779	761	533	813	815	33	191	763	729
	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Sat. only	Ex. Sat. and Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.
	Avery S'liner	Stough'n	Franklin	S'liner Dedham	Shoreliner Avery		Stough'n S'liner	Stough'n S'liner	Sundown	Mail and Express	S'liner Avery	Franklin S'liner
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Boston	5.11	5.14	5.17	5.30	5.37	5.40	5.45	5.45	6.00	6.05	6.15	6.42
Back Bay	s 5.16	s 5.19	s 5.22	s 5.35	s 5.42	s 5.45	s 5.50	s 5.50	s 6.05		s 6.19	s 6.46
S. S. 185	5.19	5.21	5.24	5.37	5.44	5.47	5.52	5.52	6.07	6.10	6.21	6.48
Boylston Street												
Jamaica Plain												
Forest Hills		5.25	5.29	5.41		5.51	5.55	5.56	6.10	6.14		6.51
Mount Hope				s 5.45								
Hyde Park				s 5.50				s 6.01				
Readville		5.30	5.34	s 5.54		5.55	5.59	s 6.05	6.14	6.18		s 6.57
Route 128		s 5.33				s 5.59	s 6.02		s 6.18	t 6.25		
Canton Jct.		s 5.42					s 6.07	s 6.13				
Sharon						s 6.09						
East Foxboro						s 6.17						
Mansfield						s 6.24			6.32	6.39		
West Mansfield												
Attleboro						s 6.33			6.38	6.45		
East Junction												
Boston Switch												
Pawtucket						s 6.42			6.46	6.52		
Woodlawn S. S. 154						6.44			6.54	m 6.57		
Providence						6.50			s 6.54	m 7.11		
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
	b q v	b i v	b j v	b v	b v	b j z	b	b v	b	t z	b v	b v

q Train 759 will not run Dec. 23, 1966; April 19, 1967.
t Train 191 make "m" stop at Route 128 except Saturdays.

i Train 811 will not run Dec. 23, 1966.

j Trains 533 and 723, "Shoreliner" on Saturdays.

EASTWARD

PROVIDENCE TO BOSTON

STATIONS	170	720	182	746	22	722	766	748	556	810	774	172	814	812
	Daily	Ex. Sun.	Ex. Mon.	Ex. Sat. and Sun.	Daily	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Daily	Sat. only	Ex. Sat. and Sun.
	Colonial	Franklin S'liner	Mail and Express	Avery Shoreliner	Yankee Clipper	Franklin S'liner	S'liner West St. D. H.	S'liner Avery D. H.	Shoreliner	Stough'n D. H.	S'liner Dedham D. H.	Senator	Stough'n S'liner D. H.	Stough'n S'liner D. H.
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Providence	s 2.53		m 8.17 3.40		s 4.21				5.20			s 5.55		
Woodlawn S. S. 154	2.58		3.46		4.26				5.26			6.00		
Pawtucket									s 5.28					
Boston Switch														
East Junction														
Attleboro	3.06		3.55		4.33				s 5.36			6.07		
West Mansfield														
Mansfield	3.12		4.01		4.39				s 5.44			6.13		
East Foxboro														
Sharon									s 5.52					
Canton Jct.	3.20		4.10		4.47				s 5.57	6.11		6.21	6.31	6.41
Route 128	s 3.26				s 4.53				s 6.02	6.15		s 6.26	6.35	6.45
Readville	3.29	3.54	4.17		4.56	s 5.07			6.05	6.18	6.21	6.30	6.38	6.48
Hyde Park														
Mount Hope														
Forest Hills	3.33	3.59	4.21		5.00	5.12			6.09	6.22	6.25	6.34	6.42	6.52
Jamaica Plain														
Boylston Street														
S. S. 185	3.36	4.03	4.25	4.28	5.04	5.15	5.18	6.01	6.13	6.26	6.29	6.37	6.46	6.56
Back Bay	s 3.40	s 4.05		s 4.30	s 5.10	s 5.17			s 6.16			s 6.40		
Boston	3.45	4.10	4.30	4.35	5.15	5.21	5.24	6.07	6.20	6.32	6.35	6.45	6.52	7.02
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
	b	b v		b v	b	b v	o v	v	b z	q v	v	b		v

o Train 766 will not run April 19, 1967.

q Train 810 will not run Dec. 23, 1966.

STATIONS	561	43	563		765	179	199	197	565	767	177	185	187
	Ex. Sun.	Sun. Mon.	Sun Mon Wed. Thur.		Ex. Sun.	Ex. Sat. and Sun.	Sun. only	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat.	Sun. only	Ex. Sun.
	Shore-liner	Pershing Square	Shore-liner		Shore-liner Avery	Pilgrim	Pilgrim	Pilgrim	Shore-liner	Avery Shore-liner	Federal	New Yorker	New Yorker
Boston	P M 6.45	P M 7.00	P M 7.35		P M 7.50	P M 9.00	P M 9.00	P M 9.00	P M 9.35	P M 9.43	P M 10.10	P M 11.45	P M 11.45
Back Bay	s 6.49	s 7.05	s 7.39		s 7.54	s 9.11	s 9.07	s 9.07	s 9.40	s 9.47	s 10.15	s 11.51	s 11.52
S. S. 185	6.51	7.07	7.41		7.56	9.13	9.09	9.09	9.42	9.49	10.17	11.53	11.54
Boylston Street													
Jamaica Plain													
Forest Hills	6.54	7.11	7.44			9.16	9.13	9.13	9.45		10.21	11.57	11.59
Mount Hope													
Hyde Park									s 9.49				
Readville	6.58	7.15	7.48			9.20	9.17	9.17	9.52		10.25	12.01	12.03
Route 128	s 7.02	s 7.19	s 7.52			s 9.30	s 9.22	s 9.22	s 9.55		s 10.30	s 12.05	s 12.07
Canton Jct.	s 7.06		s 7.56						s 10.00			s 12.10	s 12.12
Sharon	s 7.11		s 8.01			s 9.41		s 9.32	s 10.06			s 12.17	s 12.19
East Foxboro													
Mansfield	s 7.19	7.33	s 8.09			s 9.49	9.36	s 9.41	s 10.14		10.45	s 12.25	s 12.29
West Mansfield													
Attleboro	s 7.28	7.39	s 8.18			s 9.59	9.42	s 9.49	s 10.22		10.51	s 12.34	s 12.38
East Junction													
Boston Switch													
Pawtucket	s 7.37		s 8.27						s 10.31			s 12.43	s 12.47
Woodlawn S. S. 154	7.39	7.47	8.29			10.09	9.51	9.59	10.33		11.00	12.45	12.50
Providence	7.45	s 7.56	8.35			10.15 s 10.45	9.57 s 10.12	10.05 s 10.25	10.39		11.06 s 11.10	12.51 s 1.06	12.56 s 1.26
	P M	P M	P M			P M	P M	P M	P M		P M	A M	A M
	b z	o	b x			b v	b		b z	b v			

o Train 43 will not run Mondays except Dec. 26, 1966; Jan. 2, 1967.

EASTWARD

PROVIDENCE TO BOSTON

STATIONS	560	768	20		752	26	564		174	28	48
	Sun. only	Sat. only	Daily		Ex. Sat. and Sun.	Daily	Sun Mon Wed. Thur.		Daily	Daily	Sun. Mon.
	S'liner	Avery S'Liner	Puritan		Shore-liner Avery	Merchants	Shore-liner		Patriot	Gilt Edge	Commander
Providence	P M 6.15	P M	P M 6.46		P M	P M 8.22	P M 8.30		P M 9.37	P M 10.50	P M 11.44
Woodlawn S. S. 154	6.21		s 6.52			8.27	8.36		9.43	11.06	11.50
Pawtucket	s 6.23						s 8.38				
Boston Switch											
East Junction											
Attleboro	s 6.32		7.06			8.35	s 8.47		9.50	11.14	11.59
West Mansfield											
Mansfield	s 6.40		7.12			8.41	s 8.56		9.56	q 11.20	12.06
East Foxboro											
Sharon	s 6.48						s 9.04				
Canton Jct.	s 6.53		7.20			8.49	s 9.09		10.04	11.28	12.15
Route 128	s 6.58		s 7.25			s 8.55	s 9.15		s 10.10	s 11.33	s 12.21
Readville	7.01		7.28			8.58	9.18		10.13	11.37	12.24
Hyde Park											
Mount Hope											
Forest Hills	7.05		7.32			9.02	9.22		10.17	11.41	12.28
Jamaica Plain											
Boylston Street											
S. S. 185	7.08	7.24	7.36		8.53	9.05	9.25		10.21	11.45	12.31
Back Bay	s 7.11	s 7.26	s 7.40		s 8.55	s 9.10	s 9.28		s 10.25	s 11.50	s 12.35
Boston	7.15	7.30	7.45		9.00	9.15	9.32		10.30	11.55	12.40
	P M	P M	P M		P M	P M	P M		P M	P M	A M
	h	b			b v	b	b x		b	q	b t

q Train 28 on Sundays make "c" stop at Mansfield.
t Train 48 will not run on Mondays except Dec. 26, 1966; Jan. 2, 1967.

READVILLE TO DEDHAM AND FRANKLIN

WESTWARD

BOSTON DIVISION

Distance from Readville	STATIONS	773	709	717	721	723	779	729		
		Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.		
		S'liner D. H.	Shore-liner	Shore-liner	Shore-liner		Shore-liner	Shore-liner		
		A M	A M	P M	P M	P M	P M	P M		
.....	Boston.....N	7.35	8.20	2.25	3.40	5.17	5.30	6.42		
0.00	Readville.....N	7.49	8.34	2.41	s 3.58	5.34	s 5.54	s 6.57		
1.23	East Dedham.....						s 5.58			
1.65	Stone Haven.....						s 6.00			
2.11	Dedham.....	7.56					6.03			
1.35	Endicott.....			s 2.44	s 4.02	s 5.40		s 7.02		
1.86	Rust Craft.....		s 8.38							
3.05	Islington.....			s 2.48	s 4.06	s 5.45		s 7.06		
4.80	Norwood.....			s 2.52	s 4.10	s 5.49		s 7.10		
5.33	Norwood Central...D		s 8.44	s 2.55	s 4.13	s 5.54		s 7.13		
5.85	Winslows.....									
8.19	Plimptonville.....					s 6.00				
9.63	Walpole.....D		s 8.50	s 3.02	s 4.19	s 6.06		s 7.20		
12.39	Highland Lake.....									
13.51	Norfolk.....		s 8.56	s 3.08	s 4.25	s 6.15		s 7.26		
15.12	City Mills.....									
17.99	Franklin.....D		9.03	3.15	4.32	6.23		7.33		
		A M	A M	P M	P M	P M	P M	P M		
		v	b v	b v	b v	b o v	b v	b v		

o Train 723 "Shoreliner" on Saturdays.

FRANKLIN AND DEDHAM TO READVILLE

EASTWARD

STATIONS	710	712	772	714	716	720	722	774		
	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.		
	Shore-liner		Shore-liner	Shore-liner	Shore-liner	Shore-liner	S'Liner	Shore-liner D. H.		
	A M	A M	A M	A M	A M	P M	P M	P M		
Franklin.....	6.22	7.14		9.06	9.26	3.21	4.38			
City Mills.....										
Norfolk.....	s 6.29	s 7.22		s 9.14	s 9.34	s 3.28				
Highland Lake.....										
Walpole.....	s 6.35	s 7.29		s 9.20	s 9.40	s 3.34	s 4.50			
Plimptonville.....		s 7.33								
Winslows.....										
Norwood Central...s	6.42	s 7.39		s 9.27	s 9.47	s 3.41	s 4.56			
Norwood.....s	6.44	s 7.42		s 9.29	s 9.49	s 3.43				
Islington.....s	6.47	s 7.47		s 9.33	s 9.53	s 3.47				
Rust Craft.....s							s 5.02			
Endicott.....s	6.51	s 7.52		s 9.37	s 9.57	s 3.51				
Dedham.....			8.07					6.12		
Stone Haven.....			s 8.09							
East Dedham.....			s 8.12							
Readville.....	6.55	7.56	s 8.16	s 9.41	s 10.01	3.54	s 5.07	6.21		
Boston.....	7.10	8.13	8.40	10.00	10.20	4.10	5.21	6.35		
	A M	A M	A M	A M	A M	P M	P M	P M		
	b v	b o v	b v	b v	b	b v	b v	v		

o Train 712 "Shoreliner" on Saturdays.

BRAINTREE AND HYANNIS

**SOUTHWARD
READ DOWN**

**NORTHWARD
READ UP**

Distance from Braintree	STATIONS	
0.00	Braintree.....D	
1.24	South Braintree.....	
2.77	Braintree Highlands..	
4.84	Holbrook.....	
6.65	Avon.....	
8.35	Montello.....	
9.88	Brockton.....	
11.47	Campello.....	
13.58	Matfield.....	
14.80	Westdale.....	
16.80	Bridgewater.....	
20.31	South Bridgewater...D	
24.48	Middleboro.....	
24.83	Pilgrim.....	
35.41	Tremont.....	
37.01	South Wareham.....	
39.11	Wareham.....	
41.18	Onset.....	
44.46	Buzzards Bay.....D	
45.82	Bourne.....	
49.88	Sagamore.....	
52.33	Sandwich.....	
55.08	East Sandwich.....	
59.51	Clement (West Barnstable).....	
63.12	Barnstable.....	
65.68	Yarmouth.....	
68.05	Hyannis.....D	

FRANKLIN AND PUTNAM

**WESTWARD
READ DOWN**

**EASTWARD
READ UP**

Distance from Franklin	STATIONS	
0.00	Franklin.....D	
0.50	Franklin Jct.....	
8.97	Blackstone.....D	
18.72	East Douglas.....	
33.50	S. S. 227.....N	
33.73	Putnam.....	

Distance from Boston	STATIONS	Distance between Stations	Y1	793	Y3	743	731	Y7	795	745	733	747	749
			Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Sat. only
			S'Liner D. H.	S'Liner D. H.	D. H. S'Liner	S'Liner D. H.	D. H. S'Liner	D. H. S'Liner	D. H. S'Liner	D. H. S'Liner	Shore-liner	S'Liner D. H.	Shore-liner
.....	Boston.....	N 0.00	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M
1.98	S. S. 185.....	D 1.98				7.23	7.41		8.28	8.56	9.01	9.58	12.41
5.15	Forest Hills.....	D 3.17				7.29	7.47		8.33	9.01	9.07	10.04	12.46
5.45	Arnold.....	0.30							⁷³⁸ 8.34 8.37	⁷³⁰ 9.02 9.07		⁷⁴⁰ 10.05	
6.43	Roslindale.....	0.98							s 9.09			s10.08	s12.48
7.19	Bellevue.....	0.76							s 9.11			s10.10	s12.50
7.65	Highland.....	0.46							s 9.13			s10.12	s12.52
8.05	West Roxbury.....	0.40				7.35	7.53		8.43	s 9.15	9.12	s10.14	s12.54
11.04	Bird's Hill.....	2.99							s 9.20			s10.19	s12.59
12.04	West St. (Needham Jct.) D	1.00	6.33	6.50	7.20	⁷³⁴ 7.40 7.48	7.59	8.04	8.49	s 9.23	9.18	s ^{10.23} 10.28	s 1.01
12.72	Needham.....	0.68							s 9.26			s10.32	s 1.04
13.62	Avery (Needham Heights).....	0.90	6.40		7.27	7.53	8.03	8.11		9.30	9.22	10.35	1.07
13.76	Charles River.....	*1.72											
15.19	Dover.....	1.43											
18.12	Farm Street.....	2.93											
19.26	Medfield Jct.....	1.14		7.06									
21.50	Cliticquot.....	D 2.24											
22.04	Millis.....	0.54		7.15									
			A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M
			v	q v	v	q v		v	v	b q v		b t u v	b

q Trains 793, 743, 745 will not run April 19, 1967.
t Train 740 take siding at Arnold for train 747.
u Train 747 makes station stop on track 6 east at West Street.

STATIONS	Distance from Millis	732	734	790	736	762	738	730	764	740	742	744	758
		Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.
		Shore-liner	S'Liner	Shore-liner	S'Liner	S'Liner	Shore-liner	S'Liner	S'Liner	Shore-liner	Shore-liner	Shore-liner	Shore-liner
Millis.....	0.00	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M
Cliticquot.....	0.54			s 7.28									
Medfield Jct.....	2.78			s 7.34									
Farm Street.....	3.92			s 7.39									
Dover.....	6.85			s 7.46									
Charles River.....	8.28			s 7.50									
Avery (Needham Heights).....		6.48	7.34		7.56	8.05	8.15		9.30	9.40	10.41	1.10	2.55
Needham.....		s 6.51	s 7.37		s 7.59	s 8.08	s 8.18		s 9.33	s 9.43	s10.44	s 1.13	s 2.58
West St. (Needham Jct.).....	10.00	s 6.54	⁷⁴³ 7.41	7.57	s 8.02	s 8.11	s 8.22	8.51	s 9.36	s 9.46	s10.47	s 1.16	s 3.02
Bird's Hill.....	11.00	s 6.57	s 7.44		s 8.05	s 8.14	s 8.25	s 8.54	s 9.39	s 9.49	s10.50	s 1.19	s 3.05
West Roxbury.....	13.99	s 7.02	s 7.49		s 8.10	s 8.19	s 8.30	s 8.59	s 9.44	s 9.54	s10.55	s 1.24	s 3.10
Highland.....	14.39	s 7.04	s 7.51		s 8.12	s 8.21		s 9.01	s 9.46	s 9.56	s10.57	s 1.26	s 3.12
Bellevue.....	14.85	s 7.06	s 7.53		s 8.14	s 8.23		s 9.03	s 9.48	s 9.58	s10.59	s 1.28	s 3.14
Roslindale.....	15.61	s 7.08	s 7.55		s 8.16	s 8.25		s 9.05	s 9.50	s10.00	s11.01	s 1.30	s 3.16
Arnold.....	16.59						⁷⁹⁵ 8.37	⁷⁴⁵ 9.06		⁷⁴⁷ 10.01 10.05			⁷⁵³ 3.17 3.22
Forest Hills.....	16.89	7.10	7.57		8.18	8.27	8.38	9.07	9.52	10.07	11.03	1.32	3.24
S. S. 185.....	20.06	7.17	8.03		8.24	8.33	8.43	9.12	9.58	10.12	11.09	1.39	3.30
Boston.....	22.04	7.25	8.10		8.32	8.40	8.50	9.18	10.05	10.18	11.16	1.45	3.38
		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M
		b v	b v	b p q v	b p q v	b	b v	b v	b	b o q v	b v	b v	b j v

p Train 790 terminates on track 6 west at West St.
q Trains 790, 736, 740 will not run April 19, 1967.

* Distance from West Street.
j Train 758 take siding at Arnold for train 753.

o Train 740 take siding at Arnold for train 747.

STATIONS	Y9	751	753	755	741	757	759	761	797	763	765	767
	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.
	S'Liner D. H.	Shore-liner	Shore-liner	Shore-liner	S'Liner	S'Liner	S'Liner	Shore-liner	Shore-liner	Shore-liner	Shore-liner	Shore-liner
Boston	PM	PM 2.15	PM 3.10	PM 4.05	PM 4.25	PM 4.55	PM 5.11	PM 5.37	PM	PM 6.15	PM 7.50	PM 9.43
S. S. 185		2.21	3.16	4.11	4.31	5.02	5.19	5.44		6.21	7.56	9.49
Forest Hills		2.26	3.21	4.17	4.36	5.09	5.26	5.49		6.26	8.01	9.54
Arnold			⁷⁵⁸ 3.22	⁷⁴⁶ 4.18		⁷⁶⁶ 5.10		⁷⁴⁸ 5.50 ^{5.55}				
Roslindale	s	2.28	s 3.24	s 4.20	s 4.38	s 5.12	s 5.28	s 5.58		s 6.28	s 8.03	s 9.56
Bellevue	s	2.30	s 3.26	s 4.22	s 4.40	s 5.14	s 5.31	s 6.00		s 6.30	s 8.05	s 9.58
Highland	s	2.32	s 3.28	s 4.24	s 4.42	s 5.16	s 5.34	s 6.02		s 6.32	s 8.07	s 10.00
West Roxbury		s 2.34	s 3.30	s 4.26	s 4.44	s 5.18	s 5.37	s 6.04		s 6.34	s 8.09	s 10.02
Bird's Hill		s 2.39	s 3.35	s 4.31	s 4.49	s 5.23	s 5.42	s 6.09		s 6.39	s 8.14	s 10.07
West St. (Needham Jct.)	1.01	s 2.42	s 3.38	s 4.34	4.51	s 5.25	⁷⁴⁸ 5.45	s 6.12	6.14	s 6.42	s 8.17	s 10.10
Needham		s 2.45	s 3.41	s 4.37		s 5.28	s 5.49	s 6.15		s 6.45	s 8.20	s 10.13
Avery (Needham Heights)	1.07	2.48	3.44	4.41		5.32	5.54	6.19		6.49	8.23	10.17
Charles River									s 6.19			
Dover									s 6.23			
Farm Street									s 6.30			
Medfield Jct.									s 6.35			
Clicquot									s 6.41			
Millis									6.44			
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	v	b v	b o v	b q u v	b q t v	b r v	b j p q v	b v	b q v	b v	b v	b v

q Trains 755, 759, 741, 797 will not run April 19, 1967.
 p Train 759 will not run Dec. 23, 1966.
 r Train 766 take siding at Arnold for train 757.
 t Train 741 terminates on track 6 east at West St.
 u Train 746 take siding at Arnold for train 755.

j Train 748 take siding on track 6 east at West St. for train 759.

o Train 758 take siding at Arnold for train 753.

STATIONS	746	750	766	748	Y2	Y4	Y6	768	792	Y8	752	Y10
	Ex. Sat. and Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Sat. only	Ex. Sat. and Sun.	Ex. Sat. and Sun.
	Shore-liner	S'Liner D. H.	S'Liner D. H.	S'Liner D. H.	S'Liner D. H.	S'Liner D. H.	S'Liner D. H.	S'limer	S'limer D. H.	S'limer D. H.	Shore-liner	D. H. Shore-liner
Millis												
Clicquot									6.48			
Medfield Jct.									6.56			
Farm Street												
Dover												
Charles River												
Avery (Needham Heights)	3.50	4.45		5.35	6.00	6.23	6.55	6.55		8.25	8.25	10.23
Needham	s 3.53							s 6.58			s 8.28	
West St. (Needham Jct.)	s 3.57	4.50	4.57	⁷⁵⁹ 5.40 5.45	6.07	6.30	7.02	s 7.02	7.10	8.30	s 8.31	10.28
Bird's Hill	s 4.00							s 7.05			s 8.34	
West Roxbury	s 4.05		5.03	5.50				s 7.10			s 8.39	
Highland	s 4.07							s 7.12			s 8.41	
Bellevue	s 4.09							s 7.14			s 8.43	
Roslindale	s 4.11							s 7.16			s 8.45	
Arnold	⁷⁵⁵ 4.13 4.18		⁷⁵⁷ 5.08 5.10	⁷⁶¹ 5.55								
Forest Hills	4.20		5.12	5.56				7.18			8.47	
S. S. 185	4.28		5.18	6.01				7.24			8.53	
Boston	4.35		5.24	6.07				7.30			9.00	
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
	b u v	q t v	o q v	r v	i q v	p v	p v	b	p q v	p	b v	p v

p Trains Y-4, Y-6, Y-8, Y-10, 792 terminate on west leg of wye track at West St.
 q Trains 750, 766, Y-2, 792 will not run April 19, 1967.
 r Train 748 take siding on track 6 east at West St. for train 759.
 t Train 750 terminates on track 6 east at West St.
 u Train 746 take siding at Arnold for train 755.

o Train 766 originates on track 6 east at West St. and take siding at Arnold for train 757.

i Train Y-2 will not run Dec. 23, 1966; terminates on track 6 east at West St.
 (W) 10-30-66

BOSTON AND READVILLE

WESTWARD READ DOWN EASTWARD READ UP

Distance from Boston	STATIONS
0.00	Boston.....N
1.10	South Bay Jct.....N
2.36	Uphams Corner.....
2.82	Bird Street.....
3.62	Mount Bowdoin.....
4.14	Harvard Street.....
4.67	Dorchester.....
5.27	Morton Street.....
5.87	Blue Hill Avenue....
6.84	River Street.....
7.77	Fairmount.....
9.13	Readville.....N

NORTH ABINGTON AND WEST HANOVER

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from No. Abington	STATIONS
0.00	North Abington.....
1.55	Rockland.....
3.23	West Hanover.....

YARMOUTH AND SOUTH DENNIS

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Yarmouth	STATIONS
0.00	Yarmouth.....
2.87	Bass River.....
5.61	South Dennis.....

LOWELL AND MANSFIELD

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Lowell	STATIONS
0.00	Lowell (B&M) Sta..N
3.87	Chelmsford.....
6.31	Byams (South Chelmsford) ..
13.18	Acton.....
15.08	West Concord.....
20.44	Sudbury.....
21.98	South Sudbury.....
26.72	Framingham Centre..
28.73	Framingham.....D
32.21	Sherborn.....
36.43	Medfield Jct.....
37.75	Medfield.....
41.60	Walpole.....D
43.19	Cedar.....
44.56	South Walpole.....
46.06	Bay State.....
47.15	Foxboro.....
50.10	Mansfield.....D

BOSTON AND NEPONSET

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Boston	STATIONS
0.00	Boston.....N
0.56	S. S. 237.....N
4.86	Neponset.....

FITCHBURG AND FRAMINGHAM CTR.

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Fitchb'g	STATIONS
0.00	Fitchburg.....N
4.58	Leominster.....
9.03	Pratts Junction.....
13.72	Clinton.....
15.57	Summit (Bolton)....
17.92	Carters.....
19.54	Berlin.....
23.02	Northboro.....
28.93	Marlboro Jct.....
30.79	Southboro.....
35.28	Framingham Centre..

ATLANTIC AND NANTASKET JCT.

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Atlantic	STATIONS
0.00	Atlantic.....
0.63	Norfolk Downs.....
1.22	Wollaston.....
2.50	Quincy.....
3.22	Quincy Adams.....
4.65	Braintree.....D
5.79	East Braintree.....
6.41	Weymouth.....
7.80	Weymouth Heights...
9.13	East Weymouth.....
10.96	West Hingham.....
11.90	Hingham.....
12.76	Nantasket Jct.....

BRAINTREE AND PLYMOUTH

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Braintree	STATIONS
0.00	Braintree.....D
0.56	Landers.....
1.24	South Braintree.....
4.75	South Weymouth....
7.61	North Abington.....
9.05	Abington.....
10.97	Whitman.....
14.47	South Hanson.....
16.01	Burrage.....
16.93	Monponsett.....
18.25	Halifax.....
23.16	Kingston.....
25.26	Cordage.....
27.29	Plymouth.....D

BUZZARDS BAY AND WOODS HOLE

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Buzzards Bay	STATIONS
0.00	Buzzards Bay.....D
1.83	Monument Beach....
3.63	Pocasset.....
5.48	Cataumet.....
6.73	Williams (North Falmouth) ..
10.03	Longview (West Falmouth) ..
13.79	Falmouth.....
17.42	Woods Hole.....

MILLIS AND WOODSIDE (West Medway)

WESTWARD READ DOWN EASTWARD READ UP

Distance from Millis	STATIONS
0.00	Millis.....
2.52	Medway.....
3.99	Woodside (West Medway) ..

AVERY AND COOK STREET

WESTWARD READ DOWN EASTWARD READ UP

Distance from Avery	STATIONS
0.00	Avery (Needham Heights)....
1.42	Newton Up. Falls....
2.21	Cook Street.....

ATTLEBORO AND WHITTENTON JCT.

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Attleboro	STATIONS
0.00	Attleboro.....D
4.07	Barrowsville.....
9.34	Whittenton Jct.....D

COTLEY JCT. AND PILGRIM

SOUTHWARD READ DOWN NORTHWARD READ UP

Distance from Cotley Jct.	STATIONS
0.00	Cotley Jct.....D
2.15	East Taunton.....
7.18	Alden.....
7.83	Pilgrim.....

WESTDALE AND EAST BRIDGEWATER

SOUTHWARD **NORTHWARD**
READ DOWN **READ UP**

Distance from Westdale	STATIONS
0.00	Westdale
1.92	East Bridgewater

MYRICKS AND NEWPORT

SOUTHWARD **NORTHWARD**
READ DOWN **READ UP**

Distance from Myricks	STATIONS
0.00	Myricks.....D
2.94	Assonet.....
10.68	Fall River.....
11.91	Ferry Street.....D
16.90	Tiverton.....D
20.78	Portsmouth.....
22.96	Mellville.....
25.51	Middletown.....
30.25	Newport.....

BRAINTREE HIGHLANDS AND RANDOLPH

SOUTHWARD **NORTHWARD**
READ DOWN **READ UP**

Distance from Braintree Highlands	STATIONS
0.00	Braintree Highlands..
2.18	Randolph.....

WEIR JCT. AND DIGHTON

SOUTHWARD **NORTHWARD**
READ DOWN **READ UP**

Distance from Weir Jct.	STATIONS
0.00	Weir Junction.....
0.37	Weir Village.....
2.48	North Dighton.....
5.43	Dighton.....

BRAINTREE AND WEST QUINCY

NORTHWARD **SOUTHWARD**
READ DOWN **READ UP**

Distance from Braintree	STATIONS
0.00	Braintree.....D
2.28	West Quincy.....

WHITTENTON JCT. AND NEW BEDFORD

SOUTHWARD **NORTHWARD**
READ DOWN **READ UP**

Distance from Whittenton Jct.	STATIONS
0.00	Whittenton Jct....D
1.30	Taunton.....
2.28	Weir Jct.....
3.92	Cotley Jct.....D
7.58	Myricks.....D
12.59	East Freetown.....
14.80	Braleys.....
18.89	Acushnet.....
19.88	Nash Road.....
21.52	New Bedford.....D

NEPONSET AND MILTON

SOUTHWARD **NORTHWARD**
READ DOWN **READ UP**

Distance from Neponset	STATIONS
0.00	Neponset
1.86	Milton.....

MILFORD AND FRANKLIN JCT.

SOUTHWARD **NORTHWARD**
READ DOWN **READ UP**

Distance from Milford	STATIONS
0.00	Milford.....
3.79	Midland (Bellingham Jct.)..
6.12	Unionville.....
8.46	Franklin Jct.....

STOUGHTON AND EASTON

SOUTHWARD **NORTHWARD**
READ DOWN **READ UP**

Distance from Stough'n	STATIONS
0.00	Stoughton.....D
3.88	North Easton.....
6.01	Easton.....

WATUPPA AND NASH ROAD

SOUTHWARD **NORTHWARD**
READ DOWN **READ UP**

Distance from Watuppa	STATIONS
0.00	Watuppa.....
5.53	Westport Factory....
8.64	North Dartmouth....
11.68	Mount Pleasant.....
12.07	Nash Road.....

SPEED TABLE

Distance In Miles	Miles Per Hour													
	20	25	30	35	40	45	50	55	60	65	70	75	80	90
	TIME CONSUMED IN MINUTES AND SECONDS													
0.25	0-45	0-36	0-30	0-26	0-23	0-20	0-18	0-16	0-15	0-14	0-13	0-12	0-11	0-10
0.50	1-30	1-12	1-00	0-52	0-45	0-40	0-36	0-33	0-30	0-28	0-26	0-24	0-23	0-20
0.75	2-15	1-48	1-30	1-17	1-08	1-00	0-54	0-49	0-45	0-41	0-38	0-36	0-34	0-30
1.00	3-00	2-24	2-00	1-43	1-30	1-20	1-12	1-05	1-00	0-55	0-51	0-48	0-45	0-40
1.25	3-45	3-00	2-30	2-09	1-53	1-40	1-30	1-21	1-15	1-09	1-04	1-00	0-56	0-50
1.50	4-30	3-36	3-00	2-35	2-15	2-00	1-48	1-38	1-30	1-23	1-17	1-12	1-08	1-00
1.75	5-15	4-12	3-30	3-00	2-38	2-20	2-06	1-54	1-45	1-37	1-30	1-24	1-19	1-10
2.00	6-00	4-48	4-00	3-26	3-00	2-40	2-24	2-11	2-00	1-51	1-43	1-36	1-30	1-20
2.25	6-45	5-24	4-30	3-52	3-23	3-00	2-42	2-27	2-15	2-05	1-56	1-48	1-41	1-30
2.50	7-30	6-00	5-00	4-18	3-45	3-20	3-00	2-44	2-30	2-19	2-09	2-00	1-53	1-40
2.75	8-15	6-36	5-30	4-43	4-08	3-40	3-18	3-00	2-45	2-32	2-21	2-12	2-04	1-50
3.00	9-00	7-12	6-00	5-09	4-30	4-00	3-36	3-16	3-00	2-46	2-34	2-24	2-15	2-00
3.25	9-45	7-48	6-30	5-35	4-53	4-20	3-54	3-32	3-15	3-00	2-47	2-36	2-26	2-10
3.50	10-30	8-24	7-00	6-00	5-15	4-40	4-12	3-49	3-30	3-14	3-00	2-48	2-38	2-20
3.75	11-15	9-00	7-30	6-26	5-38	5-00	4-30	4-05	3-45	3-28	3-13	3-00	2-49	2-30
4.00	12-00	9-36	8-00	6-51	6-00	5-20	4-48	4-22	4-00	3-42	3-26	3-12	3-00	2-40
4.25	12-45	10-12	8-30	7-17	6-23	5-40	5-06	4-38	4-15	3-56	3-39	3-24	3-11	2-50
4.50	13-30	10-48	9-00	7-43	6-45	6-00	5-24	4-55	4-30	4-10	3-52	3-36	3-23	3-00
4.75	14-15	11-24	9-30	8-08	7-08	6-20	5-42	5-11	4-45	4-23	4-04	3-48	3-34	3-10
5.00	15-00	12-00	10-00	8-34	7-30	6-40	6-00	5-27	5-00	4-37	4-17	4-00	3-45	3-20
5.25	15-45	12-36	10-30	9-00	7-53	7-00	6-18	5-43	5-15	4-51	4-30	4-12	3-56	3-30
5.50	16-30	13-12	11-00	9-26	8-15	7-20	6-36	6-00	5-30	5-05	4-43	4-24	4-08	3-40
5.75	17-15	13-48	11-30	9-51	8-38	7-40	6-54	6-16	5-45	5-18	4-56	4-36	4-19	3-50
6.00	18-00	14-24	12-00	10-17	9-00	8-00	7-12	6-33	6-00	5-32	5-09	4-48	4-30	4-00
6.25	18-45	15-00	12-30	10-43	9-23	8-20	7-30	6-49	6-15	5-46	5-22	5-00	4-41	4-10
6.50	19-30	15-36	13-00	11-09	9-45	8-40	7-48	7-06	6-30	6-00	5-35	5-12	4-53	4-20
6.75	20-15	16-12	13-30	11-34	10-08	9-00	8-06	7-22	6-45	6-14	5-47	5-24	5-04	4-30
7.00	21-00	16-48	14-00	12-00	10-30	9-20	8-24	7-38	7-00	6-28	6-00	5-36	5-15	4-40
7.25	21-45	17-24	14-30	12-26	10-53	9-40	8-42	7-54	7-15	6-42	6-13	5-48	5-26	4-50
7.50	22-30	18-00	15-00	12-52	11-15	10-00	9-00	8-11	7-30	6-56	6-26	6-00	5-38	5-00
7.75	23-15	18-36	15-30	13-17	11-38	10-20	9-18	8-27	7-45	7-09	6-38	6-12	5-49	5-10
8.00	24-00	19-12	16-00	13-43	12-00	10-40	9-36	8-44	8-00	7-23	6-51	6-24	6-00	5-20
8.25	24-45	19-48	16-30	14-09	12-23	11-00	9-54	9-00	8-15	7-37	7-04	6-36	6-11	5-30
8.50	25-30	20-24	17-00	14-35	12-45	11-20	10-12	9-17	8-30	7-51	7-17	6-48	6-23	5-40
8.75	26-15	21-00	17-30	15-00	13-08	11-40	10-30	9-33	8-45	8-04	7-30	7-00	6-34	5-50
9.00	27-00	21-36	18-00	15-26	13-30	12-00	10-48	9-49	9-00	8-18	7-43	7-12	6-45	6-00
9.25	27-45	22-12	18-30	15-52	13-53	12-20	11-06	10-05	9-15	8-32	7-56	7-24	6-56	6-10
9.50	28-30	22-48	19-00	16-18	14-15	12-40	11-24	10-22	9-30	8-46	8-09	7-36	7-08	6-20
9.75	29-15	23-24	19-30	16-43	14-38	13-00	11-42	10-38	9-45	9-00	8-21	7-48	7-19	6-30
10.00	30-00	24-00	20-00	17-09	15-00	13-20	12-00	10-55	10-00	9-14	8-34	8-00	7-30	6-40

Miles Per Hour

20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 90

YARD LIMITS, BULLETIN AND CIRCULAR BOARDS LOCATED AT:

Ansonia§	Hartford Ter.	Pittsfield
Armory§	Hartford-Griffins (Branch)§	†Plainfield
Attleboro (Branch)§	Highland, N. Y.§	Plainville, Ct.
Avery§	Holyoke	Plymouth
Bay Ridge*	Hopewell Jct.§	Poughkeepsie
Berea§	Hopewell Jct.-Beacon (Branch)§	Providence Ter.
Berkshire Jct.-Stearns§	Hyannis	Putnam
Berlin, Ct.§	Laurel§	Readville
Bird Mills§	Lee§	Rising§
Blackstone (Yard limits on Readville- Putnam route only.)	Leominster§	Shelton§
Boston-Milton§	Lowell	Southbridge§
Boston Ter.	Manchester§	South Dennis§
Braintree	Manchester-South Manchester (Branch)§	South Norwalk
Braintree Highlands-Randolph (Branch)§	Mansfield§	South Sudbury§
Bridgeport Ter.	Maybrook	South Braintree
Bristol, Ct.§	Medfield Jct.§	Springfield
Brockton	Meriden	Stamford
Buzzards Bay§	Middletown, Ct.-Portland	Stoughton§
Campbell Hall§	Milford, Mass.§	Taunton
Canaan§	Millers§	Torrington§
Canton Jct§ (North Easton route only)	Millis§	Turkey Brook§
Clicquot§	Morrills§	Vernon-Rockville§
Clinton, Mass.§	Naugatuck§	Walpole§
Danbury	Needham§	Waterbury Ter.
Dedham§	New Bedford	Watuppa§
Derby	New Britain	Webster§
Derby Jct§.	New Canaan§	West Concord§
Dighton-North Dighton§	New Haven Ter.	Westdale-East Bridgewater (Branch)§
East Braintree§	New London Ter.	Westfield
Fall River Ter.	New Milford§	West Street
Fitchburg	Newport§	Willimantic§
Forest Hills§ (Needham Branch)	Newton Upper Falls§	Windsor Locks§
Framingham	North Abington§	Woods Hole
Franklin	North Abington-West Hanover (Branch)§	Woodside§
Grand Central*	North Haven§	Woonsocket§
Great Barrington§	Norwood Central§	Woonsocket-Slatersville (Branch)§
Harlem River Ter.	Old Saybrook (Essex route only)§	Worcester Ter.
	Penn. Station*	Wrentham§
		Yarmouth§

*Indicates bulletin and circular boards only.

§Indicates yard limits only.

†Providence-Willimantic route only.

GENERAL SPEED RESTRICTIONS

15 miles per hour must not be exceeded when moving through main track hand-operated turnouts or crossovers and 10 miles per hour must not be exceeded when moving through other hand-operated turnouts or crossovers.

Where the authorized maximum speed for passenger trains is 60 or more miles per hour, and for freight trains 50 or more miles per hour, when movements are made without automatic block signal protection, passenger trains must not exceed 55 miles per hour and freight trains must not exceed 45 miles per hour.

Movements against the current of traffic over facing point switches not interlocked must not exceed 30 miles per hour.

Trains CB-1 Advance CB-1 and CB-2 only, when consist does not exceed 75 cars and tonnage does not exceed 3500 tons, and brake pipe pressure is 90 pounds, are permitted a maximum authorized speed of 60 MPH between Readville and Boston Switch, Cranston and Devon, and 50 MPH between Devon and Derby Jct. All other speed restrictions must be observed.

MAXIMUM SPEED FOR PARTICULAR EQUIPMENT M.P.H.

R.D.C. (Budd) operating singly approaching and passing all crossings equipped with automatic protection	30
M. U. Equipment, 4400-4488, 4670-4676, 5110-5113....	70
M. U. equipment (except 4400-4488, 4670-4676, 5110-5113)	60
All derricks	25

Derricks D3 to D6 incl. must not be operated between or over:

- Br. 0.85, Mill River on lead to Manufacturers Street Railway.
- Tomlinson Bridge, New Haven
- West Main St. Branch (Meriden) over Br. #1.51, Kensington Ave.
- Highland Jct. and Watertown
- Vernon and Rockville
- Norwich CV Connection
- Woonsocket, Winter St. Yard, and Slatersville
- Barrington, Warren and Bristol
- Elmwood and East Bridgewater
- Yarmouth and South Dennis

Additional restrictions for Derricks D100, D101 and D102 are as follows:

When in transit, smokestack and auxiliary cab light must be removed.

One car to be placed between derrick and engine handling train.

South Mt. Vernon — Must not be operated through third rail shoe rake-off blocks 1290 feet west of S.S. 20. If required to go beyond this point, rake-off blocks to be removed temporarily.

New Rochelle Yard — Must not operate on yard lead track across Cedar Street Bridge No. 5.05, 1970 feet east of New Rochelle station.

Port Chester — Must not exceed 10 M.P.H. at Bridge 13.75, King Street, first underpass east of passenger station.

Stamford — Must not exceed 10 M.P.H. at Bridge 20.86, Greenwich Avenue, first underpass entering Stamford from the west.

Bridgeport — Must not exceed 10 M.P.H. between Burr Road, S.S. 55, and East Bridgeport, S.S. 63.

Must not exceed 10 MPH between or over:

- Norwood Central and Wrentham
- Groton Old Main
- Weir Jct. and Dighton
- Shaws Cove Drawbridge
- Braintree Highlands and Randolph
- Westdale and Elmwood
- East Providence and Barrington using Trk. 2 only at Br. #3.66
- Hartford Station Viaduct
- South Norwalk and Wilson's Point
- Meriden Jct. Waterbury (Dublin St. Branch) to Mad River Br. #18.93
- Windsor Locks and Suffield
- Farmington and Collinsville

Must not be operated between or over:

- | | |
|---|---|
| Highland Jct. and Watertown | Canal Cut, New Haven |
| Congamond and Westfield | New Haven, Silver St. Branch |
| Vernon and Rockville | Holyoke Horn Track |
| Manchester and So. Manchester | Tomlinson Bridge, New Haven |
| Dublin St. Branch, Waterbury from Mad River Br. #18.93 to end of line | Br. 0.85, Mill River on lead to Manufacturers Street Railway. |
| Poughkeepsie Hospital Branch | |
| Boston South Station and west end Dartmouth St. Br. #1.34 | Lancaster Branch |
| So. Bay Jct. and Braintree | Framingham Prison Branch |
| Neponset and Milton | Weir Jct. and Dean Street |
| Braintree and W. Quincy | New Bedford and Watuppa |
| Elmwood and East Bridgewater | Franklin Jct. and Milford |
| Forest Hills and W. Roxbury | Medway and Woodside |
| Readville and Dedham | Barrington, Warren and Bristol |
| Norwich CV Connection | Yarmouth and South Dennis |
| | Pontiac Branch |
| | Woonsocket, Winter St. Yd., and Slatersville |

	M.P.H.
Trains handling double or triple loads with load resting on two or more cars	25
Trains handling loaded tank cars in blocks of 10 or more	40
Trains handling loaded cars of stone or coal in blocks of 35 or more	40
Trains handling scale test car	20
DERS-1b class engines 0660-0671 series	60
DERS-7 class engines 2500-2525 series; DERS-8 class engines 2550-2559 series	70
DERS-2c class engines 517-561 series; DERS-3 class engines 591-599 series; DERS-4 class engines 1200-1229 series; DERS-5 class engines 1400-1414 series; DERS-6 class engines 1600-1614 series	80
EDER-5 class engines 2000-2059 series; R. D. C. (Budd)	80
DEY-7 class engines 640-659 series; DER-2a class engines 0400-0429 series; DER-2b-c class engines 0456-0464, 465-469 series; EF-4 class engines 300-310 series	65
DEY-1 class engines 0921-0930 series	35
DEY-3 class engines 0932-0995 series	45
DEY-4 class engines 0801-0817 series	30

	M.P.H.
DEY-5 class engines 0600-0621 series	45
Except where other restrictions indicate lower speed, single unit DER and EDER class engines running backward as a light engine movement or pulling other equipment	25

Engines running backward by night without headlight at the rear over public crossings at grade 15

Freight cars made up in passenger, mail and express trains, unless equipped for passenger service, must not be operated in excess of maximum speed authorized in the time table for freight trains.

Cars with wrecking trucks or defects requiring a reduction of speed must not be moved without authority of superintendent.

Snow plows and flangers in snow removal service ... 30

The lower maximum engine speed will govern when

more than one maximum engine speed is involved in any movement.

MAXIMUM TOWING SPEEDS

	M.P.H.
DEY-4 class engines 0801 series.....	20
R.D.C. (Budd) with engines isolated	79

UNSERVICEABLE EQUIPMENT

Speed of towing non-serviceable equipment must be fixed in each case by Chief Dispatcher on advice of Master Mechanic, depending on nature of unserviceability, and shall in no case exceed towing speed for serviceable equipment. In special cases noted below, speed shown shall not be exceeded but may be further restricted as required.

Any engine with one pair of wheels suspended 10

RESTRICTIONS FOR PARTICULAR ROUTES

The following letters shown at top of columns under maximum speed indicate:

A. Passenger trains. B. Freight trains, work trains, and light engines.

Note—An asterisk (*) placed before a permanent speed restriction figure in this section indicates that one or both of the permanent speed signs authorized by Rule 710 are not installed or are installed at less than the prescribed distance account physical characteristics not permitting normal installation. Rule 710 modified accordingly.

WOODLAWN, N. Y.—BOSTON VIA SHORE LINE

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Woodlawn—Branford Station	70	50
Branford—Old Saybrook	79	50
Old Saybrook—Stonington	70	50
Stonington—Cranston (0.80 mile east)	79	50
Cranston (0.80 mile east)—Boston Switch	50	50
Boston Switch—Readville S. S. 181	79	50
Readville S. S. 181—S. S. 185 (No. 1 and No. 2 tracks)	79	50
Readville S. S. 181—S. S. 185 (No. 4 track) ...	50	50
S. S. 185—Boston (Nos. 1, 2 and 4 tracks).....	35	35
No. 3 track (westward)	45	35
No. 3 track (eastward)	20	20
Guilford—East River (No. 5 and No. 6 tracks) 30	30	30
Westbrook—Old Saybrook (No. 5 and No. 6 tracks)	30	30
Waterford—Ocean Avenue overhead Bridge, 1.63 miles east (No. 5 and No. 6 tracks)	30	30
Groton S. S. 119—Midway (No. 5 and No. 6 tracks)	30	30
Hebronville—Attleboro (No. 4 track)	50	40

ADDITIONAL SPEED RESTRICTIONS M.P.H.

WOODLAWN—Westward on descending grade west of bridge over N. Y. C. tracks	45
Eastward, No. 2 and No. 4 tracks, between overhead bridge 0.20 mile east and automatic signals 0.34 mile east	*30
NEW ROCHELLE JCT.—Curve 0.16 mile west to 0.22 mile east	*35
RYE—Curve 0.24 mile west to 0.05 mile east of westward station	65
PORT CHESTER—Curve 0.08 mile east to 0.40 mile east	40
EF-4 class engines, 300-310 series, over King St. bridge, 0.03 mile east and North Main St. bridge, 0.28 mile east	20
STAMFORD—Curves 0.54 mile west to 0.72 mile east..	60
SOUTH NORWALK—Curve 0.24 mile east to 0.46 mile east of westward station	45
WESTPORT—No. 4 track over drawbridge	50

	M.P.H.
BRIDGEPORT—Curve 0.93 mile west to 0.52 mile west	30
Curves 0.08 mile west to 0.88 mile east.....	45
DEVON—Crossing junction from No. 4 track to west leg of wye	*10
Through east and west legs of wye	*15
NEW HAVEN TERMINAL—	
Between catenary bridge No. 1060, 0.24 mile west of S. S. 75, and Fair Street	15
Eastward movements departing Water Street Yard east end, and westward movements entering Water Street Yard from east end	*10
Between Fair Street and 0.40 mile west of Air Line Jct.	*35
Between Shore Line Jct. and "end of block" signs on connection tracks	*20
SHORE LINE JCT.—Eastward freight trains leaving Cedar Hill Yard until caboose clears crossovers at Shore Line Jct.	15
Curve 0.82 mile west to 0.75 mile east	60
EAST HAVEN—Curve 0.25 mile west to 0.05 mile west	60
BRANFORD—Curve 1.25 miles west to 1.05 miles west	60
Curves 0.11 mile west to 0.51 mile east	50
Curve 0.68 mile east to 1.12 miles east	75
LEETE'S ISLAND—Curve 0.45 mile west to 0.19 mile west	75
Curve 1.12 miles east to 1.38 miles east	70
MADISON—Curve 0.04 mile east to 0.27 mile east..	75
Curve 1.50 miles east to 1.85 miles east	70
WESTBROOK—Curves 1.40 miles west to 0.21 mile west	75
Curve 0.72 mile east to 1.04 miles east	70
OLD SAYBROOK—Curve 1.26 miles east to 1.48 miles east	45
SOUND VIEW—Curves 1.31 miles east to 1.94 miles east	60
NIANTIC RIVER, S. S. 108—Curve 0.50 mile east to 0.90 mile east	60
Curves 1.38 miles east to 2.60 miles east	60
WATERFORD, S. S. 110—Curve 1.66 miles east to 1.79 miles east	45
NEW LONDON—Curve 0.72 mile west to 0.57 mile west	60
Between west end of Shaws Cove drawbridge, 0.44 mile west, and Hallam Street, 0.32 mile east ...	25
Between Hallam St., 0.32 mile east and 0.04 mile west of Groton, eastward movements	25
Between Hallam Street, 0.32 mile east, and Winthrop Street, 0.55 mile east, westward movements	30
Nameaug St. grade crossing on frt. house lead (yard)	6
Central Vermont house track between State Street, west end of station, and Water Street, first grade crossing east of station (yard)	5

	M.P.H.
GROTON, S. S. 119—Curve 0.04 mile west to 0.12 mile east	45
Curve 0.50 mile east to 1.13 miles east	60
Curve 1.20 miles east to 1.48 miles east	50
MIDWAY—Curve 1.03 miles west to 0.80 mile west	60
NOANK—Curves 0.81 mile west to 0.15 mile west	60
WEST MYSTIC—Curve 0.22 mile west to 0.33 mile east	60
MYSTIC—Curve 0.24 mile west to 0.15 mile east....	50
Curve 1.25 miles east to 1.55 miles east	60
STONINGTON—Curve 1.46 miles west to 1.27 miles west	60
Curves 0.80 mile west to 0.10 mile west	60
Curve 0.22 mile east to 0.82 mile east	50
WESTERLY—Curve 2.70 miles west to 2.26 miles west	75
Curve 1.83 miles west to 0.95 mile west	75
Curve 0.29 mile west to 0.15 mile east	70
Curve 0.53 mile east to 0.85 mile east	75
BRADFORD—Curve 1.85 miles west to 1.41 miles west	75
Curve 0.74 mile west to 0.63 mile west	70
Curve 1.44 miles east to 2.13 miles east	75
SHANNOCK—Curve 1.12 miles west to 0.57 mile west	70
KENYONS—Curve 0.20 mile east to 0.50 mile east ..	75
EAST GREENWICH—Curve 0.16 mile west to 0.47 mile east	75
PROVIDENCE—All tracks through Providence passenger station	15
Between Smith St. overhead bridge and Charles St. overhead bridge.....	25
Curve 0.89 mile east to 1.27 miles east	40
BOSTON SWITCH—Curve 0.10 mile west to 0.40 mile east	50
ROUTE 128—All movements approach station at restricted speed prepared to stop before fouling pedestrian crossing about midway of intertrack fence, unless it is known passengers are not approaching or using the crossing.	
READVILLE—Movements to and from Dedham route within interlocking limits	*15
Movements to and from Putnam route between interlocking signal 0.30 mile east and easterly interlocking limit	*15
BACK BAY—Approaching and passing station platform	15
BOSTON PASSENGER TERMINAL	10

READVILLE—DEDHAM

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Readville—Dedham	35	35

ADDITIONAL SPEED RESTRICTIONS M.P.H.

READVILLE—Between yellow posts 0.12 mile east to 0.22 mile west	*10
DEDHAM—Curve at station	15

HAROLD, FREMONT, HARLEM RIVER—
NEW ROCHELLE JCT.

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Harold—S. S. 3	40	40
Fremont—S. S. 3	40	40
Harlem River—S. S. 3	10	10
S. S. 3—S. S. 14 (No. 3 and No. 4 tracks)	60	45
S. S. 3—S. S. 14 (No. 5 and No. 6 tracks)	45	45
S. S. 14—New Rochelle Jct.	60	45

ADDITIONAL SPEED RESTRICTIONS M.P.H.

HELL GATE—Between west yard limit sign Harlem River Terminal and S.S.4, eastward freight trains	20
FREMONT—Fremont to a point 0.50 mile east, No. 5 and No. 6 tracks	30
S. S. 3—Curve 0.71 mile west to 0.68 mile west, No. 4, No. 5 and No. 6 tracks	30
BRONX RIVER—Curve 0.15 mile west	45
S. S. 14—Curves just west and east of drawbridge....	45
NEW ROCHELLE JCT.—To or from the Harlem River Branch, S. S. 22 to 0.13 mile west	20

STAMFORD — NEW CANAAN

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Stamford-Springdale Cemetery	40	30
Springdale Cemetery-Talmadge Hill	30	30
Talmadge Hill-New Canaan	40	30

ADDITIONAL SPEED RESTRICTIONS M.P.H.

GLENBROOK—Between Glenbrook Road, 0.19 mile east and station	10
Between sign reading "end of track circuit," 1460 feet east of crossing, and Glenbrook Road, westward	30
SPRINGDALE—Train stopped between marker posts must not exceed a speed of 10 M.P.H. to Camp Ave. or Miller St. Crossings.	
NEW CANAAN—Between Grove St. and Richmond Hill crossing, westward	*25
Between marker post located 208 feet east of Grove Street crossing and the crossing, westward	*5

S. S. 44 — PITTSFIELD

MAXIMUM SPEED IN MILES PER HOUR

	A	B
S. S. 44—Danbury	50	49
Danbury—Pittsfield	40	40

ADDITIONAL SPEED RESTRICTIONS M.P.H.

S. S. 44—Between junction switch No. 3 track and Ann Street Bridge, 0.25 mile north of junction switch	10
WALL STREET—Between 0.70 mile south and Cross Street 0.23 mile north	10
NORWALK MILLS—Curves 0.81 mile south to 0.50 mile south	20
Curve 0.18 mile north to 0.33 mile north	40
WILTON—Curve 0.08 mile north to 0.33 mile north..	35
BRANCHVILLE—Curves 0.32 mile north to 2.28 miles north	35
REDDING—Curves 1.95 miles south to 1.47 miles south	40
Curves 0.61 mile south to 0.32 mile south	35
BETHEL—Greenwood Ave. crossing 0.06 mile north..	15
DANBURY—Southerly yard limit to S. S. 198	20
East Liberty Street, 0.50 mile south	10
S. S. 198 to Wildman St., 0.54 mile north	30
Curve 0.54 mile north to 0.80 mile north	35
BERKSHIRE JCT.—Within interlocking limits, Pittsfield route	*25
NEW MILFORD—Curve 1.24 miles north to 1.57 miles north	30
GAYLORDSVILLE—Curve 2.90 miles south to 2.76 miles south	30
BELSPRINGS—Curves 0.91 mile south to 0.61 mile south of south switch	30
LIME ROCK—Curves 0.75 mile south to 0.25 mile south	30
CANAAN—Between home signals	20
RISING—Rising Paper Co. track, 0.18 mile north.....	5

	M.P.H.
HOUSATONIC—Curves at station 0.14 mile south to 0.32 mile north	30
Curves 1.82 miles north to 2.27 miles north.....	20
LEE—Between station and West Park St., 0.34 mile south, southward movements	20
Curves 0.04 mile south to 0.73 mile north	20
Center Street crossing 0.11 mile north	15
NIAGARA—Curve 0.26 mile south to 0.10 mile south..	30
PITTSFIELD—Curve 0.87 mile south to crossover 0.32 mile south	*30
Between crossover 0.32 mile south and station	*10

DERBY JCT.—CAMPBELL HALL

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Derby Jct.—Towners	40	40
Towners—Holmes	30	30
Holmes—West Pawling	40	40
West Pawling—Stormville	30	30
Stormville—Hopewell Jct.	40	40
Hopewell Jct.—Berea	50	50
Berea—Campbell Hall	25	25

ADDITIONAL SPEED RESTRICTIONS M.P.H.

DERBY JCT.—Wye track	*10
Derby Jct. to 0.50 mile west of Shelton	20
STEVENSON and BOTSFORD—Between 3.14 miles east of Stevenson and 1.05 miles east of Stevenson	25
Between 1.05 miles east of Stevenson and 0.50 mile west of Stevenson	20
Between 0.50 mile west of Stevenson and 1.00 mile east of Botsford	25
Between 1.00 mile east of Botsford and Botsford ...	30
DANBURY—Curve 0.80 mile north to 0.54 mile north. Wildman St. 0.54 mile north to westerly yard limit	35 30
BREWSTER—Curves 0.38 mile to 1.13 miles east	25
TOWNERS—Curves 2.28 miles east to 1.93 miles east	30
HOPEWELL JCT.—Between Hopewell Jct. and a point 0.30 mile west	40
POUGHKEEPSIE BRIDGE—Between east end of bridge and a point one mile east	20
Over structure use not less than 7 minutes at uniform speed	12
Eastward movements must use not less than 10 minutes from 0.06 mile west of west end of bridge to the 100 car marker sign located 0.80 mile east of east end of bridge and 11 minutes to 125 car marker sign located 1.05 miles east of east end of bridge.	
Westward movements must use not less than 7 minutes from 0.06 mile east of east end of bridge to yellow marker post at west end of bridge.	
Between Highland and west end of bridge, eastward	20
CLINTONDALE—Curve 1.80 miles east to 1.96 miles east	40
CAMPBELL HALL—Over switches	10
Three curves between Erie R.R. connection and a point 0.42 mile east	10

HOPEWELL JCT.—BEACON

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Hopewell Jct.—Beacon	25	25

ADDITIONAL SPEED RESTRICTIONS M.P.H.

GLENHAM—Curves 0.13 mile west to 0.42 mile west	15
BEACON—From N.Y.C. overhead bridge to Beacon, westward	15

AIR LINE JCT.—S. S. 274

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Air Line Jct.—S. S. 274	70	50
BRANCHES:		
New Britain—Berlin	30	30
Hartford—Griffins	20	20
Windsor Locks—Suffield	20	20

ADDITIONAL SPEED RESTRICTIONS M.P.H.

AIR LINE JCT.—Curve 0.40 mile west to 0.40 mile north, Hartford route main tracks	*60
HOLTS HILL—Curves 0.20 mile south to 0.68 mile south	60
MERIDEN—Main St. 0.06 mile south	20
Over Britannia St. 0.80 mile north and North Colony St. 0.88 mile north	45
BERLIN—Passing station, No. 2 track	30
HARTFORD—Between Park River Bridge 1.14 miles south and Captiol Avenue, 1.04 miles south:	
No. 2 track	20
No. 1 track	30
Between Flower St., 0.45 mile south of station and northend of station	20
Between north end of station and S. S. 214	35
WINDSOR LOCKS—Between a point 1.02 miles south and north crossover 0.37 mile north	50
Bridge Street, 0.18 mile south, 4.15 P.M. to 4.45 P.M.	30
Between yellow posts, 0.75 mile north to 1.82 miles north	35
PECOWSIC—Curve 0.57 mile south to 0.16 mile south	45
SPRINGFIELD—Between William Street 1.03 miles south of S. S. 274 and N. Y. C. R.R. connection ..	*20
All tracks in N. Y. C. R.R. terminal and connections to B. & M. R.R.	*15
Curve just north of S S. 274 from track No. 2 to N. Y. C. R. R.	10

BRANCHES:

NEW BRITAIN—BERLIN

NEW BRITAIN—Between station and Church St. 0.22 mile west	*10
Between Church St., 0.22 mile west and Whiting St. 0.62 mile west	*20

HARTFORD—GRIFFINS

HARTFORD—Garden St. 0.65 mile west of S. S. 214 to connection in track No. 1	*10
GRIFFINS—Between east switch of Griffins Siding and a point 0.75 miles east	5

WINDSOR LOCKS—SUFFIELD

AIRPORT SWITCH—U. S. Army Airbase track.	
Mather St. 0.05 mile west of switch to Suffield route	4
Suffield St. 0.35 mile west of switch to Suffield route	4
Turnpike Road, route 75, 2.00 miles west of switch to Suffield route	*4

DEVON — HARTFORD VIA WATERBURY

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Devon-Waterbury	50	40
Waterbury—Hartford	40	40

ADDITIONAL SPEED RESTRICTIONS M.P.H.

DEVON—Through east and west legs of wye	*15
DERBY JCT.—Two curves west both routes 0.38 mile west to 0.18 mile west	25
Over bridge and trestle 0.06 mile east to 0.32 mile east, both routes	20
Wye track	10

	M.P.H.
ANSONIA—Fiegenspans track, Canal and Chestnut Sts.	6
Curve between station and 0.15 mile east	30
SEYMOUR—Curves 0.08 mile west to 0.13 mile east..	35
BEACON FALLS—Curves 0.44 mile west to 0.70 mile east	35
NAUGATUCK—Between 0.11 mile west and 0.04 mile east	30
WATERBURY—Between 1.43 miles west and 0.63 mile west	*20
TERRYVILLE—Loop track	15
BRISTOL—Between Farmington Ave., 0.76 mile west and Center St., 0.27 mile west	20
Between Center St., 0.27 mile west and station ..	10
PLAINVILLE—Over East Main St., 0.23 mile east, and East St. 0.39 mile east	25
NEW BRITAIN—Between west end of Curtis St. crossing 0.74 mile west and east end of East Main St. crossing 0.81 mile east	20
ELMWOOD—Pratt-Whitney Mfg. Company's track, New Park Ave. 0.69 mile east (after stopping)..	*4
HARTFORD—Between Park River Bridge, 1.14 miles west and Capitol Avenue, 1.04 miles west ..	10
Between Flower St. 0.45 miles west of station and station	20

WATERBURY—TORRINGTON

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Waterbury—Highland Jct.	20	20
Highland Jct.—Torrington	30	30
BRANCH:		
Highland Jct.—Watertown	20	20

ADDITIONAL SPEED RESTRICTIONS M.P.H.

EAST LITCHFIELD—Curves 0.56 mile west to 0.50 mile east	20
TORRINGTON—Over private crossing 0.88 mile west	5

S. S. 214—WILLIMANTIC

MAXIMUM SPEED IN MILES PER HOUR

	A	B
S. S. 214—Burnside	20	20
Burnside—Vernon	45	45
Vernon—Andover	30	30
Andover—Willimantic	45	45
BRANCHES:		
Manchester—South Manchester	20	20
Vernon—Rockville	20	20

ADDITIONAL SPEED RESTRICTIONS M.P.H.

MANCHESTER—Over Main St. 0.03 mile east and Oakland St. 0.22 mile east	15
BOLTON—Between Bolton and 0.23 mile west	10
WILLIMANTIC—C. V. Ry. crossing	6
Between C. V. Ry. crossing and Milk St. 0.73 mile east	10

FAIR STREET — HOLYOKE

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Fair Street—Plainville	25	25
Plainville—Holyoke	35	35
BRANCHES:		
Farmington—Collinsville	10	10
Westfield—Northampton 1.50 miles south	20	20
Northampton 1.50 miles south—Florence	10	10

ADDITIONAL SPEED RESTRICTIONS M.P.H.

NEW HAVEN—Curves 0.35 mile north to 0.68 mile north of Fair Street	20
Between Webster Street and Morse Street inclusive	20

	M.P.H.
HIGHWOOD—Over two private crossings at grade 1.16 and 1.31 miles north	10
SOUTHINGTON—Over Hart Street grade crossing 1.16 miles north, northward trains	10
PLAINVILLE—Over West Queen Street crossing, 2.35 miles south	15
WESTFIELD—Within interlocking limits	20
HOLYOKE—Within yard limits	10

AIR LINE JCT.—MIDDLETOWN

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Air Line Jct.—Middletown	30	30

ADDITIONAL SPEED RESTRICTIONS M.P.H.

AIR LINE JCT.—Quinnipiac River Bridge, 0.52 mile east to 0.60 mile east	*10
MONTOWESE—Grade crossing, eastward hump	10
EAST WALLINGFORD—Over Cider Brandy crossing 1.38 miles west	10
MIDDLETOWN—Railroad crossing at grade.....	6
Within yard limits	20

S.S. 214 — OLD SAYBROOK

MAXIMUM SPEED IN MILES PER HOUR

	A	B
S. S. 214—Rocky Hill	30	30
Rocky Hill—Middletown	20	20
Middletown—Laurel	30	30
Laurel—Old Saybrook	20	20

ADDITIONAL SPEED RESTRICTIONS M.P.H.

HARTFORD—Between Morgan St. Tunnel 1.39 miles south and through new tunnel 2.03 miles south..	5
Warwarne Ave. 2.09 miles south of S.S. 214	5
WETHERSFIELD—Nott Street, 0.27 mile north	10
Wells Road, 0.53 mile south	10
Maple Street, 1.05 miles south	10
SPRING BROOK—Mill Street 0.02 mile south	20
Wethersfield Road, 0.34 mile south	20
ROCKY HILL—Crossing, 0.03 mile south	10
CROMWELL—Wall St., 0.10 mile north	10
MIDDLETOWN—Over Miller St. crossing, 0.23 mile north of R. R. crossing at grade	10
Railroad crossing at grade	6
South end of curve 1.00 mile south of R. R. crossing at grade	15
Hartford Electric Light Co. crossing, 4.14 miles south	10
Within yard limits	20
EAST HADDAM—Ferry Road crossing, 0.02 mile south	10

EAST HARTFORD —

SPRINGFIELD VIA BROAD BROOK

MAXIMUM SPEED IN MILES PER HOUR

	A	B
East Hartford—Springfield	30	30

ADDITIONAL SPEED RESTRICTIONS M.P.H.

WAPPING—Between 600 feet south and 600 feet north of Ellington Road, 1.23 miles south	10
EAST WINDSOR HILL—Crossing 0.03 mile north ..	15
MELROSE—Wallops crossing, 1.44 miles north	5
HAZARDVILLE—Davis crossing 0.97 mile north	5
EAST LONGMEADOW—Crossing 0.69 mile south ..	10
Crossing 0.03 mile north	5

M.P.H.

ARMORY—Sumner Ave. 2.00 miles south, Allen St. 1.20 miles south, Hickory St. 0.79 mile south, Alden St. 0.61 mile south, King St. 0.38 mile south and Bay St. 0.44 mile north (after stopping) 6

SPRINGFIELD—Movements must approach N. Y. C. derail and crossover Summer St. yard 1.86 miles North of Armory at restricted speed.

GROTON — WORCESTER

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Groton—Shetucket	50	45
Shetucket to 2,000 feet north of Jewett City....	35	35
Jewett City (2,000 feet north)—Worcester	50	45

ADDITIONAL SPEED RESTRICTIONS M.P.H.

GROTON—Between S.S. 119 and Fairview Avenue overhead bridge, 0.27 mile north *15

Fairview Avenue overhead bridge, north to end of curve 0.25 mile north 40

SUBMARINE BASE — Curve 1.03 miles south to 0.85 mile south 40

ALLYS POINT — Curve 0.84 mile south to 0.57 mile south 40

MILK HOUSE—From 0.25 mile south of north switch to north switch 40

NORWICH — City Gas and Electric Co. crossing at grade 0.46 mile north of station, between 6.00 A.M. and 8.00 P.M. 15

Between Central Vermont Ry. connection and overhead bridge West Main Street on C.V. connection

Between north switch of Milk House and mile post G-14, 1.81 miles north of station 20

Between 1.81 miles north and north end of Taft's tunnel 3.62 miles north 25

American Thermos Products Co. new track movements on Blissville Rd. 5

PLAINFIELD—Between approach signals both directions, Groton-Worcester route 30

CENTRAL VILLAGE—Wauregan, Dunnings side track, car movement over scale..... 10

DANIELSON — Main St. 30

PUTNAM — Within interlocking limits 20

WEBSTER — Main Street 20

HOPE AVENUE — From a point one mile south of Hope Ave., northward freight trains 35

WORCESTER—Between south yard limit sign 80 feet north of Hope Ave and N. Y. C. R. R. overhead bridge 1.61 miles north 35

Between N. Y. C. R. R. overhead bridge and Union Passenger Station 20

Passenger Station within platform limits *12

S.S. M-333 and end of new main track *10

BRANCH:

SOUTHBRIDGE—WEBSTER

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Southbridge — Webster	20	20

ADDITIONAL SPEED RESTRICTIONS M.P.H.

QUINEBAUG — Wheellocks' crossing 0.20 mile east .. 15

PUTNAM—BOSTON VIA DORCHESTER

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Putnam—Blackstone	45	45
Blackstone—Norwood Central	55	45
Norwood Central—Readville	50	40
Readville—South Bay Jct.	40	40
South Bay Jct.—Boston Passenger Terminal	15	15

BRANCH:

Franklin Jct.—Milford 30 30

ADDITIONAL SPEED RESTRICTIONS M.P.H.

PUTNAM—Within interlocking limits 20

FRANKLIN—Between 0.08 mile east and 0.19 mile west 25

WALPOLE—Over railroad crossing 30

Through wye tracks 10

Between WINSLOWS and NORWOOD CENTRAL... *35

M.P.H.

READVILLE—Curves 0.28 mile west to 0.09 mile west *20

Between interlocking signal 0.30 mile east and interlocking signal 0.23 mile east 15

BOSTON FREIGHT TERMINAL—From Southhampton St. track bridge No. 1.53 east to interlocking limits S. S. 236, South Bay Jct., within interlocking limits S. S. 236, South Bay Jct., through South Boston Cut and over switches at First St. 10

DOVER ST. YARD—Dover St. to South Bay Jct., drafts from No. 1 yard *10

S. S. 237—South Bay Jct., drafts on loop tracks 15

BRANCH:

FRANKLIN JCT.—MILFORD

MIDLAND—Curve 0.15 mile south to 0.05 mile north 15

Hartford Ave., 1.18 miles north 10

NORWOOD CENTRAL—WRENTHAM

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Norwood Central—Bird Mills	35	35
Bird Mills—Wrentham	20	20

ADDITIONAL SPEED RESTRICTIONS M.P.H.

WRENTHAM—CEDAR—Between one mile west of Wrentham and Cedar 15

BOSTON SWITCH — SOUTH WORCESTER

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Boston Switch — South Worcester	40	40

BRANCHES:

Valley Falls—Water Street	25	25
Slatersville — Woonsocket	20	20

ADDITIONAL SPEED RESTRICTIONS M.P.H.

VALLEY FALLS — Curve 0.18 mile south to 0.12 mile south 35

WOONSOCKET—Between River St., 0.28 mile north and Winter St. freight house (upper level route) 15

Curve 0.26 mile north to 0.60 mile north 30

BLACKSTONE — Curves 0.32 mile south to 0.04 mile north 30

Curves 0.25 mile north to 0.78 mile north 35

SOUTH WORCESTER — Between bridge over Cambridge Street 0.49 mile south and N. Y. C. R. R. overhead bridge 0.10 mile north *20

BRANCH:

VALLEY FALLS—WATER STREET (DARLINGTON BRANCH)

M.P.H.

Beverage Hill Avenue — Over crossing	5
Campbell Street — Over crossing	5
Monticello Road — Smith Street over crossing	5
Walcott Street — Over crossing	5

PROVIDENCE — WILLIMANTIC

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Providence—Willimantic	30	30

ADDITIONAL SPEED RESTRICTIONS M.P.H.

PLAINFIELD — Hopkins Road crossing 0.57 mile east 5

Canterbury Road crossing, 0.45 mile east 5

Within interlocking limits 20

CRANSTON — PONTIAC

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Cranston — Pontiac	20	20

PROVIDENCE — BRISTOL

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Providence — Seekonk River S. S. K-315	30	30
Seekonk River S. S. K-315 — Bristol	20	20

ADDITIONAL SPEED RESTRICTIONS	M.P.H.
PROVIDENCE — Between station and west portal of tunnel	*15
SEEKONK RIVER S. S. K-315 — Drawbridge	20
EAST PROVIDENCE — India Point drawbridge# ..	*6
#No switching permitted on drawbridge.	

EAST JCT. — RED BRIDGE

MAXIMUM SPEED IN MILES PER HOUR	A	B
East Jct.—Red Bridge	30	30

ADDITIONAL SPEED RESTRICTIONS	M.P.H.
DAGGETTS—Between Daggetts and Narragansett Park	15
SLATER—Between Slater and Narragansett Park..	15
RUMFORD — King Phillip Road, 0.72 mile west	5

FITCHBURG — FRAMINGHAM CENTRE

MAXIMUM SPEED IN MILES PER HOUR	A	B
Fitchburg—Marlboro Jct.	30	30
Marlboro Jct.—Framingham Centre	35	35

ADDITIONAL SPEED RESTRICTIONS	M.P.H.
FITCHBURG — Bemis Rd., 1.51 miles south	20

CANTON JCT. — EASTON

MAXIMUM SPEED IN MILES PER HOUR	A	B
Canton Jct.—Stoughton	40	40
Stoughton—Easton	35	35

ADDITIONAL SPEED RESTRICTIONS	M.P.H.
CANTON JCT. — Curve 500 feet south to junction switch in No. 2 track	20
CANTON — Between 0.54 mile north and 0.32 mile south	30
STOUGHTON — Curve 0.20 mile north to 0.27 mile south	10

ATTLEBORO—NEW BEDFORD

MAXIMUM SPEED IN MILES PER HOUR	A	B
Attleboro — Cotley Jct.	45	45
Cotley Jct.—New Bedford	35	35

BRANCHES	A	B
Weir Jct.—Dighton	20	20
Nash Road—Watuppa	30	30

ADDITIONAL SPEED RESTRICTIONS	M.P.H.
ATTLEBORO — To or from No. 4 track, Whittenton Jct. route at S. S. 165	15
TAUNTON — Between Upper Weir and Cohannet Streets, northward	20
Between Cohannet and Tremont Streets	10
Between Cohannet Street and Upper Weir Street, Weir Jct., southward	15
COTLEY JCT.—Within interlocking limits, northward	20
MYRICKS — Within interlocking limits	20
NEW BEDFORD — Between Wamsutta Street 0.34 mile north and station	10
NEW BEDFORD AND NEW BEDFORD WHARF — all crossings	4

BRANCH:	M.P.H.
WATUPPA—NASH ROAD	
WATUPPA — Between south end of pile trestle track bridge No. 12.45, 0.98 mile south and north end of pile trestle track bridge No. 12.82, 0.61 mile south	10
All crossings	10

LOWELL—MANSFIELD

MAXIMUM SPEED IN MILES PER HOUR	A	B
Lowell—Sudbury	30	30
Sudbury—Mansfield	40	40

ADDITIONAL SPEED RESTRICTIONS	M.P.H.
LOWELL — East leg of wye	*10
WEST CONCORD — Over B. & M. railroad crossing ..	20
FRAMINGHAM CENTRE — Curve from Lowell, 0.30 mile north to 0.11 mile north	16
Through switch at end of two tracks, southward	10
No. 2 track between Maple St. 0.49 mile south and Salem End Rd. 0.05 mile south	20
FRAMINGHAM — From end of two tracks to Blandin Avenue, 0.35 mile south	15
Concord Street, 0.05 mile south	10
MEDFIELD JCT. — Over railroad crossing	30
WALPOLE — Through wye tracks	10
Over railroad crossing	30
MANSFIELD — Curves 0.33 mile north to 0.14 mile north	15

MYRICKS — NEWPORT

MAXIMUM SPEED IN MILES PER HOUR	A	B
Myricks—Three miles north of Fall River.....	35	35
Three miles north of Fall River—Newport.....	25	25

ADDITIONAL SPEED RESTRICTIONS	M.P.H.
FALL RIVER — FERRY STREET — Between stations	15
TIVERTON — Drawbridge and curve at station	15
MIDDLETOWN — Curves 0.33 mile south to 2.83 miles south	15

COTLEY JCT. — PILGRIM

MAXIMUM SPEED IN MILES PER HOUR	A	B
Cotley Jct. — Pilgrim	45	45

ADDITIONAL SPEED RESTRICTIONS	M.P.H.
COTLEY JCT.—Curve 0.07 mile north to 0.15 mile south	15
PILGRIM — Curve 0.32 mile north and station	10

BOSTON — HYANNIS

MAXIMUM SPEED IN MILES PER HOUR	A	P
Boston—Neponset	45	45
Atlantic—Braintree	45	45
Braintree—Buzzards Bay	50	50
Buzzards Bay — Hyannis	45	45

BRANCHES:	A	P
Neponset—Milton	20	20
Braintree Highlands—Randolph	10	10
Westdale—East Bridgewater	10	10
Buzzards Bay — Woods Hole	40	40
Yarmouth—South Dennis	20	20

ADDITIONAL SPEED RESTRICTIONS	M.P.H.
BOSTON FREIGHT TERMINAL — Movements through northward Boston Freight Terminal connection from No. 2 track Dorchester Avenue overhead bridge No. 1.82 to Boston Freight Terminal	10

	M.P.H.
S. S. 237—Within interlocking limits	15
BRAINTREE—Within interlocking limits	20
Through crossover to and from Plymouth route ...	*5
TREMONT—Track to Marion pit	5
WAREHAM—Between station and Agawam Road 0.20 mile south:	
Southward movements	15
Northward movements	40
Between Agawam Road and 0.58 mile south of station	40
SANDWICH—Curve 0.07 mile north to 0.05 mile south	40
CLEMENT—Between Water Street crossing, 0.30 mile north, and Main Street, 0.03 mile south	30
YARMOUTH—Within yard limits	20

BRANCHES:

NEPONSET—MILTON

Between south side of Neponset Ave. and connection with main track preceded by flagman	6
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BUZZARDS BAY—WOODS HOLE

FALMOUTH—Between station and Locust Street, 0.41 mile south, southward movements	25
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BRAINTREE — WEST QUINCY

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Braintree—West Quincy	20	20

BRAINTREE — PLYMOUTH

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Braintree—South Braintree	35	35
South Braintree—Whitman	40	40
Whitman—Monponsett	25	25
Monponsett—Kingston	40	40
Kingston—Plymouth	35	35

BRANCH:

North Abington—West Hanover	25	25
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ADDITIONAL SPEED RESTRICTIONS M.P.H.

SOUTH BRAINTREE—Curve 0.06 mile south to 0.59 mile south	*25
PLYMOUTH—Between Nelson St., 0.42 mile north and station	*10

BRANCH:

NORTH ABINGTON—WEST HANOVER

NORTH ABINGTON—Between station and Charles Street crossing, 0.42 mile south	*20
North Avenue and Birch St. crossings	*5
WEST HANOVER—Between station and Circuit St. crossing 0.17 mile north	15

BRAINTREE—NANTASKET JCT.

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Braintree—Nantasket Jct.	30	30

ADDITIONAL SPEED RESTRICTIONS M.P.H.

BRAINTREE—To and from Nantasket Jct. route....	*10
WEST HINGHAM—HINGHAM—Between stations....	25

S. S. 185 — COOK STREET

MAXIMUM SPEED IN MILES PER HOUR

	A	B
S. S. 185—West Street	40	35
West Street—Avery	35	30
Avery—Cook St.	30	30

ADDITIONAL SPEED RESTRICTIONS M.P.H.

FOREST HILLS—Curve between station and 0.08 mile west	15
WEST ROXBURY—Curve 0.09 mile west to 0.33 mile west	35
WEST STREET—Wye tracks	20
NEEDHAM—Oak Street, 0.26 mile east	20
Great Plain Avenue, 0.03 mile east	15
May Street, 0.15 mile west	10
Rosemary Street, 0.48 mile west	10
AVERY—West Street, 0.03 mile east	20
NEWTON UPPER FALLS—Curve 0.33 mile east to 0.26 mile east	20

WOODSIDE — WEST STREET

MAXIMUM SPEED IN MILES PER HOUR

	A	B
Woodside—Medfield Jct.	25	25
Medfield Jct.—West St.	30	30

ADDITIONAL SPEED RESTRICTIONS M.P.H.

MEDFIELD JCT.—Within interlocking limits	20
CHARLES RIVER—Fisher Street, 0.06 mile west	10

GENERAL RULES

116. The following reference letters or characters when placed in the schedule column indicate:

- b No baggage.
- c Stop to leave passengers.
- e Stop to take passengers.
- f Flag stop to receive or discharge traffic.
- g Stop Sundays.
- h Stop Saturdays.
- k Will not run Tuesday November 8, Thursday November 24, Monday December 26, 1966, Monday January 2, Monday February 13, and Wednesday February 22, 1967.
- m Slow or stop for mail, express or papers.
- s Regular stop.
- v Will not run Friday November 11, Thursday November 24, Monday December 26, 1966, Monday January 2 and Wednesday February 22, 1967.
- w Will not run Friday November 25, Tuesday December 27, 1966, Tuesday January 3 and Thursday February 23, 1967.
- x Will not run on Mondays, Wednesdays and Thursdays except Monday December 26, 1966, and Monday January 2, 1967, Wednesday February 22, 1967 and Thursday November 24, 1966.
- y Stop 125th Street.
- z Will not run Thursday November 24 and Monday December 26, 1966, Monday January 2 and Wednesday February 22, 1967.
- ♯ Catch or throw U. S. Mail.

CAB SIGNALS

117. In making prescribed departure tests on Diesel engines engineman must know that cutout switch in the cab is in the proper position and that the change-over switch is in the correct position for the cab signal territory over which the engine will operate. On engines equipped with directional switch in the cab, engineman must know that it is in the correct position for the direction in which the engine will next operate.

CAB SIGNAL TESTS FOR ENGINES OPERATING VIA SHORE LINE

Engineman stop engine on test loop. Fireman operate switch located on test box and engineman note cab signals. Move switch to "A" position and note that green light is displayed. Change switch from "A" to "R" positions and note that yellow-green light is displayed and warning whistle blows. Change switch from "R" to "L" positions and note that yellow light is displayed and warning whistle blows. Change switch from "L" to "Off" positions and note that lunar white light is displayed and warning whistle blows. Acknowledge to stop warning whistle blowing after each signal change.

Enginemen of engines from Grand Central Terminal enroute to cab signal territory without change of motive power

must make departure test of cab signal apparatus at east end of New Haven station platform tracks Nos. 4-6 or 8-10.

CAB SIGNAL TEST FOR ENGINES OPERATING BETWEEN NEW HAVEN AND SPRINGFIELD

Pass over test loop at a speed of not more than three miles per hour, note that green light is displayed on loop. Pass off loop, cab signal should change to lunar white and warning whistle blows, acknowledge to stop warning whistle blowing.

When cab signal departure test is made by engineman as prescribed in this rule he will make record of the test with his signature on Form 1646.

118. CAB SIGNALS

Color	Indication
Lunar white	Proceed in accordance with applicable paragraph (a) to (f) inc.
Yellow	Proceed preparing to stop at next wayside signal. Train exceeding medium speed must at once reduce to that speed.
Yellow over green	Proceed approaching next wayside signal at medium speed.
Green	Proceed.

Lunar white is the most restrictive cab signal indication and will be observed as directed by the following rules:

- After passing an automatic block signal indicating stop, Rule 509a.
- After receiving the proper authority to pass an interlocking signal indicating stop, Rules 509a and 663.
- When passing a clear wayside signal or between wayside signals, stop as soon as possible and then proceed in accordance with Rule 509a, except freight trains having 50% or more of their rated tonnage, when passing a grade signal or after entering a block governed by a grade signal, may proceed at restricted speed without stopping.
- When passing a wayside signal other than a "Clear" or "Stop" signal between Shore Line Jct. and Cranston, Boston Switch and S. S. 185, stop as soon as possible and then proceed in accordance with Rule 509a except freight trains having 50% or more of their rated tonnage may pass a grade signal at restricted speed without stopping; between Air Line Jct. and Springfield, reduce speed at once and proceed at restricted speed.
- When passing interlocking signals displaying yellow over red or red over yellow at the following points, lunar white indication may appear for a distance of 200 to 500 feet, enginemen must acknowledge and operate train in accordance with wayside indication but will not be required to stop as prescribed in paragraph (d) of this rule. Rule 553 will not apply at signals indicated below.
 - OLD SAYBROOK: No. 2 track, first signal west and first signal east of station.
 - No. 1 track, first signal east of station.
 - CONN. RIVER: No. 2 track, first signal west of drawbridge.
 - GROTON: No. 1 and No. 5 tracks, first signals east of crossovers.
 - MYSTIC: No. 2 track, first signal west of drawbridge.
 - KINGSTON: No. 2 track, first signal west of station.
 - No. 1 track, first signal east of S. S.
 - ATTLEBORO: No. 1 track, first signal east of S. S.
- When passing dwarf signals displaying yellow or green, lunar white indication may appear within interlocking limits, engineman must acknowledge and operate train in accordance with wayside indication, but will not be required to stop as prescribed in Paragraph (d) of this Rule.

After receiving Clearance Form K, proceed yellow hand signal or verbal permission, cab signal indications will govern.

Cab signal apparatus must be cut out when engines are assigned entirely to non-cab signal territory.

When leaving cab signal territory the most restrictive indication should appear, and after engineman acknowledges he will discontinue observation of cab signal.

An engineman in non-cab signal territory must cut out electrically and pneumatically cab signal apparatus if relieved by an unqualified engineman.

If indications of cab signal and fixed signal do not correspond, report to train dispatcher must be made promptly from first available point of communication, giving signal and engine number, and, in addition, on prescribed form at engine terminal.

Cab signal territory located as follows:

NORTHWARD. From dwarf signal for reverse movements No. 2 track opposite Air Line Jct. to signal H-60.4, located approximately 1.25 miles south of S. S. 274.

From a point 0.91 mile south of North Haven on outbound freight track.

SOUTHWARD. From signal H-60.5, approximately 1.25 miles south of S. S. 274, to interlocking signal north of Air Line Jct.

EASTWARD. No. 1 track from home signal 750 feet east of Shore Line Jct. to dwarf signal 740 feet west of Branford. No. 2 track from a point 353 feet east of Shore Line Jct. to home signal 2300 feet west of Cranston station. No. 6 track from a point 768 feet east of S. S. 92 Guilford to East River. No. 6 track from Westbrook to home signal 1079 feet west of Old Saybrook station. No. 6 track from Waterford to Ocean Ave. No. 6 track from a point 1940 feet east of S. S. 119 Groton to signal bridge east of Midway. No. 1 track from Westerly to Bradford. No. 1 track from Kingston to Davisville. No. 2 track from a point 640 feet west of Boston Switch to home signal 636 feet west of S. S. 185. No. 4 track from Hebronville to end of No. 4 track 4471 feet east of S. S. 165. No. 4 track from a point 956 feet east of S. S. 181 to home signal 636 feet west of S. S. 185.

WESTWARD. No. 1 track from a point 148 feet west of S. S. 185 to home signal 109 feet west of Boston Switch. No. 3 track from a point 590 feet west of S. S. 165 to a point 4050 feet west of Attleboro station. No. 1 track from dwarf signal 3500 feet west of Cranston station to home signal 762 feet east of Shore Line Jct. No. 5 track from (Palmer's Cove) Midway to home signal 493 feet east of S. S. 119 Groton. No. 5 track Ocean Ave. to Waterford. No. 5 track from dwarf signal 53 feet east of S. S. 102 Old Saybrook to home signal 806 feet east of Westbrook station. No. 5 track from East River to home signal 730 feet east of S. S. 92 Guilford. No. 2 track from home signal 670 feet west of Branford to dwarf signal 353 feet east of Shore Line Jct. 4690 feet north of S. S. 119 Groton on Norwich route.

ATTLEBORO-MANSFIELD—Engines not equipped with cab signals may be operated at speed authorized for an equipped train for Fall River-Framingham line service. S.S. Operators must know that track is clear of all preceding movements before permitting Fall River-Framingham route trains to operate in cab signal system territory.

Engines not equipped with cab signal system may be operated for local freight, switching and pusher service, at a speed that will permit stopping short of a train, engine or obstruction, but not exceeding 20 MPH, as shown below:

READVILLE—Within yard limits.

From New Haven, Conn., Shore Line Jct. to Branford, Conn. Yard switcher serving industries at East Haven and then proceed to Branford to cross over and return.

CEDAR HILL, CONN., Hartford Line—From Air Line Jct. north, 1.28 miles. Yard switcher serving industries.

NEW LONDON—Within yard limits. Yard switcher and Norwich Branch local freight.

MERIDEN—From 3269 feet south of station to 2.11 miles north of station. Yard switcher serving industries.

HARTFORD—From 5.91 miles south of Hartford Station (Newington) to 3.79 miles north of Hartford Station (former Wilson Station). Yard switcher serving industries.

SPRINGFIELD—From 2.70 miles south of S. S. 274 to 1.25 miles south of S. S. 274. Yard switcher serving industries.

CAB SIGNALS

New York Connecting Railroad.

119. Enginemen must make the following departure tests on engines operating into Pennsylvania Station, New York.

At NEW HAVEN: Travel over the three departure test loops located on Track No. 15 West crossover at speed of two miles per hour. Note that first loop displays a green light; second loop displays a yellow-green light; third loop displays a yellow light. Note that a lunar white light is displayed after leaving loops. Note that warning whistle blows after each light change. Acknowledge to stop warning whistle blowing after each signal change.

At OAK POINT: Take toggle switch on post at each end of departure loop on No. 5 track into cab. Move switch to "A" position and note that green light is displayed. Change switch from "A" to "R" position and note that yellow green light is displayed and warning whistle blows. Change switch from "R" to "L" position and note that yellow light is displayed and warning whistle blows. Change switch from "L" to "S" position. Note that lunar white light is displayed and warning whistle blows. Repeat same test on opposite end of engine. Acknowledge to stop warning whistle blowing after each signal change.

In cases where engines are jumpered and doubled headed in service, the cab signal apparatus on both ends of both engines must be tested before departure.

After making prescribed departure tests at New Haven, engineman cuts out cab signal apparatus.

Test loops for running tests of cab signals in service on No. 1 track, 0.55 mile west of New Rochelle Jct. Cab signals must be cut in at automatic block signal No. 11.01 for No. 1 track, located on catenary B-208-H, 1300 feet west of New Rochelle Jct.

As engine passes over test loops it must be noted that cab signal changes first to green, then from green to yellow-green and warning whistle blows. Cab signal should next change from yellow-green to yellow and warning whistle blows. Cab signal should finally change after passing off last test loop from yellow to lunar white and warning whistle blows. Acknowledge to stop warning whistle blowing after each signal change. Should cab signals fail to operate properly over the running test loops, engineman must notify train dispatcher from S. S. 14 and proceed to S. S. 4 for instructions.

Enginemen of engines from Grand Central Station, Mott Haven, or other points where there are no test loops, enroute to Pennsylvania Station, with or without cars, must make test of cab signal apparatus on running tests loop in the prescribed manner.

Enginemen on eastward trains will cut out cab signal equipment immediately after passing signal NY 3.74.

Cab signal territory located as follows:

EASTWARD. From Harold to signal NY 3.74.

WESTWARD. From a point 3100 feet east of signal NY 3.73 to Harold.

Cab signal indications and rules shown under Time-Table Rule 118 apply.

120. Vestibule steps on R. D. C. (BUDD) cars 140-141 and 160-163 inc. and on sleeping cars Nos. 500 to 537 inc. and 550 to 553 inc. must be closed at all times when in motion.

121. **ABSOLUTE BLOCK**—A manual block in which no rail movement is permitted to enter while it is occupied by another rail movement except within yard limits where Rule 93 applies or as prescribed by Rule 45. Train orders are not required for train movement in an absolute block. Absolute block authority supersedes the superiority of trains for both opposing and following movements. No train will enter an absolute block nor re-enter it after having cleared it without permission of the operator. Unless otherwise instructed, flag protection as prescribed by Rule 99 will not be required. Operator must not give block authority without train dispatcher's approval.

122. Doors to toilets in passenger equipment must be locked and toilets in caboose cars, engines and work equipment must not be used between:

BRANCHVILLE AND BETHEL.

WITHIN MAYBROOK TERMINAL.

WESTFIELD AND HOLYOKE.

EAST HAVEN AND BRANFORD.

CENTRAL VILLAGE AND DANIELSON.

BOSTON-PROVIDENCE ROUTE.

Eastward—Forest Hills and Boston.

Westward—Boston and Back Bay.

BRAINTREE-BOSTON ROUTE:

Columbia Road and Boston in both directions.

BOSTON-DORCHESTER ROUTE:

Massachusetts Avenue and Boston in both directions.

WEST ROXBURY AND WEST STREET.

MILFORD YARD LIMITS.

MARLBORO JCT. AND FRAMINGHAM CENTRE.

TREMONT AND ONSET.

Toilet doors on all cars must be kept locked while cars are on the property of the Boston Passenger Terminal, Boston Freight Terminal and Dover Street Yards.

The use of toilets in all parlor and sleeping cars while parked for occupancy at South Station, Boston, is restricted to cars that have soil cans attached.

123. For color light type signals capable of displaying yellow over green per Rule 501d, Fig. 2 and Rule 601e, Fig. 3, and red over green per Rule 601f, Fig. 3, when the top lamp burns out the indication will be changed to a single yellow light and enginemen must operate train in accordance with that indication. First paragraph of Rule 27 modified accordingly.

124. Safety Rule S-90—Amplify as follows: "Care should be used in lighting and using fuses to avoid personal injury and employes should avoid looking directly at them."

125. DEY-7 class engines not equipped with side walk hand railing. Protect against personal injury.

126. A lantern showing red to the highway may be used instead of a four lens lamp on manual crossing gates.

127. Enginemen requiring water will sound engine whistle signal two short and one long at interlocking stations before reaching such stop as follows:

Water at: Signal at:

PROVIDENCE Attleboro, S. S. 165, Westerly, S. S. 124.

NEW LONDON Westerly, S.S. 124, Niantic River, S. S. 108.

129. Operating Rule 509, the second paragraph is cancelled.

130. Rule 509a is changed to read: On two or more tracks, unless otherwise provided, when a train or engine is stopped by a "Stop and proceed" signal, unless a more favorable indication is immediately displayed, it may proceed at once at restricted speed, proceeding at restricted speed through the entire block, expecting to find a train or engine in the block, broken rail, obstruction or switch not properly lined.

Grade signals are designated by yellow disc showing letter "G" in black, attached to automatic signal mast. When a grade signal indicates "Stop and proceed," freight trains having 50% or more of their rated tonnage, may proceed at restricted speed without stopping.

131. Rule 679 is changed to read: After a train or engine is stopped by a "Stop and proceed" signal, unless otherwise provided, it may proceed at once at restricted speed expecting to find a train or engine in the block, broken rail, obstruction or switch not properly lined.

132. Rule 738a, the first paragraph is changed to read: Where combined automatic crossing gates and flashing light signals are in use they are equipped for operation of movements in both directions and detailed instructions for their operation are posted in the cases at the crossings.

S

133. Rule 738b, Item 4 —, the first sentence is changed to

W

read: Where cars must be left on track circuit approaching crossing to do switching, a movement over the crossing will stop signals from flashing and at least one car must be left on track circuit beyond the crossing when switching movements are to be made on that side of the crossing.

134. Rule 794 is changed to read: When examining tickets passenger conductors must notify passengers destined to points on branch or connecting lines where to change cars. When trains are liable to miss connections, conductors must give notification of the number of passengers for connecting train in time to enable connecting train to be held if warranted.

136. Switch lights will not be maintained on facing and trailing point switches per Rule 516 in all Automatic Block Signal System territory.

137. When necessary to block wheels, it must be known that movement has stopped and slack has adjusted. Employees must not use their feet in placing blocks.

138. When coupling to, or with, passenger equipment, any of which is occupied, a stop must be made between 10 and 30 feet from the standing equipment. Rule 109 amplified accordingly.

140. Rule 749 is changed to read:—When towing dead or unserviceable engines in freight trains, three such engines, properly distributed, shall be the maximum number hauled in one train. There must be at least one car with operative air brakes directly ahead and directly behind all such engines hauled.

Dead or unserviceable engines must not be hauled more than 15 cars from the hauling engine, except the following series engines may be handled not more than 50 cars from the hauling engine: 1200, 1400, 1600, 2000, 0400, 400, 300, 2500 and 2550.

Note: In freight trains not having sufficient cars to comply with this rule, and light engine movements, not more than two dead or unserviceable engines may be hauled and when two dead or unserviceable engines are so hauled, speed must not exceed 20 MPH.

142. Trailer cars under load must not be permitted to run free while being flat switched. When such cars are humped special care must be exercised to avoid over-speed impact.

143. The following sidetracks in CTC territory, equipped with non-electrically locked hand operated switches, must not be used by rail movements to clear main track:

SOUTH BRAINTREE—A. Graziano Bros. track, 0.55 mile south.

HOLBROOK—Darem Realty Trust track, 0.11 mile south.

AVON—Lone Star Cement Co. track, 0.27 mile south.

MONTELLO—Hesse-Eastern Mfg. Co. track, 0.60 mile south.

CAMPELLO—Brockton-Taunton Gas Co. track, 0.55 mile south.

MIDDLEBORO—Coating Services of New England track, 4.67 mile south.

WAREHAM—Tremont Nail Co. track 0.41 mile north.

COTLEY JCT.—Glenwood Range Co. track, 0.24 mile south; Mooney & Co., Inc. track, 0.37 mile south.

STEVENSON—Bulk track.

BOTSFORD—Bulk track.

HAWLEYVILLE—sidetracks.

MILL PLAIN—Black Millwork & Paper Co. sidetrack, 0.30 mile east.

HOLMES—Central Dairy Team Track, 300 feet east.

MANCHESTER BRIDGE—Sidetracks; Poughkeepsie-Miron Lumber Co. sidetrack, 2.12 miles east.

SCOTCHMAN'S CUT—Sidetrack; Poughkeepsie Milling & Trading Co. sidetrack, 0.81 mile east; Bushnell Co. sidetrack, 1.04 miles east.

HIGHLAND—Pratt Lumber Co. track, 875 feet east.

Johnson Coal Co. track, 320 feet east.

Melius Coal Co. track, 0.28 mile west.

CLINTONDALE—Clintondale Cold Storage Co. track, 0.21 mile west.

MODENA—Hasbrouck Co. track, 320 feet east.

EAST WALDEN—Central Hudson Gas & Electric Co. track, 0.88 mile east.

144. In moving assistance to the head end of a disabled single unit RDC or M.U. car, per Rule 94, the conductor of the single unit RDC or M.U. car may, when authorized by the train dispatcher, be relieved from rear end flagging and will be required to provide head end flag protection. The train dispatcher must receive permission from the chief train dispatcher on duty and must provide train order protection against all following movements before conductor is relieved from rear end flagging. Rule 94 amplified accordingly.

145. Employees are forbidden to get upon, ride upon or work upon the top or roof of any moving car, caboose or locomotive. This supersedes all previous rules and instructions inconsistent therewith.

146. A movement which stops or is delayed within automatic warning device control circuits of a highway crossing at grade must not enter onto the highway crossing or crossings involved until it is known that crossing is clear and automatic warning devices are operating.

A movement which enters onto automatic highway warning device control circuits at a hand operated switch must not enter onto the highway crossing or crossings involved until it is known that crossing is clear and automatic warning devices are operating.

147. Operating Rule 843 is changed to read: An engine-man must not perform service on territory over which he has qualified on the physical characteristics:

(a) If no service has been performed thereon within six months after qualifying; or—

(b) If after performing service, a period of twelve months has elapsed during which no service has been performed thereon. The period of renewal may be extended or restricted by the superintendent.

148. Except as prescribed by Rule No. 605, on two or more tracks between Woodlawn, N. Y., Harlem River, Harold, Fremont and New Haven Terminal, Old Saybrook and Westbrook on No. 5 and No. 6 tracks, Groton and eastward yard limit board at Midway on No. 1, No. 2, No. 5 and No. 6 tracks within yard limits, Rule 99 must be observed except light engine movements when not provided with a flagman between:

S.S. 3 and S.S. 14, all tracks.

S.S. 3 and Harlem River.

New Haven and Air Line Jct.

149. On a progressive basis, as needed, stop signs, yard limit signs, permanent speed signs, and temporary speed signs will have a reflectorized surface.

Signs reading "Yard Limit" will be replaced by "Y L" signs.

Signs reading "Spring Switch" will be replaced by "S S" signs.

Temporary speed signs having reflectorized surfaces will not be provided with yellow and green lights required by Rules 711, 711a, 711b and these rules are modified accordingly.

150. Automatic signals equipped with sign showing letter "T" in black on a white background must not be passed when displaying red or red over red without permission of the operator or train dispatcher. If communication fails, movement may proceed, preceded by a flagman, to the next signal.

151. When light movements are made with electric and diesel electric engines equipped with double-end control, engineman and fireman must be in forward cab in direction that movement is made except light movements while freight switching and controlled by hand signals are not required to change ends. Rule 747 modified accordingly.

152. New operating rule in effect:—

Rule 45. When conditions require, Maintenance of Way work may be performed under traffic by use of train order Form Y, example 1, and temporary signals as outlined below:

(a) A red reflectorized sign bearing the words "STOP RULE 45" will be placed between the rails 600 feet in each direction from the working point, which may be at any location within the limits stated in the train order.

(b) A yellow reflectorized sign bearing the words "APPROACH RULE 45" will be displayed at least 6,000 feet, when practicable, in each direction from the limits stated in the train order to the right of the track as seen from an approaching train.

(c) A movement holding train order Form Y, example 1, must stop at the red signal prescribed by (a) above and then be governed by instructions of the employe in charge. Unless otherwise instructed by employe in charge, speed of 10 MPH must not be exceeded until entire movement passes location of red signal 600 feet beyond where work is being performed.

(d) A clear block signal indication will not indicate an unoccupied track within the limits specified by train order Form Y, example 1.

Train Order Form Y, Example 1:

"Men working 7.30 a.m. until 5.30 p.m. between Lenox and one mile north of Lenox. Be prepared to stop at the red signal."

This form of order will be used to provide train order protection for track work as prescribed by Rule 45.

Track and time limits must be requested of Chief Train

Dispatcher's office by employe in charge prior to day work is to be done. Before commencing work the employe in charge must be advised of the limits and time specified in the order and arrange signals as prescribed by Rule 45 accordingly.

This form of train order must not be used for limits in excess of one mile.

153. At non-electrically locked hand operated switches in CTC territory, where rail movements are not prohibited from clearing main track as per Rule 143, such movements must not enter main track, nor re-enter main track after having cleared it, without permission of Control Station. Rule 675 amplified accordingly.

154. Where there are highway crossings at grade involved, the following rule must be complied with in the State of Connecticut.

1. Where adequate runaround facilities are available at the point where reverse train movement is to be made, and use of such facilities is practicable, train backing movements are prohibited.
2. When train backing movements are necessary due to lack of adequate run around facilities at the point from which train backing movements are to be made, such backing movements must stop before entering all public crossings that are protected by signs only and a member of the train crew shall flag the train over the crossing. If adequate run around facilities are available for use at any point during train backing movements, and use of such facilities is practicable, such run around facilities must be used to eliminate the need for further train backing movements.

The provisions of this rule will not apply to backing movements in yard limits except that such backing movements over public crossings at grade that are protected by signs only must be protected by a member of the crew.

155. Unless otherwise provided, dwarf signals displaying G, Figs. 1, 2, 3, 4, Rule 601 k, are a part of the Automatic Block Signal System. Rule 607 amplified accordingly.

156. Unless otherwise provided, in Automatic Block Signal System Territory, when a train or engine has moved through the interlocking on a restricting dwarf signal, it must proceed at restricted speed to the next signal even though indication of signal ahead may be observed before reaching it.

157. At public crossings at grade where movements are required to stop and protection provided before obstructing the crossing engine whistle signal 14 (1) need not be sounded until after movement has stopped and crossing is being protected. Rule 14(1) is modified accordingly.

158. Open loads protected by plastic or canvas covering must be handled not less than 8 cars from engine when length of train permits. If train has less than 8 cars, such loads should be handled next ahead of caboose.

159. In the following territory all movements must stop and protect over all highway crossings equipped with automatic warning devices unless automatic warning devices are known to be operating:

New Haven Division

Hopewell Jct. and Beacon; Hartford and Griffins; Willimantic and SS 214; East Hartford and Armory; Waterbury and Plainville; Canaan and Lee.

Boston Division

Providence and Willimantic; South Braintree and Plymouth; Braintree and Nantasket Jct; Braintree, Elm St. North of Station; Franklin Jct. and Putnam; Yarmouth and South Dennis; Tiverton and Newport; Easton and Brock St.; Stoughton, second crossing south; Nash Road and Watuppa; Main St. Millis (Route 109) west of station.

160. Sidings at Botsford, Brewster, Holmes and Hopewell Jct. are sidings of assigned direction with the assigned direction eastward.

161. On engines and cars not equipped with fixed electric markers, a reflectorized marker disc displayed from corner post socket or center of rear car of train may be used instead of marker lamp.

162. It is required that cab signal departure tests be made on diesel locomotives and RDC (Budd) cars within 24 hours of departure of such equipment for operation over Hartford or Shore Line cab signal territory. If such de-

parture test is made by an employe other than the engineman, the engineman shall be so informed.

163. Rule 837, second paragraph, is amplified to include second-class service.

Note: The handling of engines by firemen in passenger service as authorized in this paragraph will not apply between Woodlawn, N.Y. and G.C.T.; Harold and Penn. Station; Boston Terminal; Springfield Terminal.

164. The operation of sections is discontinued. All train order forms, rules and instructions applicable to sections are cancelled.

165. Single open loads of poles, timber or pipe which extend above the sides of the car with or without idlers may be moved in normal freight service and are not restricted as to location in train. Rule 923, sixth paragraph modified accordingly.

166. On road freight trains not provided with a fireman, head trainman must ride in the control cab of the engine with engineman except when other duties require him to be off the engine.

167. Trainmen and yard brakemen will obey instructions of engineman when conductor is not present.

168. Passenger train service employes must give their name when requested by passengers.

169. When a train or engine has passed a signal permitting it to proceed at other than restricted speed and is delayed in the block, it must proceed at restricted speed to the next signal unless track is seen or known to be clear to the next signal and such signal indicates proceed. Rule 514a changed accordingly.

170. Air Brake Rule B-41a:—At other than initial terminal, where engine crew or entire train crew or both are changed on a freight train, and consist including locomotive remains intact, incoming engineman must inform relieving engineman if air brakes functioned normally enroute and the brake pipe leakage. If communication is not established between the respective enginemen, test of train air brake system must be made as prescribed by Rule B-43.

171. MEASURED HALF MILE—Half-mile marker signs having alternate yellow and black diagonal stripes are located as follows:

GUILFORD—West posts 0.58 mile west and east posts 0.08 mile west.

EAST HAVEN—West posts 0.37 mile west and east posts 0.13 mile east.

MILFORD—West posts 0.39 mile and east posts 0.89 mile east.

GREEN'S FARMS—West posts 0.05 mile and east posts 0.55 mile east.

DARIEN—West posts 0.43 mile and east posts 0.93 mile east.

MAMARONECK—West posts 0.15 mile and east posts 0.65 mile east.

NORTH HAVEN—South post 2.60 miles and north post 3.10 miles north.

THOMPSONVILLE—North post 3.20 miles and south post 2.70 miles north.

ST. ELMO—West post 0.01 mile east and east post 0.51 mile east of grade crossing No. 129.91 at St. Elmo.

SPECIAL INSTRUCTIONS FOR ELECTRIC AND DIESEL OPERATION

ELECTRIC OPERATION

1600. In the Electric Zones there is danger within 24 inches of every energized wire. All wires are to be regarded as energized unless known to be de-energized and grounded. At overhead bridges, side clearances are reduced by ground wires from bridges in boxing attached to side walls and abutments of bridges.

1601. The following order issued by the Public Service Commission of New York, concurred in by the Public Utilities Commission of Connecticut, must be complied with:

ORDERED (1). That for the purpose of increasing the safety of employes engaged in the operation of trains or the movement of freight cars in the so-called electric zone of The New York, New Haven and Hartford Railroad, the said The New York, New Haven and Hartford Railroad Company be and is hereby directed and required to wholly cease and desist from in any wise requiring, permitting or allowing,

and by proper rules shall forbid, any train or other employe to get upon, ride upon, or work upon the top or roof of any freight car, caboose, electric, or steam locomotive, or to go upon or work upon the water tank or above the coal load of any locomotive tender used either in freight or passenger service while the said freight car, caboose, electric or steam locomotive or tender is on any main or passing track within said electric zone, except in emergency.

ORDERED (2). Employes shall not be permitted to go on top of cars, cabooses, electric or steam locomotives or tenders within yards at such points where the clearance between the conductor wire and the plane of top of rail is less than 21 feet 6 inches. For the purpose of insuring safety the company shall attach illuminated warning signs to the columns of the catenary structures where the clearance becomes less than 21 feet six inches; such signs and the location thereof to be approved by the commission.

ORDERED (3). That the said The New York, New Haven and Hartford Railroad Company shall put in force rules or regulations for the government of its train, yard and other employes which will make the provisions of this order continuously effective and that a notice embodying the requirements of this order, and showing the entry thereof, duly signed by the proper official or officials of the said The New York, New Haven and Hartford Railroad Company shall be kept posted in every caboose used in freight service, in every locomotive used in freight or passenger service and in every engine house used in freight or passenger service within said electric zone.

The above provisions must also be complied with in connection with all equipment and structures of every kind.

Employes are warned to keep at least twenty-four inches from energized overhead wires under all circumstances.

1602. Moving electrical equipment losing power in any section must: (1) Not less than 75 feet before passing any anchor bridge, lower pantograph and keep it lowered an equal distance beyond such bridge; (2) lower pantograph when practicable before engine passes through cross-over switches (between main tracks, or between main and yard tracks).

1603. Enginemen must when practicable shut off master controller and coast over drawbridge spans, except when trains are stopped in close proximity to drawbridge and speed is insufficient to permit of coasting, enginemen will raise second pantograph until train has passed over span.

1604. Phase break in overhead trolley wire No. 3 track, located 2775 feet east of Harold, between poles E-28 and E-30, and in No. 4 track, located 4240 feet east of Harold, between poles E-23 and E-25. Phase break signs marked "P.B." are located at first catenary pole in advance of the break. Enginemen will place master controller in "off" position while passing under the break and will coast through this section as pantographs do not contact overhead wire for a distance of 295 feet. PRR electric engines and PRR MU equipment must have pantographs lowered before entering these phase breaks and kept down until all pantographs have passed the phase break.

Phase break signals consisting of a circle of yellow lights approximately 4 feet in diameter against a black background in service at the following locations:

WEST FARMS—On highway bridge No. 3.80 (East 174th St.) 8187 feet east of S.S. 4 for westward trains and on anchor bridge No. 83-H, 7913 feet east of S.S. 4 for eastward trains. When these signals are illuminated all electrically operated trains, regardless of direction or track, will lower pantographs 75 feet before passing anchor bridge No. 83-H and keep them down until pantographs of all equipment in train have passed 75 feet beyond the anchor bridge.

1064a. COS COB DRAWBRIDGE—PRR Electric Engines and PRR MU equipment; Eastward, pantographs must be lowered when passing catenary bridge No. 312 and kept down until all pantographs have passed catenary bridge No. 313; Westward, pantographs must be lowered when passing catenary bridge No. 313 and kept down until all pantographs have passed catenary bridge No. 312.

1605. Anchor bridges are numbered and located as follows:

- No. 0 about 100 feet west of S.S. 20.
- No. 72 about 300 feet east of New Rochelle station.
- No. 193 about 30 feet west of S.S. 26, Rye.
- No. 296 about 25 feet east of S.S. 28, Greenwich.

No. 310 about 30 feet west of Load Dispatcher's office, Cos Cob.

No. 374 about 20 feet east of S.S. 38, Stamford.

No. 465 about 456 feet east of Darien.

No. 524 about 450 feet west of S.S. 44, South Norwalk.

No. 633 about 1300 feet east of Green's Farms.

No. 736 about 200 feet west of S.S. 55, Burr Road.

No. 803 about 200 feet west of S.S. 62, East Bridgeport.

No. 814 about 150 feet west of S.S. 63, East Bridgeport.

No. 867 about 850 feet east of S.S. 71, Devon.

No. 962 about 20 feet west of Woodmont.

No. 1060 about 1250 feet west of S.S. 75, New Haven.

No. 1117 about 300 feet west of Air Line Jct.

No. 42-H about 80 feet west of S.S. 3.

No. 58-H about 600 feet east of S.S. 4.

No. 83-H about 150 feet east of West Farms.

No. 149-H west end of Pelham drawbridge.

No. 211-H about 700 feet west of S.S. 22, New Rochelle Jct.

1606. The following tracks on railroad property are equipped with lever operated de-energizing switches controlling wires over the tracks. Enginemen of electric engines or MU cars must know that de-energizing switches are closed before entering and open (de-energized) after finishing work and engines or MU equipment clear of track. De-energizing switch must not be operated if equipment with pantographs raised is in the section controlled by the switch. When not in use de-energizing switch must be secured in open position by switch lock:

MT. VERNON—Eastward Yard—catenary pole X-27 on south side between catenary bridges 27 and 28.

SOUTH NORWALK—Wilson Point Branch—catenary pole No. 1 just west of catenary bridge 519.

NEW HAVEN—Track 15 west—catenary pole 52 controls wire east of this pole. Switch must be kept open at all times when washing electric motors on this track.

1607. Tank, or open cars on which lumber, poles, structural iron, pipe, trees or other long material is to be loaded or from which unloaded should, if possible, be placed on tracks where there are no energized wires, or in yard where wires can be de-energized. In unloading oil from tank cars, the bottom connections must be used and no persons permitted to work on top of such cars, unless wires are de-energized and grounded.

1608. Whenever possible employes must forbid all persons from going on top of carloads or above the tops of cars or on roofs of cars while loading or unloading material until the overhead wires are known to be de-energized and grounded.

1609. When a ground develops on electric equipment, enginemen must lower pantograph at once, clear the ground if possible and not raise pantograph until ground is located and cleared. If power is not shown when pantograph is raised after trouble has been cleared, enginemen will notify train dispatcher that trouble has been cleared and train is ready to proceed.

A broken pantograph usually results from line trouble, and when it occurs the train must stop at the first communicating point and notify the train dispatcher.

When power is lost in the Electric Zone, enginemen on movements, on which there have been no grounds or other defects thought to be responsible for the loss of power, must proceed as follows:

1. Enginemen of freight, work, and other non-passenger extras will shut off immediately after losing power and, unless otherwise directed, will not open up until five minutes after power has been restored.

2. Enginemen of regular and extra passenger trains will shut off immediately and, unless otherwise directed, keep controller in one of the lower running notches for the first three minutes after power has been restored.

When a pantograph fouls the wire and cannot be cleared by air pressure or with long wooden pantograph pole from a safe location, enginemen must notify the train dispatcher and await instructions.

Overhead wires must be considered energized unless known to be properly grounded by an employe assigned to do the work.

1610. Before inserting or removing four point jumpers on multiple unit equipment, it must be known that power is off the power jumper line. On multiple unit equipment the power can be taken off this line by moving master controller reverse handle to the "off" position, or by lowering pan-

tograph trolleys when on a.c. Before attempting to remove or insert four point jumpers between cars, employes must know that power is off this jumper line by using the method described.

1611. On the New York Connecting Railroad on westbound trains hauled by a.c.-d.c. electric engines or EDER-5 engines en route to the Pennsylvania Railroad, enginemen must know that third rail contact shoes are up before passing rake-off blocks located east of Woodside Avenue Bridge, Long Island City. On EDER-5 engines scheduled for third rail operation, enginemen must lower third rail shoes after engine has cleared the shoe rake-off blocks east of Woodside Avenue and must ascertain that all shoes are in the proper position before reaching the Phase Break. On eastward trains, enginemen must know that third rail contact shoes are up before passing rake-off blocks located east of Woodside Avenue Bridge, Long Island City.

1612. On westward M. U. trains engineman must not lower third rail contact shoes until all motor cars in train have cleared Mount Vernon passenger station platform. Trainmen and, when practicable, other members of the train crew must check position of third rail contact shoes passing lamp rack and if shoes are down, the flagman of the train must give one blast on communicating whistle. If contact shoes are not down, or are missing, enginemen must be immediately notified (signal 16-b) and must stop if possible into clear at S.S. 20 and get permission of train dispatcher before proceeding. Trainmen also must check pantographs passing S.S. 20 and if down, flagman must give one blast on communicating whistle and if not down before passing bridge over New York Central tracks, enginemen must be immediately notified (signal 16-b).

On westward trains hauled by engines, engineman and fireman must know that third rail contact shoes are down passing lamp rack, also that pantographs are lowered and locked down before passing bridge over New York Central tracks. Enginemen may ascertain that trolleys are down and locked as follows: Lower the trolleys by the "trolley down" switch and wait a reasonable period of time to lock; release the "trolley down" switch and note whether trolleys raise after air exhausts from "trolley down" cylinders. If trolleys remain down, close the "trolley down" switch. If trolleys raise after the "trolley down" switch is released, train must be stopped and trolleys locked down by hand. If contact shoes are not down or are missing, engineman must stop if possible into clear at S.S. 20 and get permission from train dispatcher before proceeding.

To overcome the possibility of damage to trolleys or third rail shoes in case of open circuit in jumpers or loose jumper between engines when changing over from a.c. to d.c., enginemen should close the control switches on both engines of a double header while operating in the d.c. zone.

Third rail rake-off blocks for westerly movements on No. 1 track are located 1290 feet west of S.S. 20. Movements against the current of traffic on No. 2 and No. 4 tracks must not lower third rail contact shoes until after passing rake-off blocks for these tracks, located 1300 feet west of Mount Vernon. On eastward movements hauled by electric engines and on M. U. trains operated against the current of traffic on No. 1 track from S.S. "JO" Woodlawn to S.S. 20 South Mount Vernon, pantographs must not be raised until reaching a point 2690 feet east; also third rail contact shoes must not be raised until rake-off block has been passed, located 3300 feet east of S.S. "JO" Woodlawn.

On eastward M. U. trains trainmen and, when practicable, other members of the train crew must as soon as possible after leaving d.c. territory check position of third rail contact shoes and if shoes are up, flagman must give one blast on communicating whistle. If shoes are down, engineman must be immediately notified (signal 16-b).

If one pantograph on each motor is not up engineman must, as soon as practicable, be verbally notified.

On eastward trains hauled by engines, engineman and fireman must know third rail contact shoes are up passing lamp rack.

For eastward movements rake-off blocks are located 1035 feet east of the lamp racks.

When a train has been stopped in accordance with the foregoing, it must not proceed until condition is corrected and proper signal received from the conductor.

The M.U. provisions of this rule apply also to R. D. C. (Budd) cars 140-141 and 160-163 inc.

1613. Trainmen must see that switchboard cabinet doors and enginemen seats in vestibule on multiple unit cars are latched when not in use; when stored, trainmen must close all doors.

1614. When fires occur on electric engines, water can be used on all fires outside the cab without fear of damage to equipment. Experience has shown that the fire loss is smaller and delays to traffic are less serious when water is used at first to control fires on electric engines. If it is apparent that the fire cannot be extinguished with water and portable extinguishers, the nearest fire department should be summoned immediately. For safety the engine must be completely de-energized before water is applied.

1615. To provide adequate ventilation on EP-5 class 370-379 series, open windows or bulkhead door as may be necessary.

1617. For high tension work, the words "Power Emergency" have preference over all other calls or conversations.

1618. Employes shall report promptly to the train dispatcher when deposit of ice or snow on contact trolley wire causes arcing at pantograph shoe. Engineman shall operate with two pantographs up when operation with one results in any loss of power on account of ice or snow on contact trolley wire.

1619. Dead but not grounded sections:

No. 3 track 2775 feet east of Harold, 295 feet between poles E-28 and E-30 (high wire in phase break).

No. 4 track, 4240 feet east of Harold, 295 feet between poles E-23 and E-25 (high wire in phase break).

Cos Cob drawbridge about 174 feet between catenaries 312-A and 312-A-1 (no trolley wires, all tracks).

1620. In case of derailment of an electric engine or M. U. motor car in a.c. territory, both pantographs should be immediately lowered and a.c. circuit breaker opened. Both pantographs should be secured in the locked down position by grounding switches or grounding cables. Neither pantograph should be raised again unless two or more pairs of driving wheels are in normal contact with rail. In case of derailment of M. U. trailer car in a.c. territory, all pantographs on the train should be immediately lowered and a.c. circuit breakers opened. Neither pantograph on the motor car supplying power to the trailer car should be raised again unless one or more pairs of the trailer car wheels are in normal contact with the running rail or the 4-point bus line jumpers for the trailer car have been removed.

DIESEL AND ELECTRIC OPERATION

1621. Diesel electric and electric engines, R. D. C. cars, and M. U. Equipment must not be run through water when it is above the top of the running rail.

1622. Defeating the purpose of safety control or signal alarm features on electric or Diesel equipment is prohibited.

1623. Unattended Diesel electric engines left at any point, except at Cedar Hill Engine House, New Haven Motor Storage or Dover Street Engine House, must have hand brake applied on each unit.

1625. On DER class engines 0401-0429 and EDER Class 2000-2029, inc. that are equipped with nose connections to permit operation as a middle or trailing unit with other DER engines, passing from one such unit to another while in motion when so equipped is forbidden.

Passing from one unit to another while in motion is prohibited on the following series engines; 300, 500, 600, 0600, 1200, 1400, 1600, 2500 and 2550.

1700. RAILROAD CROSSINGS AT GRADE

NEW HAVEN DIVISION

CANAAN—Eastward and westward movements on former Canaan-Lakeville route must stop between 200 and 800 feet before reaching the crossing and then be governed by signal indications.

S.S.214—Interlocked.

MIDDLETOWN—Trains or engines must stop between 25 and 800 feet before reaching the crossing, and trainmen must display proceed signal indication by use of electric switch box located on pole adjacent to crossing.

WILLIMANTIC—C.V. Railway Crossing. Trains or engines must stop at Stop sign east and west of Bridge Street Crossing and know that junction switches east and west of crossing are properly lined for New Haven Route before starting flashing signal protection or fouling junction switches. Normal position of junction switches is for C.V. Railway.

PLAINVILLE—STOP signs installed approximately 200 feet from the railroad crossing at grade on all four approaches. All movements must stop before passing STOP signs and may then proceed at restricted speed not exceeding 4 MPH to crossing. When conditions require, a man must be sent ahead to protect the movement.

WESTFIELD, MASS.—N. Y. C. R.R. crossing. (Rule 1914.)

BOSTON DIVISION

WEST CONCORD. FRAMINGHAM. WALPOLE.

MEDFIELD JCT.—Automatic.

CEDAR—Automatic.

SOUTH SUDBURY—Automatic. (Rule 3066.)

PLAINFIELD—Automatic.

1701. TRAIN REGISTERS

NEW HAVEN DIVISION

STAMFORD—New Canaan branch regular trains. Train 331 use Register Form E.

NEW CANAAN—Regular trains.

S. S. 44—Danbury Branch regular trains and use Register Form E.

DANBURY—Regular trains.

PITTSFIELD—Regular trains.

DEVON—Regular trains via Ansonia and use Register Form E.

WATERBURY—Regular trains.

BOSTON DIVISION

BOSTON—Needham branch regular trains.

WEST STREET—Regular trains. Non-stop regular trains use Register Form E.

AVERY—Regular trains.

FRANKLIN—Regular trains.

NORWOOD CENTRAL—Regular trains.

CANTON JCT.—Regular trains Stoughton route and use Register Form E.

STOUGHTON—Regular trains.

**1702. WHEN OFFICE IS OPEN
CLEARANCE FORM A MUST BE
OBTAINED AT:**

NEW HAVEN DIVISION

NEW CANAAN—Regular trains.

DANBURY—Southward trains, northward trains via Brookfield and trains originating.

PITTSFIELD—Regular trains.

MAYBROOK YARD LIMITS—Eastward trains departing.

DEVON—Eastward trains via Ansonia except such trains from east of S.S. 75 New Haven will obtain Clearance Form A at S.S. 75 New Haven.

HOLYOKE, MIDDLETOWN—Except westward trains. WESTFIELD, MANCHESTER.

S.S. 274—Trains originating. S.S. 214—Trains originating (including westward Waterbury route trains and northward Armory route trains.)

PLAINVILLE.
WATERBURY.

BOSTON DIVISION

STOUGHTON—Trains originating.

MANSFIELD—Northward trains.

ATTLEBORO—Southward trains.

S.S. K-315 SEEKONK RIVER—Eastward through trains.

BLACKSTONE—Trains originating.

BRAINTREE—Northward trains.

BUZZARDS BAY—Southward trains.

PLYMOUTH, WOODS HOLE, HYANNIS and NEW BEDFORD.

FRANKLIN, WALPOLE and FERRY STREET—Trains originating.

FRAMINGHAM.

WHIPPLE—Northward trains.

S.S. M-333, SOUTH WORCESTER—Southward regular trains.

S.S. 227.

GROTON—Northward trains.

PLAINFIELD—(Providence-Willimantic route).

**1703. TWO OR MORE TRACKS, TRAIN
ORDER FORM G WILL NOT BE
REQUIRED PER RULE 97 AT:**

NEW HAVEN DIVISION

Division limit board located between PINE ORCHARD and BRANFORD, BRANFORD, EAST HAVEN, NEW HAVEN YARD LIMITS, WOODMONT, DEVON, BRIDGEPORT YARD LIMITS, SOUTH NORWALK, STAMFORD, GREENWICH S. S. 28, RYE S. S. 26, NEW ROCHELLE, WOODLAWN, N. Y., SOUTH MOUNT VERNON, S. S. 20, points within HARLEM RIVER YARD LIMITS, FREMONT, HAROLD, DERBY JCT., TURKEY BROOK, BERKSHIRE JCT., DANBURY, FAIR GROUNDS, BERA, and MAYBROOK YARD LIMITS.

NORTH HAVEN—Northward trains. HARTFORD.

S. S. 214—S. S. 274—SPRINGFIELD.

BOSTON DIVISION

BOSTON YARD LIMITS. READVILLE. CANTON JCT. MANSFIELD. ATTLEBORO. PROVIDENCE YARD LIMITS. DAVISVILLE S. S. 136. KINGSTON. BRADFORD. WESTERLY. MYSTIC. NEW LONDON YARD LIMITS, OLD SAYBROOK, CLINTON, GULFORD. Division limit board located between BRANFORD and PINE ORCHARD. FRAMINGHAM. FRAMINGHAM CENTRE. COTLEY JCT. TAUNTON YARD LIMITS.

**1705. FLASHING LIGHT SIGNALS ARE IN
USE AT FOLLOWING PUBLIC CROSSINGS
AT GRADE ON TWO OR MORE TRACKS.
MOVEMENTS AGAINST THE CURRENT OF
TRAFFIC MUST STOP AND PROTECT PER
RULE 898**

NEW HAVEN DIVISION

NORTH HAVEN	.....	Stiles Crossing, 0.43 mile south.
WALLINGFORD	.....	Tolles crossing, 2.06 miles south.
ELMWOOD	....	Oakwood Ave., 0.48 mile north or east.
WINDSOR	.....	Wilson Ave., 3.10 miles south. Barbours crossing, 2.76 miles south. Morrison's crossing, 0.64 mile south. Central Avenue, 0.02 mile south. Harris crossing, 0.65 mile north.
WINDSOR LOCKS	.....	Clarks crossing, 0.51 mile south. Clapps crossing, 2.61 miles south. (Haydens) Station crossing, 2.95 miles south. Laveys crossing, 3.56 miles south.
THOMPSONVILLE	.....	Dares crossing, 2.54 miles south. Enfield crossing, 1.75 miles south. Emerson Road, 3.15 miles north.

1706. SPECIAL SIGNALS NEW HAVEN DIVISION

HARLEM RIVER—Dwarf signals located at east end of yard, governing eastward movements from yard lead and express shed lead, display aspects and indications as follows:

Aspect	Indication
Y Fig. 1 Rule 601j	As per rule. Route lined for yard lead.
G Fig. 1 Rule 601k	As per rule. Route lined for No. 7 track.

S.S. 4—Light type dwarf signals governing reverse movements on No. 6 track are located on catenary bridge B-63-H, 0.37 mile east of S.S. 4, and on catenary bridge B-67-H, 0.66 mile east of S.S. 4.

BRIDGEPORT—The following signals, located on high masts, are designated as dwarf signals and rules and indications governing dwarf signals apply to them:

S.S. 55. Signal governing movements from Railroad Ave. lead known as "hole" track.

S.S. 63. Signal governing eastward movements at east end of west yard.

NEW HAVEN—Dwarf signals governing movements on tracks through station when displaying G, Fig. 4, Rule 601k, indicate that track is clear to next signal but does not indicate that next signal displays better than "Stop" indication.

BELLE DOCK BRANCH—Grand Avenue public crossing: A colorlight type signal adjacent to crossing cabin indicates position of gates. When signal is Red, movements must stop before reaching the crossing. When signal is Green, proceed.

CEDAR HILL—Eastward and westward humps repeating light signals govern humping operations only. Color light type repeater signals, which will repeat the indication of the hump signals, located as follows:

Eastward Receiving Yard:

- South side No. 4 track—880 feet west of eastward hump signal.
- South side No. 4 track—2300 feet west of eastward hump signal.
- South side No. 1 track—880 feet west of eastward hump signal.
- South side No. 1 track—2900 feet west of eastward hump signal.
- South side No. 1 track—4100 feet west of eastward hump signal.
- North side No. 13 track—1450 feet west of eastward hump signal.

SHORE LINE JCT.—"End of Block" signs on inbound, outbound and lower connection tracks respectively, 3800 feet in advance of interlocking home signal located 760 feet east of Shore Line Jct., governing westward movements on No. 1 track. This signal will display Red over Yellow per Rule 601d, Figure 3, when route is lined to one of the connection tracks and track is clear to "End of Block" sign.

Dwarf signal at same location may indicate proceed per Rule 601j, Fig. 6, for this route, when track is occupied and movement must be made at restricted speed to "end of block" sign.

DRAGGING EQUIPMENT DETECTOR SIGNALS—When dragging equipment detector signals, consisting of two lights arranged horizontally, are flashing yellow, trains must stop, examine train and track for broken or dragging equipment and report facts from first communicating point. Rule 102 applies. These signals are located at:

DEVON—Derby Jct. route, No. 1 track, 1.50 miles east.

HOPEWELL JCT.—0.40 mile east for westward movements.

HIGHLAND—1.40 miles west of west end of Highland Siding for Eastward Movements.

CTC SPRING SWITCH DWARF SIGNALS—Dwarf signals governing eastward movements from east end of siding to main track at Hopewell Jct., Holmes, Brewster

and Botsford when displaying G figure 4, Rule 601k, indication is "Proceed, slow speed through spring switch with entire train, then resume authorized speed". Normal position of spring switches at these locations is for the main track.

BERKSHIRE JCT. (Pittsfield Route)—When Approach signal governing southward movements located 0.72 mile north displays Y/R Fig. 5 Rule 501b, indication is "Proceed at restricted speed to interlocking signal at Berkshire Jct."

BERKSHIRE JCT.—Interlocking signal governing movements from Derby Jct. route at Berkshire Jct. is equipped with yellow triangle outlined in black attached to signal

R
mast. When this signal displays — Figure 3 Rule 601f, indi-
G

cation is Proceed at not exceeding 40 M.P.H. within interlocking limits.

HOLMES—Automatic block signal No. E-11.4 is equipped with disc "S" attached to signal mast. When this signal displays Y, Fig. 6, Rule 501b and the "S" is illuminated, it will indicate that next dwarf signal displays Y, Fig. 6 Rule 601j, and switch is lined for the siding.

HOPEWELL JCT.—Automatic block signal EO-41.0, located 1.65 miles west, is equipped with disc "S". When signal displays Y Fig. 4 Rule 501b and "S" is illuminated, it will indicate that next dwarf signal displays Y Fig. 6 Rule 601j, and switch is lined for siding. When signal displays above aspect and "S" is not illuminated, train must stop at Jackson and communicate with Control Station.

POUGHKEEPSIE—Dwarf Signal governing movements from Round House Lead is located on high mast.

EAST HARTFORD—When approach signal 1.17 miles east displays aspect per Rule 501b, Fig. 6, the indication is: Reduce speed at once and proceed at restricted speed to signal E-100.1, 0.06 mile east of East Hartford. The indication of this signal does not relieve employees from the observance of Manual Block Signal System Rules.

BOSTON DIVISION

WINSLOWS—When approach signal located 4000 feet west of Winslows displays aspect per Rule 501b, Fig. 6, the indication is: Reduce speed at once and proceed at restricted speed to signal E-198.6, located 300 feet east of Norwood Central. The indication of this signal does not relieve employees from the observance of Manual Block Signal System Rules.

ATTLEBORO—Manual block signal 2600 feet west of S.S. governs westward movements on No. 4 track. When stop is indicated, conductor or engineman must, unless otherwise provided, promptly telephone the operator at S.S. 165 and on his authorization train may proceed, if right, schedule and rules permit. Rules 362 and 362a amended accordingly.

1707. THE ENGINE WHISTLE SIGNAL PRESCRIBED BY RULE 14 (1) MAY BE OMITTED EXCEPT WHEN THERE IS SPECIAL OCCASION THEREFOR, AT:

NEW HAVEN DIVISION

DANBURY—Eastward between Maple Avenue 848 feet west of the station and Wildman Street 2700 feet east of the station, except for trains originating or working at Danbury and starting between White and Wildman Streets, which trains must whistle for Wildman Street. Westward between White Street 198 feet west of the station and Maple Avenue 848 feet west of the station, except that trains originating or working at Danbury and starting from a point between Wildman and White Streets must whistle for White Street.

1708. STANDARD CLOCKS ARE LOCATED AT:

NEW HAVEN DIVISION

G. C. TERM.—Room B42 and Eng. Foreman's Office.
 OAK POINT.—Eng. Dispr's Office.
 STAMFORD.—Eng. Dispr's Office.
 BRIDGEPORT.—Passenger Station and Engine House.
 NEW HAVEN.—Crew Dispatcher's Office, Train Dispatcher's Office and Foreman's Office at Motor Storage.
 CEDAR HILL.—Engine Dispatcher's Office, L. C. L. Yard Office.

MAYBROOK.— Engine Dispatcher's Office.
 DANBURY.— Communicating Office and Engine House.
 HARTFORD.—Station Master's Office, South End Yard Office and Engine House.
 SPRINGFIELD.—Engine House.
 NEW BRITAIN.—Enginemen's and Trainmen's Room, Freight House.
 WATERBURY.—Ticket Office, Engine House and Yard Office.

BOSTON DIVISION

NEW LONDON.—Crew Dispatcher's Office and Engine Foreman's Office.
 PROVIDENCE.—Station Master's Office and Engine Dispatcher's Office.
 NORTUP AVENUE — G. Y. Office.
 FRANKLIN.—Ticket Office.
 SOUTH WORCESTER.—Engine House and G. Y. Master's Office.
 WEST STREET. — Passenger Station.

BOSTON. — South Station, Room 269.
 DOVER STREET. — Engine House.
 BOSTON FRT. TER.—Yard Clerk's Office.
 NEW BEDFORD. — Engine House.
 TAUNTON.—Engine House.
 FERRY ST.—Yard Office.
 READVILLE.—Yard Office.
 FRAMINGHAM.—Yard Office.

1709. SIDINGS CAPACITY BASED ON 48-FOOT CARS, IN ADDITION TO ONE ENGINE (SINGLE UNIT) AND CABOOSE

NEW HAVEN DIVISION

	CARS		CARS
New Canaan No. 6	15	Brewster	233
Springdale Cemetery	3	Holmes	158
Dock No. 6	62	Hopewell Jct.	245
Norwalk Mills	22	Poughkeepsie	182
Wilton	25	Highland	175
Branchville No. 6	18	Modena No. 5	10
Bethel Lower Siding	23	Glenham	12
Stearns	90	Highwood	17
New Milford	29	Quarry Jct., No. 5	80
Kent	55	Quarry Jct., No. 6	88
Belsprings	30	Seymour, No. 5	41
Millers	81	Beacon Falls	47
Great Barrington	9	Naugatuck	30
Rising No. 6	44	Waterville	26
Lee	17	Thomaston	18
Niagara	19	Manchester	73
Lenox	17	Simsbury	39
Devon No. 5	100	Congamond	22
Botsford	215	East Haddam	13

BOSTON DIVISION

	CARS
Canton Jct. No. 5 (Providence route)	34
Attleboro, No. 5 (branch)	52
Cranston, No. 5	145
Cranston, No. 6	96
Kingston, R. I., No. 5 (west)	125
Mystic, No. 6	68

CARS

Midway and Groton, No. 5 (west)	262
Midway and Groton, No 6 (west)	281
Palmers Cove and Midway crossovers, No. 5 (east)	148
Midway crossovers and Palmers Cove, No. 6 (east)	156
Groton (on west leg of wye between reverse movement dwarf signal west of S.S. and northward dwarf signal at north end of No. 6 track)	90
Waterford, No. 6	158
Waterford, No. 5	155
Clinton, No. 6	82
Between Guilford and East River, No. 5 and No. 6	174

CARS

Versailles	21	Sandwich No. 6	14
Allyns Point	37	Clement No. 6	18
Milk House	169	Williams No. 6	26
River Falls	*35	Falmouth No. 5	12
Reades	43	Stoughton No. 5	18
Jewett City	14	Alden	75
Plainfield	23	Walpole (Putnam Route)	45
Central Village	41	Walpole (Framingham Route)	21
Dayville	37	Medfield Jct. No. 6	31
Klondike	127	West Concord No. 5	37
Barton	145	Clinton No. 5	48
Daggetts No. 5	27	Arnold	24
Landers	89	West Street, No. 6 (east)	12
Brockton No. 6	45	Cliquot No. 6	20
Bridgewater No. 6	30	Woodside No. 6	14
Tremont No. 6	55	Franklin No. 5 (west)	20
Buzzards Bay No. 5	53		
Sagamore	42		

*Crossings must not be obstructed, capacity 13 cars without obstructing crossing.

1710. ENGINE AND CAR RESTRICTIONS

All engines can operate on all tracks except as otherwise shown.

CLASS	ENGINE Nos.	CLASS	ENGINE Nos.
DEY-1	0921-0930	DERS-2	517-561
DEY-3	0932-0995	DERS-3	591-599
DEY-4	0801-0817	DERS-4	1200-1229
DEY-5	0600-0621	DERS-5	1400-1414
DEY-7	640-659	DERS-6	1600-1614
DER-2	0401-469	DERS-7	2500-2525
EP-5	370-379	DERS-8	2550-2559
EF-4	300-310	EDER-5	2000-2059
DERS-1	0660-0671		

LOCATION AND TRACK

ENGINES PERMITTED

HAROLD AVE., FREMONT, S.S. 20 and EAST HAVEN	
HARLEM RIVER	
Miranda Coal Co., trestle	DEY-1-3-4
Providence Holding Co., N. Y., Plumbing Supply, Mercer Storage	DERS-4, all DEY
DeLavernge lead serving Hertz Straw	All DEY
Hebron Realty, Q. R. S., Clyde Sales Co.	DERS-4-5, all DEY
Krasdale Co.	All DEY
R. Hoe & Company (engines must not cross 137th St.)	DERS-4, all DEY

LOCATION AND TRACK	ENGINES PERMITTED	LOCATION AND TRACK	ENGINES PERMITTED
WATERBURY AND OAKVILLE		NEW LONDON—Miner Alexanders.	
Main track	{DER-2, all DERS, all DEY	Engines not permitted beyond gate.	
OAKVILLE AND WATERTOWN		MIDWAY—Electric Boat Co. Engines	
Main track	{DER-2, DERS-1-2- 3, DEY-1-3-4-5	or cars not permitted on scale. Pfizer Co. Engines not permitted beyond gate.	
MANCHESTER AND SOUTH MANCHESTER		KINGSTON—Narra. Pier R. R. tracks.	
Manchester Lumber and Fuel Co., Jarvis Concrete Co. Fogarty Brothers Co. hopper	All DERS, all DEY None	Engines not permitted beyond sign.	
VERNON AND ROCKVILLE		CRANSTON—Allen's Ave., City Pier	
Main track	{DER-2, DERS-1-2, all DEY	and Harborside	
HARTFORD AND GRIFFINS		All DEY	
No engine restrictions.		PROVIDENCE—Hood Milk	
WINDSOR LOCKS AND SUFFIELD		Track 34, yard 12	
Main track.	{DER-2, DERS-1-2, all DEY	Engines not permitted beyond gate on U. S. Rubber Co. track	
NEW HAVEN AND HOLYOKE		BOSTON SWITCH—H. & B. Machine	
NEW HAVEN—Canal Cut to Prospect St.	{DERS-1-2-3-6, all DEY	All DERS, All DEY	
Plasticrete (Engines not permitted over unloading hopper, inside track).	All DERS, all DEY	GROTON AND WORCESTER	
WESTFIELD—Gladwin and Lane in shed	None	GROTON—Spicer Coal Co.	
HOLYOKE—Horn Track	{All DER, all DERS, all DEY	DER-2, DEY-1-3-4-5	
FARMINGTON AND COLLINSVILLE		SUBMARINE BASE	
Main track	{DER-2, all DERS, all DEY	All DERS, all DEY	
WESTFIELD AND FLORENCE		ALLYN'S POINT—Engines not per-	
No engine restrictions.		mitted on wharf.	
MONTOWESE AND PORTLAND		NORWICH—C. V. Ry. Connection.	
REEDS GAP—Engines must not be op- erated beyond Ramp track switch or underneath hoppers at Quarry.	None	Beyond point 750 feet from Nor- wich Branch main track switch	
PORTLAND—Quarry track	None	DEY-3-4-5	
S.S. 214 AND OLD SAYBROOK		WORCESTER—Whitehall Rug Co. be-	
HARTFORD—Hartford Electric Light Co. (South Meadows.) Engines not permitted beyond gate.		yond gate	
MIDDLETOWN — Hartford Electric Company. Engines or cars not per- mitted through building, and movements not permitted on spur track at north end of sidetrack.		{DERS-4-5-6, all DEY	
EAST HARTFORD AND SPRINGFIELD		WEBSTER AND SOUTHBRIDGE	
VIA BROAD BROOK		No engine restrictions.	
HAZARDVILLE—Trestle in No. 5 track	None	CRANSTON AND PONTIAC	
ARMORY—Fred T. Ley. Engines not permitted beyond a point 360 ft. from main track switch. Gutfarb Scrap (formerly Punder- son) No. 2 hopper.	None	Main track	
EAST HAVEN AND BOSTON		All DERS, all DEY	
(via Back Bay)		PROVIDENCE AND WILLIMANTIC	
GUILFORD—Knowles & Lombard over hopper.	DEY-1-3-4	No engine restrictions.	
CLINTON — Clinton Lumber and Mason Supply Co. over hopper	DEY-4	BOSTON SWITCH AND SOUTH WORCESTER	
VALLEY FALLS AND WATER ST.		SOUTH WORCESTER—L. & N. Sherry Co.	
PHILLIPSDALE—Washburn Wire Co.		DERS-4-5-6, all DEY	
tracks		None	
WRENTHAM AND NORWOOD CENTRAL		WOONSOCKET AND SLATERSVILLE	
BIRD MILLS—Subway tracks		Main track	
{DERS-1-2-3-4-5 all DEY		{DER-2, all DERS, all DEY	
EAST PROVIDENCE AND BARRINGTON		VALLEY FALLS AND WATER ST.	
Main track		PHILLIPSDALE—Washburn Wire Co.	
{DER-2, all DERS, all DEY		tracks	
EAST JCT. AND RED BRIDGE		None	
No engine restrictions.		WRENTHAM AND NORWOOD CENTRAL	

LOCATION AND TRACK	ENGINES PERMITTED
BARRINGTON—WARREN—BRISTOL	
Main track	DEY-1-3-4
READVILLE AND DEDHAM	
No engine restrictions.	
S.S. 237—BOSTON FREIGHT TERMINAL AND PUTNAM	
BOSTON FREIGHT TERMINAL—Karas & Karas, Babcock - Davis, S. A. Woods, Midway Street, Boston Wharf 1, 2 and 6, Wharf 5 Spur, Atlas Shed, Stop & Shop, Bullock Street, Carpenter Shop, Castle Island	All DEY
Fields Company, Truscon Steel, Hunt-Spiller, Yard 3, Granite St., Gillette Track, Storage Track, A St.	DERS-4, all DEY
BOSTON EDISON Co. East First St.—Cars exceeding fifty feet not permitted through this turnout. Movement of two or more fifty foot cars coupled not permitted.	All DEY
NORWOOD CENTRAL—Beaver Coal Co. trestle	None
WINSLOWS—Atlantic Properties: Tracks 5 and 7	All DEY
Track 9 east of point of switch to track 11	All DERS, all DEY
Track 9 west of point switch to track 11 for a distance of 500 feet. (track 9 out of service beyond this point)	All DEY
Track 11	All DERS, all DEY
Tracks 13 and 15	All DERS, all DEY
Zimble tracks 17, 19, 21, 23	All DERS, all DEY
Cars over 50 feet long not permitted on any of the above tracks. Cars over 40 feet long not permitted on Atlantic Properties tracks 5 and 13.	
FRANKLIN JCT. AND MILFORD	
No engine restrictions.	
BOSTON (SOUTH STATION)—HYANNIS AND WOODS HOLE	
(Braintree Route)	
DOVER St.—Diesel engines must not be operated on yard tracks 4, 5, 6 and 7 under Broadway Bridge No. 0.54, except the following series engines may be operated under this bridge on the following tracks shown:	
Track No. 4—0600-0621, 0801-0817, 0932-0995.	
Track No. 5—591-599, 0600-0621, 640-659, 0660-0671, 0801-0817, 0932-0995.	
Track No. 6—517-599, 0600-0621, 640-659, 0660-0671, 0801-0817, 0921-0995, 1600-1614.	
Track No. 7—517-599, 0600-0621, 640-659, 0660-0671, 0801-0817, 0921-0995, 1600-1614, 2000-2059.	
BROCKTON—Brockton Coal & Ice trestle	None
CAMPELLO—Pumping station. Engines not allowed in shed.	
City of Brockton coal trestle	None

LOCATION AND TRACK	ENGINES PERMITTED
HYANNIS—Cape Cod Ready Mix Co. trestle.	None
YARMOUTH AND SOUTH DENNIS	
Main track from a point 200 feet south of wye switch Yarmouth to end of line.	{ DER-2, DERS-1-2, DEY-1-3-4-5
BRAINTREE AND NANTASKET JCT.	
No engine restrictions.	
SOUTH BRAINTREE AND PLYMOUTH	
NORTH ABINGTON—Rourke Coal Co. Equipment over 14' 3" high not permitted in shed.	
WESTDALE AND EAST BRIDGEWATER	
Main track	{ DERS-1-2, DER-2 all DEY
EAST BRIDGEWATER—Eastern States Steel Products Co. Overhead clearance 14'. Engines or box cars not permitted.	
NORTH ABINGTON AND WEST HANOVER	
No engine restriction.	
BRAINTREE AND WEST QUINCY	
WEST QUINCY—Old Colony Crushed Stone. Engines not permitted under hoppers.	
NEPONSET AND MILTON	
No engine restrictions.	
BRAINTREE HIGHLANDS AND RANDOLPH	
Main track	DERS-1-2, all DEY
NEW BEDFORD AND ATTLEBORO	
NEW BEDFORD—Simon Supply Co.	DERS-4-5-6, all DEY
New Bedford Gas and Light Co. State Pier	All DERS, all DEY
NASH ROAD—Luzo Grocery Co. track, engines not permitted beyond a point 100 feet in from gate.	DERS-4, all DEY
WEIR JCT.—Western Auto	DERS-4, all DEY
NASH ROAD AND WATUPPA	
No engine restrictions.	
WEIR JCT. AND DIGHTON	
WEIR VILLAGE—Gas Co.	All DERS, all DEY
FRAMINGHAM CENTRE AND FITCHBURG	
CLINTON—Wickwire-Spencer	DERS-4-5-6, all DEY
Ruane Coal Co. trestle	None
Colonial Press (Hill track)	DERS-4-5-6, all DEY
LEOMINSTER—Borden Chemical Co. Div.	DERS-4-5-6, all DEY
Back track to Upper Plant south of switch to the spur track at Borden Chemical Co. SHPX 12700, 12800 and 85000 series not permitted.	
MANSFIELD AND LOWELL	
FRAMINGHAM—PRISON BRANCH	All DERS, all DEY
SOUTH SUBBURY—Sub. Propane Gas. Engines not permitted beyond gate.	
LOWELL—Buxton & Son boiler works, Scannell Boiler Works	DERS-4-5-6, all DEY
CANTON JCT. AND EASTON	
No engine restrictions.	

LOCATION AND TRACK **ENGINES PERMITTED**
MYRICKS AND NEWPORT

FALL RIVER—Firestone Latex and Products Co. DERS-4-5-6, all DEY
 Lampert Co. and Staples Coal Co. Engines not permitted in building.
 Melville—Government track on wharf. Engines not permitted beyond a point 640 feet from switch. DERS-4, all DEY

MIDDLEBORO AND COTLEY JCT.

No engine restrictions.

S.S. 185—COOK ST. AND WOODSIDE

NEWTON UPPER FALLS—N. E. Industrial Centre track DERS-4, all DEY
 American Can Co. Engines not permitted in building.

CLIQUE—Ruberoid Co. track 11. Engines permitted on this track as far as platform only.

1711. ELECTRIC ZONES

All concerned are cautioned against coming in contact with these wires.

NEW HAVEN DIVISION

BETWEEN: Woodlawn, N. Y. and eastward receiving yard east of Quinnipiac River, Cedar Hill yard Air Line Jct. and east on Montowese route.

S.S. 44 and Catenary Pole 26 located 1.13 miles north of S.S. 44 on Danbury Branch.

Stamford and New Canaan. Harlem River and New Rochelle Jct.

Bridgeport Station, Trumbull route main track and No. 7 track.

S.S. 3, Harold and Fremont, also that portion of the L. I. R. R., P. R. R. and N. Y. C. R. R. over which the N. Y., N. H. & H. R. R. operates trains.

1712. RULE 114 APPLIES AT:

NEW HAVEN DIVISION

Oak Point Yard, Harlem River Yard, Bridgeport Ter., Maybrook Ter., New Haven Ter.

Springfield, Hartford and Waterbury Terminals.

Wallingford, Meriden, Berlin, New Britain, Westfield, Hooke, Branford.

All interlockings.

BOSTON DIVISION

Putnam, Guilford, East River, Clinton, Westbrook, Old Saybrook, East Lyme, New London Terminal.

Westerly, Bradford, Kingston, Davisville, Providence Terminal, Hebronville, Attleboro, Mansfield, Canton Jct., Worcester Terminal.

Dover Street Yards, South Braintree Yard, Bridgewater, Roxbury Yards, Readville Yards, West Street, Taunton Yard, New Bedford, Fall River, Boston Frt. Terminal, Framingham Yard and all interlockings.

1713. HIGHWAY CROSSINGS AT GRADE

STOP AND PROTECT PER RULES 897 AND 898

NEW HAVEN DIVISION

HARLEM RIVER—DeLavernge Lead at 132nd, 133rd, 134th, 135th, 136th and 137 Streets.

Walnut Avenue between 133rd and 134th Street serving QRS Building.

Crossing on 132nd Street to N. Y. Plumbers Building Lead parallel to 132nd Street crossing St. Ann's Avenue

Crossing at foot of Willis Avenue. Marine Shop crossing over Lighterage and Fish Dock lead tracks. Crossing over No. 1 track, Jersey, serving the old warehouse.

MAMARONECK—Fenimore Road.

HARRISON—Halstead Avenue.

PORT CHESTER—Horton Avenue.

COS COB—Crossing on lead track to power house.

STAMFORD—Canal siding and Sellick's Cut tracks.

WILSON POINT BRANCH—All public crossings and in addition the eastward passenger station platform at South Norwalk.

FAIRFIELD—McKesson Siding crossing, Grassmere Avenue.

BRIDGEPORT—Railroad Avenue, North Washington and North Avenues. (See Rule 1825, second paragraph.)

Carson Street.

Reservoir Ave. crossing, 1.45 miles west.

NEW HAVEN—Shelton Avenue, 2.26 miles north.

Munson Street—Mondays to Fridays 7.55 A.M. to 11.55 P.M.; Saturdays 7.55 A.M. to 11.55 P.M. Sundays.

Webster St.

Sperry and Barnes Brewery Street.

Water Street, yard 4 lead. Two private crossings.

Grand Ave., Mfrs. St. Ry.

Grand Ave. (Belle Dock Branch), Saturdays, 12.00 MID. to 8.00 A.M., 4.00 P.M. to 12.00 MID.; Sundays, 12.00 MID. to 4.00 P.M.; Mondays to Fridays inclusive, 12.00 MID. to 8.00 A.M.

Chapel St., Mfrs. St. Ry.

River and Ferry Sts., Mfrs. St. Ry.

Belle Dock, Mfrs. St. Ry.

Forbes Avenue, Belle Dock—Highway traffic signals installed on Forbes Avenue at the Belle Dock and Waterfront Street connections to protect highway traffic while movements are being made to or from Forbes Avenue at these points.

Instructions governing operation of traffic signals posted in box at the Belle Dock connection and at the Waterfront Street connection.

No movements to or from Forbes Avenue to be made until highway traffic signals are placed in operation and affected highway traffic stopped.

CANAAN—Main Street, 0.05 mile north, Mondays to Fridays inclusive, 12.00 MID. to 1.40 P.M., 9.40 P.M. to 12.00 MID. Saturdays and Sundays, continuously.

Church St., East Main St., Elm St. 0.30 mile east.

LEE—Center Street, 0.11 mile north.
 Columbia Rd. on Peter Schweitzer Co. sidetrack.

Eagle St., Switching movements.

NEW MILFORD—Kimberly—Clark "North Field" and "Pulp" tracks at new Pickett Road crossing.

HOPEWELL JCT.—All movements stop not less than 50 nor more than 100 feet from center of Burtiss crossing 1100 feet west of station on Beacon route.

POUGHKEEPSIE—Parker Avenue.

Garden and North Hamilton Streets, Fulton Street and West Cedar Street, and Hudson River State Hospital crossing on Hospital Branch and N. Y. C. connection.

HIGHLAND (Switching movements)—Standard Oil private crossing.

MATTEAWAN—East Main Street, Churchill Street, Fishkill Avenue, State Hospital track, Route 52.

SHELTON—Canal Street crossing. Wharf Street switching movements.

ANSONIA—Canal and Chestnut Streets.

MERIDEN—Andrews St. 1.25 miles west, Springdale Ave. 1.35 miles west of Quarry Jct. on West Main St. route, Griswold St. 0.80 mile north of station on Organ Shop track, Broad St. 1.10 miles east of Quarry Jct. on Center St. route and Camp St., 1.49 miles east of Quarry Jct. on Center St. route.

ELMWOOD—New Park Ave., 0.69 mile east of station switching movements on Pratt & Whitney Mfg. Co. track not exceeding 4 miles per hour.

HARTFORD—Garden St. 0.65 mile west of S. S. 214 Griffins route.
 Plainfield St., 2.13 miles west of Hartford Griffins route.
 Crossing serving Roncari Industries, 1.01 miles south, Old Saybrook route.
 Reserve Rd., 2.66 miles south, Old Saybrook route.
 Van Dyke Ave., 2.68 miles south, Old Saybrook route, Balf side track switching movements.
 Warwarne Ave., 2.69 miles south, Old Saybrook route.

BLOOMFIELD—Wintonbury Ave. 0.02 mile west, Park Ave. 0.48 mile east, Cottage Grove Road, 1.17 miles east.

WINDSOR LOCKS—North Main St. 1.25 miles east of station on Suffield route.

AIRPORT SWITCH—U. S. Army Airbase track.
 Mather St. 0.05 mile west of switch to Suffield route.
 Suffield St. 0.35 mile west of switch to Suffield route.
 Turnpike Road route 75, 2.00 miles west of switch to Suffield route.

BRADLEY FIELD—All crossings, Hamilton Standard Propeller Co. tracks.

SUFFIELD—South St. 0.68 mile west of freight station.
 West Suffield St. 0.04 mile east of station.

ESSEX—First crossing north of station.

CROMWELL—Switching movements over Wall St., 0.10 mile north of station. Main St. 0.06 mile north of station.

ROCKY HILL—Switching movements over public crossing 0.03 mile south of station.
 Dividend Road (track serving Hartford Rayon Corporation) 1.25 miles south for switching movements.

WETHERSFIELD—Maple St., 1.05 miles south.
 Wells Rd., 0.53 mile south.
 Church St. 0.04 mile south.
 Nott St., 0.27 mile north.
 Wethersfield Ave. and Beacon Oil Co. crossing 1.15 miles north.

MIDDLEFIELD—Station Road 0.02 mile west for switching movements.

PORTLAND—Pickering St. movements on Robt. Gair Co. track 0.31 mile west of station.

PLANTSVILLE—West Main St. 0.02 mile north of station.
 East Summer Street, 0.23 mile north, 6.30 A.M. to 7.00 A.M., 11.45 A.M. to 12.45 P.M., 3.15 P.M. to 4.45 P.M.

SOUTHINGTON—Spring St., 2.65 miles north. Safety Ave. 0.21 mile north of station and Center St. 0.34 mile north of station.

PLAINVILLE—Broad St. 0.39 mile south of station.
 West Main St. 0.14 mile south of station.

UNIONVILLE—Main St. 0.05 mile north of station.
 Crossing No. 3.85, 1.27 miles north of station.

COLLINSVILLE—Bridge St. 0.05 mile north of station.

SIMSBURY—Main St. 0.33 mile west and Belden St. 0.56 mile west of station, former C.N.E. route.

HOLYOKE—Appleton St. 0.09 mile south of station.
 Movements over Appleton Street not permitted 11.55 A.M. to 12.05 P.M., 12.50 P.M. to 1.00 P.M., 4.55 P.M. to 5.05 P.M.
 Dwight St. 0.10 mile north of station.
 Berkshire St. on lead track to Adell Chemical (Lestoil) Co.

SOUTHAMPTON—Lymans crossing, 0.67 mile south of station.

EASTHAMPTON, MASS.—Payson Ave. 0.10 mile south.
 Union St. 0.05 mile south and Ferry St. 1.00 mile north of station.

NORTHAMPTON—South Street crossing, 1.03 miles south of new freight house.
 Crossing at new freight house.
 Prospect Ave., 0.90 mile north of new freight house.

FLORENCE—North Elm St., 0.93 mile south. Hatfield Rd., 0.89 mile south. Bridge Rd., 0.72 mile north.

MANCHESTER—Main Street 0.04 mile east.
 Hilliard Street. 0.10 mile west, on South Manchester route
 Orford Soap Company's track, Hilliard St., 0.17 mile west of station on South Manchester route when not protected by watchman.
 Electric St. (Industrial track), 0.24 mile west of station, South Manchester route.
 Woodland St., 0.31 mile west on South Manchester route.
 Middle turnpike crossing, 0.88 mile west, on South Manchester route.

WILLIMANTIC—Main, Union and Jackson Streets.

VERNON—Main St. 0.84 mile east of station on Rockville route.

WESTWAY—Old Town Rd., 0.70 mile west.

ROCKVILLE—Spring St. 0.61 mile west, West St. 0.77 mile west.

East Hartford (Armory Route)—Park Avenue, 0.37 mile north.

WAPPING (South Windsor)—Chapel Road (Ezekiel Road) No. 5.61, 0.58 mile south.

EAST WINDSOR HILL—Sullivan Ave., 0.03 mile north.
HAZARDVILLE—McDonald's Crossing, 1.07 miles south.
 Crossing 0.01 mile south.

EAST LONGMEADOW—Westwood Ave., 0.70 mile north, Maple St., 0.03 mile north, West Chestnut St., 0.69 mile south.

ARMORY—Bay St. 0.44 mile north. All movements must stop 0.02 mile from Bay St. 0.44 mile north, King St. 0.38 mile south, Alden St. 0.61 mile south, Hickory St. 0.79 mile south, and Sumner Ave. 2.00 miles south of station. All northward movements must stop at Armory station, which stop will answer for Wilbraham Road, 0.02 mile north of station, and State St., 0.06 mile north of station. All southward movements must stop 0.02 mile north of State St. 0.06 mile north and omit stop for Wilbraham Road 0.02 mile north of station. No train or engine will cross Wilbraham Road 0.02 mile north or State St. 0.06 mile north of station until gates have been lowered by crossing watchman or member of crew, M.H.C. operator or employe in charge of other rail movements.

No engine or car shall stop on Wilbraham Road 0.02 mile north, State St. 0.06 mile north, or Bay St. 0.44 mile north of station, except to avoid accident.

NAUGATUCK—Rubber Avenue 0.35 mile west of station, switching movements on U. S. Rubber Products Co. track.

Private crossing (low grade yard) over track 19, 0.21 mile east of lead switch.

WATERBURY—Washington Ave., West Liberty Street (Liberty St. yard) and Freight St. (low grade yard), Highland Ave.

Crossing to Alcotts over lead track to New Haven Trap Rock Company and over lead track to Waterbury Warehouse.
 East Aurora St. 1.95 miles north of Highland Jct. Watertown route.

WATERTOWN—French St., first crossing south.

OAKVILLE—Falls Avenue 0.07 mile south of station.

TORRINGTON—Litchfield St., 0.40 mile west; Water St., 0.06 mile west; Church St., 0.03 mile east; Pearl St., 0.12 mile east; North Elm St., 0.63 mile east; Daytonville Rd., 1.23 miles east.

NEW BRITAIN—(Waterbury Route)—Myrtle St., 0.40 mile west of station (switching movements).

BRISTOL, CONN.—Center St. 0.27 mile west.

FORESTVILLE—Movements on Hildreth Press tracks, 0.80 mile west over Emmett Street.

BOSTON DIVISION

RIVER FALLS—Route 12 crossing on Ponemah Mills track

PLAINFIELD—Railroad Avenue. (On Providence route only.)

SANDERSDALE—Route 131 highway crossing.

SOUTHBRIDGE—Hook, Central and Foster Streets.

OLD SAYBROOK—No. 6 track, crossing south side of station.

EAST LYME—Main Street on yard tracks.

NEW LONDON—Wabach and Trumbull Streets on yard tracks.

MIDWAY—U. S. Airport Crossing and Thames St., Old Groton main.

STONINGTON—Main and Water Streets on No. 6 track.

WESTERLY—Crossing on Westerly Lbr. Co. track.
 Friendship St., track 21

BRADFORD—Bradford Dyeing Assn. track, Bolling Lane.

DAVISVILLE ADVANCE BASE DEPOT—Main crossing.

over 4 tracks on the route to Quonset Point 1357 feet from switch to Quonset lead in New Haven No. 2 track west of S.S. 136.

N. C. T. C. crossing over track on the route to Wild Acres passenger station 1.50 miles from switch to Quonset lead in New Haven No. 2 track west of S.S. 136 and 838 feet beyond gate-protected grade crossing over access highway into Quonset Point.

Access highway crossing gate protected 1.4 miles from switch to Quonset lead in New Haven No. 2 track west of S.S. 136, except from 12.00 NOON to 8.00 P.M., Mondays to Fridays inc.

VALLEY FALLS AND WATER STREET*—All public crossings.

*Highway traffic signals in service at the following street crossings:

Roosevelt Avenue No. 6.98
Broadway No. 6.90
Cottage Street No. 6.40
Central Avenue No. 6.32
Armistice Boulevard No. 5.97
Walcott Street No. 5.82
Division Street No. 5.58
Columbus Avenue No. 5.26
Beverage Hill Avenue No. 4.41
Rule 738b, Item 1, applies.

When a movement is to be made over any of these crossings, pass marker not more than 30 feet which will change traffic signals to stop highway traffic, then protect as prescribed by Rule 898 and proceed over crossing to clear marker on opposite side.

VALLEY FALLS—Abbot St. (Former Wrentham branch.)

Hunt, Mill, Titus and High Sts., 5.00 A.M. Mondays to 9.00 P.M. Tuesdays; 5.00 A.M. to 9.00 P.M. Wednesdays to Fridays, inc.; 5.00 A.M. Saturdays to 9.00 P.M. Sundays. Crossing watchmen remain on duty until after passage of train WP-5 unless otherwise relieved.

LONSDALE—Mill St., 5.00 A.M., Mondays to 9.00 P.M. Tuesdays; 5.00 A.M. to 9.00 P.M. Wednesdays to Fridays, inc.; 5.00 A.M. Saturdays to 9.00 P.M. Sundays. Crossing watchman remain on duty until after passage of train WP-5, unless otherwise relieved.

WHIPPLE—Cumberland Road, when operator not on duty.

WOONSOCKET—"Upper Level," Prospect, North Main, East School, Winter, Railroad, River and Olo Sts.

SOUTH WORCESTER—Jackson St. Yard 1 and New Main Track.

PONTIAC BRANCH—All public crossings.

EAST JCT. BRANCH—Taunton Road and Perrins between East Jct. and Daggetts; also Ferris Ave. east of Rumford and Dexter Rd., 1.00 mile west of Rumford.

S.S. K-315 and BRISTOL—West St., 0.40 mile west of Barrington and all public crossings except those protected by flashing light signals.

MOOSUP—Clarks Rd., 1800 feet west; Main St., 300 feet east.

STERLING, CONN.—Sterling Rd., 75 feet west.

WASHINGTON—Public crossing just east of station.

QUIDNICK—Crompton Road.

Station crossing, just west of station.

WEST WARWICK—River Street (Arctic) 0.51 mile east.

NATICK—New London Turnpike (Westcott) 1.01 miles west. East Ave.

ROXBURY YARD—All public crossings.

BOSTON FREIGHT TERMINAL—All public crossings.

NEPONSET and MILTON—All highway crossings at grade.

WEST QUINCY BRANCH—All public crossings.

WEYMOUTH—Quincy Ave., 500 feet north.

WEST HINGHAM (Bethlehem-Hingham Ship Yard Lead Track)—West Street, 1000 feet, Beal Street, 3300 feet and Fottler Road, 3900 feet, all south of main track switch.

WHITMAN—South Ave., 0.05 mile north.

NORTH ABINGTON and WEST HANOVER—All public crossings except those protected by flashing light signals.

PLYMOUTH—Lothrop Street on Old Darby Branch track.

SOUTH BRAINTREE—Plain St. 10.30 P.M. Fridays to 1.00 P.M. Sundays. 10.30 P.M. to 1.00 P.M. Sundays to Fridays, inc. Crossing watchman remains on duty until after passage of train KN-1 unless otherwise relieved.

RANDOLPH—Warren and Pleasant Streets.

WESTDALE AND EAST BRIDGEWATER—All public crossings.

BRIDGEWATER—Broad St., Saturdays 4.00 A.M. to 12.00 MID.; Sundays 12.00 MID. to 4.00 P.M. Mondays 12.00 MID. to 12.00 NOON; Tuesdays to Fridays, inc. 4.00 A.M. to 12 NOON.

BUZZARDS BAY—Two crossings (station ground entrances) just south of station over wye track.

YARMOUTH—Willow Street, 0.09 mile south.

SOUTH DENNIS—Main Street, 0.02 mile south.

HYANNIS—County Road crossing, and, in addition, push buttons in control box at crossing must be operated to put highway traffic signals at Stop.

WHITTENTON JCT.—West Britannia St. when operator not on duty.

TAUNTON—Danforth, Tremont, Granite and Oak Sts., Saturdays 7.55 A.M. to 3.55 P.M., 11.55 P.M. to 12.00 MID.; Sundays 12.00 MID. to 3.55 P.M.

WEIR JCT.—Dean Street (Dean Street Branch).

WEIR JCT. AND DIGHTON—All public crossings.

MYRICKS—Myricks Street crossing when operator not on duty.

MT. PLEASANT—Mt. Pleasant Street.

NORTH DARTMOUTH—Faunces Corner Road Crossing, 0.67 mile south and Hicksville Road crossing, 0.10 mile north.

WATUPPA—Quequechan Street, 0.75 mile south.

"The Narrows," 2.43 miles south.

NEW BEDFORD—Union Street.

Hillman Street, 0.25 south of station, 5.00 P.M. Fridays to 8.00 A.M. Mondays, 12.00 NOON to 1.00 P.M., 5.00 P.M. to 8.00 A.M. Mondays to Fridays, inc.

Whaler's Way, 0.41 mile south.

Eyelet factory crossing and School Street, 0.70 mile south.

FALL RIVER—Water Street.

NEWPORT—Bridge, Washington, Elm and Poplar Streets.

HYDE PARK—Allis Chalmers track across Hyde Park Avenue.

DEDHAM—Eastern Avenue and Dwight Street.

NEEDHAM—Great Plain Avenue Mondays to Fridays, inc., 12.00 MID.—6.30 A.M., 10.30 P.M.—12.00 MID.; Saturdays, 12.00 MID.—6.30 A.M., 9.45 A.M.—1.00 P.M., 9.00 P.M.—12.00 MID. Sundays, continuously

AVERY—Webster Street, 0.45 mile west.

NEWTON UPPER FALLS—Oak Street. All public crossings on N. E. Ind. Center track.

CLICQUOT—Union Street.

MILLIS—Exchange Street.

MEDWAY—Oakland St. 1900 feet east.

READVILLE (Dedham route)—Private crossing 300 feet west.

READVILLE SHOPS—All movements using loop track at Dedham gate.

ROUTE 128—All crossings in Industrial Park area.

ATTLEBORO S.S. 165 (Taunton Route)—Industrial crossing on Metals and Controls, Inc. track.

WALPOLE—Station crossing on wye track.

SOUTH WALPOLE—Bird Machine Company track across Neponset Street.

UNIONVILLE—Grove Street.

MIDLAND—Bulk delivery track extending 250 feet across Depot Street crossing.

MILFORD—Depot, Central and Main Streets.

LEOMINSTER—Water, Mechanic and Litchfield Streets.

BERLIN—Jones Road, 0.02 mile south.

Crosby Road, 0.55 mile south 7.00 A.M. to 6.00 P.M.

SUDBURY—Morse Rd., 0.71 mile north.

FRAMINGHAM CENTRE—Worcester Road, when operator not on duty.

FRAMINGHAM—(Prison Branch) Irving Street and Blandin Memorial Drive.

MEDFIELD JCT.—Harding St., eastward movements from east leg of wye.

1714. BLOCK SYSTEMS

NEW HAVEN DIVISION

MANUAL BLOCK

Stamford and New Canaan. S.S. 44 and Danbury. Pittsfield and Berkshire Jct. Fair Street and Florence. Farmington and Collinsville. Westfield and Holyoke. Air Line Jct. and Middletown*. Old Saybrook and S.S. 214, East Hartford and Springfield. Torrington and Waterbury. Highland Jct. and Watertown. Derby Jct. and Willimantic (Waterbury route). *Note: Absolute Block between Air Line Jct. and Middletown.

Operator at S.S. 38, Stamford, controls block between Stamford and New Canaan when New Canaan is closed.

Operator at Danbury will block with next open block station on Pittsfield Route, and will control block between Berkshire Jct. and Pittsfield when other block stations are closed.

Operator Waterbury controls block between Highland Jct. and Watertown and between Waterbury and Torrington. Operator Devon will block with next open block station on Waterbury Route and when Waterbury is closed will control block between Highland Jct. and Watertown and between Waterbury and Torrington.

Operator at S.S. 214 controls block between East Hartford and Springfield after other offices close.

Operator at Manchester controls block between Manchester and Willimantic and when Manchester closed S. S. 214 Hartford controls block.

When Middletown closed S.S. 75 New Haven controls block between Air Line Jct. and Middletown.

Operator at Unionville controls block between Farmington and Collinsville. When Unionville closed, operator at Plainville controls block. When Plainville closed operator at Westfield controls block.

When Easthampton, Mass. and Holyoke closed, operator at Westfield, Mass., controls block between Holyoke and Westfield and between Westfield and Florence.

When Westfield closed, operator S.S. 75 controls block between Fair St. and Holyoke, Farmington and Collinsville and Westfield and Florence.

Interlocking signals governing movements on main track at S.S. 38 Stamford will be used as Manual Block Signals for territory where Rule 317 applies.

High interlocking signal governing northward movements on the Danbury Branch and located 500 feet north of the junction between the main line and the Danbury Branch at South Norwalk will be used as a Manual Block Signal.

AUTOMATIC BLOCK

Woodlawn, N. Y. and Branford. Harold and New Rochelle Jct. Fremont and S.S. 3. Devon and Derby Jct. Berkshire Jct. and Fair Grounds. S.S. 274 and Air Line Jct. S.S. 214 and East Hartford.

TRAFFIC CONTROL SYSTEM

Traffic control system applies between:

S.S. 3 and switch in No. 7 track leading to Harlem River Express Terminal.

S.S. 20 and JO S.S. Woodlawn, N. Y. No. 2 and No. 4 tracks.

S.S. 26 Rye and S.S. 22 New Rochelle Jct. No. 1 and No. 2 tracks.

S.S. 60 and S.S. 62 Bridgeport, No. 2 track.

Fair Street and Mill River New Haven No. 3, No. 1, No. 2 and No. 4 tracks.

Mill River and Air Line Jct. New Haven No. 3, No. 1 and No. 2 tracks.

Mill River and Branford No. 1 and No. 2 tracks.

CENTRALIZED TRAFFIC CONTROL

Derby Jct. and Berkshire Jct. Fair Grounds and Berea.

BOSTON DIVISION

MANUAL BLOCK

Readville and Dedham. Braintree and Atlantic. Braintree and West Quincy. Braintree and Nantasket Jct. Braintree and Plymouth. Buzzards Bay and Hyannis. North Abington and West Hanover. Buzzards Bay and Woods Hole. Yarmouth and South Dennis. Whittenton Jct. and Attleboro. Mansfield and Framingham. Canton Jct. and Easton Cotley Jct. and New Bedford. Weir Jct. and Dighton. Myricks and Newport. Watuppa and Nash Road. West Street and Woodside. S.S. 185 and Newton Upper Falls. Milford and Franklin Jct. Lowell and Framingham Centre. Framingham Centre and Fitchburg. Hope Ave. and Groton. Webster and Southbridge. Boston Switch and S.S. M-333, South Worcester. Print Works and Willimantic. Norwood Central and Wrentham.

Norwood Central and S.S. 227. For eastward trains Manual Block System ends at automatic block signal E-198.6, 300 feet east of Norwood Central.

Operator at S.S. 185 controls block between S.S. 185 and Newton Upper Falls and between West St. and Woodside after other offices closed. When S.S. 185 closed, operator at Walpole controls block, and when Walpole closed, operator at Readville controls block.

Operator at West Street controls block between West Street and Avery and between West Street and Woodside when Cliquot closed.

Operator at S.S. 181 Readville controls block between Readville and Dedham.

Operator at Walpole controls block between Walpole and Norwood Central after Norwood Central closed and when Walpole closed, operator at Readville controls block.

Operator at Franklin controls block between Franklin Jct. and Milford. When Franklin closed, operator at Walpole controls block, and when Walpole closed, operator at Readville controls block.

Operator S.S. 237 controls block for all lines south of Braintree after other offices closed.

Operator at S.S. U-433 Braintree controls block between Braintree and West Quincy, Braintree and Atlantic, and after other offices are closed controls blocks for all lines south. When stop is indicated by block signal for southward movements on Plymouth route, unless otherwise provided, conductor or engineman of movement affected must promptly telephone operator at the S.S. and on his authorization train may proceed, if right, schedule and rules permit. Rules 362 and 362a amended accordingly.

Operator Buzzards Bay controls block between Buzzards Bay and Woods Hole, Williams and Camp Edwards, Buzzards Bay and Hyannis, Yarmouth and South Dennis, after other offices are closed.

When Canton Jct. closed, operator at Whittenton Jct. controls block between Easton and Canton Jct.

Northward trains doing work at Mansfield will obtain permission from operator at S.S. 169 before leaving the yard.

Conductors of movements from Dighton route must not enter or foul No. 1 track at Weir Jct. without first obtaining permission from operator at Whittenton Jct.

Operator at Whittenton Jct. controls block between Weir Jct. and Dighton and after other offices closed controls block south of Cotley Jct. to New Bedford, Watuppa and Newport.

When Whittenton Jct. closed, operator at Attleboro controls block for all lines south when other offices are closed.

When New Bedford and Ferry Street are closed, operator at Myricks controls block between Myricks and New Bedford, Myricks and Newport and Watuppa Branch.

Framingham Yard Office is block station for Framingham.

Operator at Walpole controls block between Walpole and Framingham when Framingham closed.

Operator at Fitchburg controls block between Framingham Centre and Fitchburg when Framingham closed.

When Framingham closed, operator at Lowell controls block between Framingham Centre and Lowell. When Framingham, Walpole and Mansfield closed operator at Lowell controls block between Framingham and Mansfield.

Operator at SS M-333 South Worcester will block with next open block station on South Worcester—Boston Switch route and when all block stations south are closed will control block between South Worcester and Boston Switch.

East Jct. and Water St., Riverside and Bristol. Operator at S.S. K-315 Seekonk River controls block between S.S. K-315 Seekonk River and Bristol. When S.S. K-315 Seekonk River closed, operator at Attleboro controls block.

Cranston, west end No. 5 track, and Pontiac, block controlled by operator at Cranston.

Operator at Plainfield will control block between Plainfield and Willimantic and when Plainfield closed Promenade Street S.S. 151 controls block.

When Bird Mills closed operator at Norwood Central controls block between Wrentham and Norwood Central. When

Norwood Central closed operator at S.S. 181 Readville controls block.

Operator at Webster controls block between Webster and Southbridge. Operator at S.S. 227 controls block when Webster closed.

Interlocking signals at Walpole, S.S. O-351 Whittenton Jct., S.S. O-347 Cotley Jct., S.S. O-346 Myricks, S.S. U-433 Braintree, S.S. 185 and S.S. 181 Readville governing movements where Rule 317 applies will also be used as Manual Block Signals.

AUTOMATIC BLOCK

Whittenton Jct. and Cotley Jct.

Boston and South Bay Jct.

Boston Freight Terminal and Norwood Central. For eastward trains Automatic Block System begins at automatic block signal E-198.6, 300 feet east of Norwood Central.

Boston and Branford (via Back Bay).

Framingham Centre and Framingham.

Hope Ave. and S.S. M-333, South Worcester.

TRAFFIC CONTROL SYSTEM

Traffic control system applies between:

Westerly—Bradford No. 1 track.

Kingston—Davisville No. 1 track.

Providence S.S. 151 Promenade St. and S.S. K-315 Seekonk River.

Worcester S.S. M-333 Jackson St. and B & M R. R. Viaduct Interlocking, No. 1, No. 2 and No. 3 tracks.

Boston Passenger Terminal and S.S. 237, No. 5, No. 6, No 7, No. 8 tracks.

S.S. 185—Boston, No. 3 track.

CENTRALIZED TRAFFIC CONTROL

Braintree and Buzzards Bay.

Cotley Jct. and Pilgrim.

1715. "D" TRAIN ORDER, MANUAL BLOCK AND INTERLOCKING STATIONS OPEN AS FOLLOWS:

NEW HAVEN DIVISION

	Mondays to Fridays, Inc.		Saturdays		Sundays	
	From	To	From	To	From	To
	A M	P M	A M	P M	A M	P M
Grand Central Terminal.....	7.55	11.55	7.55	11.55	7.55	11.55
Stamford (eastward ticket).....	6.30	10.30	6.30	10.30	6.30	10.30
New Canaan.....	6.00	9.45	Closed		Closed	
Wilton.....	{ 6.45 11.30	{ 10.30 A M 6.45	Closed		Closed	
Branchville.....	5.50	7.50	Closed		Closed	
Bethel.....	{ 6.15 11.15	{ 10.15 A M 5.00	Closed		Closed	
New Milford.....	5.00	8.30	5.00	8.30	5.00	8.30
Canaan*.....	7.30	9.10	Closed		5.15 P M	8.15
*Mondays to Fridays inc., operator will be at Main St. Crossing, 0.05 mile north, 1.40 P M to 9.40 P M.						
Great Barrington.....	10.15	1.15	Closed		4.30 P M	7.30
Rising.....	2.30 P M	7.15	Closed		Closed	
Lee.....	{ 6.40 11.40	{ 10.40 A M 3.40	Closed		Closed	
Pittsfield.....	6.25	10.25	6.50	8.50 A M	{ 12.30 P M 4.45 P M	{ 2.30 6.45

	Mondays to Fridays, Inc.		Saturdays		Sundays	
	From	To	From	To	From	To
	A M	P M	A M	P M	A M	P M
S. S. 62 East Bridgeport.....	{ 12.00 mid. 9.00 P M	5.00 A M 12.00 mid.	12.00 mid.	5.00 A M	9.00 P M	12.00 mid
Wallingford*.....	7.00	11.00	3.00 P M	11.00	3.00 P M	11.00
*Operator at Wallingford located at gate tower daily 3.00 P.M. to 11.00 P.M.						
Windsor Locks.....	{ 7.00 12.30 P M	11.30 A M 4.00	Closed		Closed	
North Seymour.....	{ 10.00 2.00 P M	1.00 7.00	Closed		Closed	
Naugatuck.....	7.30	11.30	Closed		Closed	
Waterbury.....	5.00	11.00	5.00	11.00	5.00	11.00
Thomaston.....	1.15 P M	5.00	Closed		Closed	
Plainville.....	{ 8.30 1.30 P M	12.30 5.30	Closed		Closed	
Manchester.....	{ 9.00 2.00 P M	1.00 6.00	Closed		Closed	
Milldale.....	{ 9.30 1.00 P M	12.00 noon 5.00	Closed		Closed	
Simsbury.....	{ 11.00 1.00 P M	12.00 noon 5.00	Closed		Closed	
Granby.....	8.00	10.30 A M	Closed		Closed	
Westfield.....	{ 9.45 2.45 P M	1.45 6.45	Closed		Closed	
Holyoke.....	{ 9.45 2.00 P M	1.00 6.45	Closed		Closed	
Unionville.....	{ 8.00 1.00 P M	12.00 noon 5.00	Closed		Closed	
Easthampton, Mass.....	{ 8.00 1.00 P M	12.00 noon 5.00	Closed		Closed	
Wethersfield.....	{ 8.00 1.00 P M	12.00 noon 5.00	Closed		Closed	
Middletown.....	{ 8.00 1.00 P M	12.00 noon 5.00	Closed		Closed	
Broad Brook.....	{ 8.00 12.00 noon	11.00 A M 5.00	Closed		Closed	
Hazardville.....	{ 8.00 1.15 P M	9.45 A M 5.00	Closed		Closed	
Armory.....	{ 8.00 1.00 P M	12.00 noon 5.00	Closed		Closed	

BOSTON DIVISION

	Mondays to Fridays, Inc.		Saturdays		Sundays	
	From	To	From	To	From	To
	A M	P M	A M	P M	A M	P M
Webster.....	{ 8.00 1.00 P M	12.00 noon 5.00	Closed		Closed	
Dayville.....	{ 9.00 2.00 P M	12.00 noon 5.00	Closed		Closed	
*Plainfield.....	{ 12.00 mid. 7.00	1.00 A M 12.00 mid.	12.00 mid.	1.00 A M	Closed	
*Except closed Mondays until 7.00 A.M.						
Norwich.....	8.00	11.00	Closed		Closed	
Waterford S. S. 110.....	{ 12.00 mid. 5.00 P M	9.00 A M 12.00 mid.	{ 12.00 mid. 5.00 P M	1.00 A M 12.00 mid.	12.00 mid. 5.00 P M	1.00 A M 12.00 mid.
†Clinton, Conn.....	{ 10.00 3.00 P M	2.00 7.00	Closed		Closed	

†Operator at Clinton located at freight office reporting at S. S. when required.

	Mondays to Fridays, Inc.		Saturdays		Sundays	
	From	To	From	To	From	To
	A M	P M	A M	P M	A M	P M
☒Guilford.....	*Continuously		12.00 mid.	7.00 A M	Closed	
*Except closed Mondays until 7.00 A M.						
☒Operator at Guilford located at freight office Mondays to Fridays, inc. 7.00 AM to 3.00 PM reporting at S. S. when required.						
Bird Mills.....	{ 9.00 1.00 P M	{ 12.00 noon 6.00	Closed		Closed	
Valley Falls.....	{ 8.00 1.00 P M	{ 12.00 noon 5.00	Closed		Closed	
*Whipple.....	{ 1.00 9.00 P M	{ 6.00 A M 12.00 mid.	1.00	6.00 A M	9.00 P M	12.00 mid.
*Except closed from 6.00 A.M. Mondays until 9.00 P.M. Tuesdays.						
Whitins.....	{ 8.00 1.30 P M	{ 12.30 5.00	Closed		Closed	
Moosup.....	12.15 P M	5.30	Closed		Closed	
Cranston S. S. 141.....	Continuously		12.00 mid.	3.00	11.00 P M	12.00 mid.
Seekonk River S. S. K-315.....	8.00	12.00 mid.	8.00	4.00	Closed	
Canton Jct.....	6.30	7.15	{ 7.00 5.30 P M	{ 9.00 A M 7.30	Closed	
*Mansfield.....	{ 12.00 mid. 6.30 9.30 P M	{ 5.30 A M 2.30 12.00 mid.	{ 12.00 mid. 6.30	{ 5.30 A M 10.30 A M	9.30 P M	12.00 mid.
*Operator at Mansfield located at Ticket Office Mondays to Fridays, inc. 6.30 AM to 2.30 P M; Saturdays 6.30 AM to 10.30 AM, reporting at S. S. when required.						
Attleboro.....	Continuously		Continuously		{ 12.00 mid. 3.00 P M	{ 7.00 A M 12.00 mid.
*Davisville.....	Continuously		12.00 mid.	11.00	11.00 P M	12.00 mid.
*Operator at Davisville located at freight house 7.00 A M to 11.00 P M weekdays, reporting at S. S. when required.						
Note—Operator at Old Saybrook located at passenger station daily 6.15 A M to 10.15 P M reporting at S. S. when required.						
Kingston S. S. 133.....	Continuously		12.00 mid.	11.55	11.55 P M	12.00 mid.
Braintree.....	7.00	12.00 mid.	Closed		4.00 P M	12.00 mid.
Plymouth.....	{ 9.00 1.00 P M	{ 12.00 noon 6.00	Closed		Closed	
Buzzards Bay.....	7.00	6.00	Closed		Closed	
Hyannis.....	{ 7.00 1.00 P M	{ 12.00 noon 4.00	Closed		Closed	
Whittenton Jct.....	Continuously		{ 12.00 mid. 8.00 P M	{ 7.55 A M 10.00	3.55 P M	12.00 mid.
Cotley Jct.....	Continuously		{ 12.00 mid. 7.00 P M	{ 7.00 A M 9.00	{ 6.00 P M 11.00 P M	{ 9.00 12.00 mid.
Myricks.....	{ 5.00 10.30	{ 9.30 A M 2.00	5.30	7.30 A M	6.45 P M	9.45
New Bedford.....	{ 7.00 1.15 P M	{ 12.15 4.00	Closed		Closed	
Ferry Street*.....	{ 9.00 2.00 P M	{ 1.00 6.00	Closed		6.00 P M	9.00
*Goes to Tiverton drawbridge as required.						
Stoughton.....	{ 7.00 12.30 P M	{ 11.30 A M 4.00	Closed		Closed	
Norwood Central.....	6.00	10.00	Closed		Closed	
Walpole.....	Continuously		{ 12.00 mid. 3.00 P M	{ 10.00 A M 5.00	{ 7.30 P M 11.00 P M	{ 10.30 12.00 mid.
Franklin.....	5.45	9.45	{ 7.00 3.15 P M	{ 10.00 A M 6.30	Closed	
Blackstone.....	{ 8.00 1.00 P M	{ 12.00 noon 5.00	Closed		Closed	
S. S. 185.....	#Continuously		12.00 mid.	11.00	Closed	
#Except closed Mondays until 4.00 A.M.						
Forest Hills.....	{ 7.00 12.30 P M	{ 11.30 A M 6.00	Closed		Closed	
West Street.....	6.15	10.15	{ 6.25 4.15 P M	{ 9.25 A M 7.15	Closed	
Framingham ☐.....	{ 12.00 mid. 9.00 P M	{ 1.00 12.00 mid.	12.00 mid.	5.00 A M	9.00 P M	12.00 mid.
☐Operator goes to Framingham Centre as required.						
Clicquot.....	{ 7.15 1.00 P M	{ 12.00 noon 4.15	Closed		Closed	

SPECIAL INSTRUCTIONS

NEW HAVEN DIVISION

1800. Rule 401 applies between Air Line Jct. and S.S. 274, Woodlawn, N. Y. and Branford, Harlem River and New Rochelle Jct., Harold and S.S. 3, Derby Jct. and Devon and at Berkshire Jct. for southward trains.

1801. Between Shore Line Jct. and Branford local freight serving industries off No. 2 track will not be required to protect against following movements on No. 2 track, unless otherwise provided.

1802. Initial station for New Haven Division regular trains per Note to Rule 4 is westward, New Haven.

1803. Between Woodlawn, N. Y., Harold, Fremont, Harlem River and Branford, Devon and Derby Jct., train order per example (11) Form H will not be required.

1804. Obtain permission from train dispatcher before making any movement between:

Hopewell Jct. and Beacon.

Manchester and South Manchester.

*New Britain and Berlin.

(*Through movements in either direction.)

Windsor Locks and Suffield.

Vernon and Rockville.

S.S. 214 and Griffins.

1805. Between Woodlawn, N. Y., Harold and New Haven, the display of white signals as prescribed by Rule 21 may be omitted, except an extra train making part of its trip over territory where the display of white signals is required per Rule 21, and territory where the display of such signals is not required, may display white signals between initial and final terminals. Rule 21 amended accordingly.

1807. At interlocking stations in four track section when trains are routed to a track which will necessitate handling passengers across tracks between train and station, engine-men must, in addition to proceed indication of fixed signal, receive a white proceed hand signal from operator. (Not applicable at "Woodmont.")

Trains receiving the white hand signal are relieved from protecting against trains running on tracks between their train and station platform and train dispatchers and operators will be responsible for protecting such movements against cut-outs. Enginemen of westward trains routed on track No. 1 from Woodmont will not be required to receive the white proceed hand signal and will be protected against cut-outs at Milford by train dispatcher and SS 75.

In four track section, trains authorized to make traffic stops when running against the current of traffic, and between Rye and New Rochelle when operating west on No. 2 track and east on No. 1 track, must use the station platforms specified by train order. Such trains will not be required to receive the white hand signal and train dispatchers and operators will be responsible for protecting such movements against cutouts.

1809. To permit dropping or adding coaches of New York-Boston and Springfield passenger trains at New Haven, conductors of these trains, scheduled to stop at Providence, New London or Bridgeport, will tell Stationmaster at these points to notify Manager Passenger Transportation at New Haven of the number of coaches that can be dropped or added at New Haven.

1810. Employees affected must provide themselves with copies of and be governed by the current time-table and Book of Rules of the N. Y. C. R. R., L. I. R. R., B. and M. R.R., and the Book of Rules and New York Division Special Instructions of the P. R. R.

1812. Material for hot boxes and mechanical defects located at Oak Point, Leggett Ave. bridge 1.99, 0.25 mile west of S.S. 4; Stamford, Atlantic Street; South Norwalk, east-bound baggage room; East Bridgeport, S.S. 62.

1815. Engine whistle to recall flagman will be preceded by one long blast for trains at:

Air Line Jct. on Springfield route.

Berkshire Jct. on Pittsfield route.

New Rochelle Jct. on Harlem River Branch
Stamford on New Canaan Branch.
South Norwalk on Danbury Branch.
Old Saybrook for Valley route.
Waterbury for Torrington route.

HAROLD—FREMONT—BAY RIDGE—S.S. 3

1816. S.S. 3.—When a westward passenger or express train needs assistance between S.S. 3 and Hell Gate Bridge, engine-man must notify train dispatcher from the last communicating office at which it stops not later than S.S. 28 Greenwich, unless otherwise necessary to call on shorter notice.

It must stop between S.S. 3 and S.S. 4 for assisting engine.

After assisting engine is coupled, brake pipe must be connected.

Engineman of helping engine must cut out the brake valve; the pump may be used to maintain reservoir pressure.

If a train stalls the conductor must immediately call S.S. 3 from the nearest telephone for assistance.

A train being assisted must stop at west end of Hell Gate Bridge, after which assisting engine will be cut off.

Before any engine leaves Oak Point Engine House and goes out on Track No. 21 lead a member of the crew must contact the Yardmaster on duty, Extension 5435, and receive permission to do so.

Westward freight trains requiring assistance will stop with rear end between S.S. 3 and S.S. 4.

Yard movements against the current of traffic on No. 6 track between Hunts Point Market Terminal lead switch in No. 6 track and interlocking limits SS-4 may be made with permission and under the protection of SS-4.

Between S.S. 3 and S.S. 4 movements against the current of traffic on No. 5 track may be made on restricting dwarf signal indication. Such movements must not exceed 15 MPH. Before displaying restricting dwarf signal indication, operator at S.S. 3 must arrange with operator at S.S. 4 for the protection of these movements. Operator at S.S. 3 must have train dispatcher's approval before authorizing these movements.

Between S.S. 3 and Harlem River movements against the current of traffic on No. 8 track and that portion of No. 7 track west of dwarf signal at express terminal connection will be made only upon written authority of the General Yardmaster.

Between S.S. 3 and Harlem River, No. 7 and No. 8 tracks are designated as main tracks. The current of traffic on No. 7 track is westward; on No. 8 track is eastward. The west ends of main tracks No. 7 and No. 8 are at catenary bridge No. 2-H.

RAILWAY EXPRESS BUILDING HARLEM RIVER—

Movements over driveways must be made at slow speed and protected.

No clearance between equipment and doorways.

While in building fire must not be started in equipment.

1817. S.S. 14—Between S.S. 14 and Fremont, No 5 and No. 6 tracks are designated as main tracks. The current of traffic on No. 5 track is westward; on No. 6 track is eastward.

1819. PELHAM—Passenger trains making station stop are prohibited from stopping with cars on bridge 3.13, located west end of platform.

1821. NEW ROCHELLE—Obtain permission from operator at S.S. 22, New Rochelle Jct., before making movements through hand crossovers from No. 8 track to No. 6 track at New Rochelle yard.

Obtain permission from operator at S.S. 22, New Rochelle Jct. before departing from new yard.

1822. STAMFORD—Movements operating on dwarf signal indication at Stamford must not exceed 10 MPH.

Permission must be obtained from operator S.S. 38 before using hand operated switch for movements from track 6 to track 4 at east end of yard. Operator S.S. 38 must get permission from dispatcher before authorizing use of this switch.

1824. SOUTH NORWALK—Westward freight trains dropping or picking up cars must stop east of the interlocking signals which govern movement over the drawbridge.

Obtain permission from operator at S.S. 44 to use Wilson Point Branch.

1825. BRIDGEPORT—Westward freight trains dropping or picking up cars at lower yard must be separated east of interlocking signals which govern movement over the draw-bridge.

Yard employes must obtain from the General Yard Office copy of Instructions Governing Yard Movements Within Bridgeport Terminal and be governed thereby.

Normal position of switch at junction of No. 5 track (west ramp track) and the Water Street lead, located 0.50 mile west, is for No. 5 track.

Permission must be obtained from the operator at S.S. 60 before making a movement from the Lower Yard to the station or main tracks via either the east ramp (No. 6 track) or the west ramp (No. 5 track), or via the tunnel to the Water Street lead track.

1827. NEW HAVEN TERMINAL—Extra men in passenger train service must upon arrival at New Haven report to Crew Dispatcher except when covering a regular assignment or when previously instructed to continue beyond.

Switching movements serving industries on tracks No. 3 and No. 4 between interlocking limits S.S. 75 and west yard limit sign West Haven may be made with permission and under the protection of S.S. 75 and flag protection on these tracks will not be required for such movements. Operator at S.S. 75 must obtain train dispatcher's approval before granting permission. Such movements must report promptly when clear of these tracks. No movements will enter these tracks between the above points, nor re-enter them after having cleared them, without permission of S.S. 75.

Engine crews of outgoing trains which have changed power and are beyond the signal at the ends of platforms must know that such signals indicate proceed before starting train.

Enginemen on eastward trains leaving New Haven passenger station, after coupling to cars to be picked up for a head end of such trains, will immediately after doing so return to the east end of the Diesel or Diesels in order to be in proper position when backing on to trains in the station or pulling out in the east cut to double to their trains on some other track in the station.

Westward passenger trains of 12 or more cars, hauled by Diesels on No. 7 or No. 9 track at the station, will, when indication of dwarf signal at the west end of the station platform permits, pull by the dwarf signal and make station stop with engineman's window opposite yellow post on engineman's side just west of station platform, stopping at first yellow post marked "1" with one Diesel, or second yellow post marked "2" with two Diesels.

Westward through passenger train joint delay reports left at New Haven must account for all delays between Boston and New Haven.

Cars shall not be placed west of hand-operated derail, 5-car capacity, east of derail, on New Haven Corrugated Container Company track, 1.81 miles east of passenger station.

When operating over any of the thoroughfare tracks markers must be displayed as prescribed by Rules 19 or 19a until into clear the lead or on caboose track.

Between Mill River and Air Line Jct. the current of traffic on No. 4 track is eastward. No. 4 track ends at end of block sign, 1900 feet east of Air Line Jct. and movements against the current of traffic between end of block sign and reverse dwarf signal at Mill River may be made with permission and under the protection of S.S. 75. Operator at S.S. 75 must obtain train dispatcher's approval before granting permission.

Westward movements on Air Line main track must stop at pole box telephone located approximately 3000 feet east of Montwese and receive authority from yardmaster at East Class Yard (dial 2020 or 2021) before proceeding.

Movements must not foul lead at eastward end of eastward receiving yard, Cedar Hill, unless authorized by yardmaster and hump signals indicate stop, except when hump engine has cleared that point and is working toward hump, or when there is sufficient room to return on another track without fouling track used by hump engine, and permission has been received from the yardmaster to do so.

Except when dividing switch between track 14 and thoroughfare track at Quinnipiac River Bridge No. 1.05, Cedar

Hill Yard, is properly lined, westward (southward) movements on these tracks must stop clear of this switch and obtain permission from switchman at Eastbound Receiving Yard before proceeding.

At Scissors Jct. southward movements must receive hand signal from switchman before passing the south end of Quinnipiac River bridge No. 3.48. Account no walkway or railing on west side of this bridge, employes are prohibited from walking or riding cars on that side.

The engine bell must be rung while approaching and passing ironhouse and storehouse crossings (Yard 4), and in addition a speed of 5 miles per hour must not be exceeded over these crossings.

At locations in the New Haven Terminal where switchmen are employed, a green light will be used by switchmen for night hand signals.

Westward freight trains arriving Shore Line Receiving Yard between the hours of 7:55 A.M. and 3:55 P.M. will call extension 2320 or 4671 from car inspectors shanty, located at North end of Yard, for instructions in connection with set off's, disposition of way bills and power.

Eastbound movements entering Old Yard at Cedar Hill must receive hand signal from switchman before passing "end of block" sign located 1900 feet east of Air Line Jct.

Before making trailing movements against the normal position of spring switches at east end of motor storage tracks and Lamberton St., New Haven, and west end of motor storage tracks at Cedar Hill, enginemen must know the lead is clear of conflicting moves.

Engine movements against the current of traffic on the Manufacturers Railroad, Forbes Avenue, must have one or more members of the crew on the leading platform equipped with white flag by day and white lamp by night to be waved at approaching highway traffic in an effort to guide it into the clear lane alongside of the engine.

On the Manufacturers Railroad, Forbes Avenue Water-front Street and to and including the River Street area, the following signals will be displayed on the rear end of the rear car, on the head end of the leading car when cars are pushed by an engine, on the head end of engine when hauling cars, and on both ends of cars when standing in the street.

<i>Night Signals</i>	<i>Day Signals</i>
A Red Blinker Light or when not available, a Red Light.	A Red Flag

Red blinker lights will be obtained at and returned to the Belle Dock Yardmasters office.

1838. NEW CANAAN BRANCH—Passenger trains on this branch limited to 11 cars.

1839. SPRINGDALE—To avoid delay to highway traffic while trains are switching from main track at Stamford Rolling Mills Co., push button and instructions governing operation in box at Catenary post No. 73 for control of flashing light signals at Camp Avenue and Miller Street crossings.

Engine whistle signal 14 (1) must be sounded for Koran's private crossing, 2900 feet west of Springdale.

1840. NEW CANAAN—Electric engines or multiple unit motor cars starting from or stopping at the extreme north end of the passenger station platform on main track at New Canaan must use west end pantographs in order to prevent damaging dead-end insulators.

Passenger trains of 11 cars entering station on main track must pull up to bumping block in order to clear crossing circuit for Grove St.

1841. WALL STREET—Push button at Deerings track, 750 feet south of Broad Street crossing located one mile north of station. Instructions governing operation of highway crossing signals at Broad Street crossing posted in box at push button.

1842. BETHEL—BETHEL LOWER SIDING—Northward movements stopped with head end between siding switches at Bethel Lower Siding will cause operation of flashing-light type highway crossing signals at Greenwood Avenue

crossing No. 23.37, located 0.06 mile north of Bethel, to stop automatically; after such a stop, northward movements must consume not less than 30 seconds from north switch, Bethel Lower Siding to Greenwood Avenue crossing.

1843. NEW MILFORD—Southward trains making station stop must stop with engine north of Bridge Street Crossing No. 44.41, located 0.04 mile south.

Combined automatic crossing gates and flashing light signals at Bridge Street Crossing No. 44.41, located 0.04 mile south.

Rule 738b, Item (1) applies as follows:

Southward movements on main track making longer than normal station stop or otherwise delayed may raise gates by operation of manual switch located on mast of train order signal at station. After operation of this switch, southward movements must consume not less than thirty (30) seconds to the crossing.

Instructions for operation of manual switch posted inside case, which must be closed and locked when through using.

1844. CANAAN—On lead track between station and New England Lime Co. plant to the east, cars must not be detached from engine until hand brakes have been applied and it is known they are effective.

1845. SHEFFIELD—Highway crossing signals, flashing light type, at Kellogg Street Crossing No. 90.60 located 2.69 miles north.

When switch to Lane Construction Company private track, facing for northward movements located 0.15 mile south of crossing, is lined for siding flashing signals do not operate. Northward movements, after using this switch, must consume not less than twenty-five (25) seconds from switch to crossing.

1846. GREAT BARRINGTON—When trains are to meet at Great Barrington, southward train holding main track must use not less than twenty-five seconds from south switch of passing siding to Maple Avenue crossing.

1847. RISING—Before moving cars on lead track of the Rising Paper Company opposite conveyor platform, track skates provided at this location must be in place on rails south of cars.

1849. LEE—Movements on track serving Smith Paper Co., Eagle Mill track, must be preceded by a member of crew. Tank car containing liquid chlorine gas, with permanent pipe connections from top of car to building, stored on extreme end of southerly track serving Columbia Mill of the Smith Paper Company must not be moved. Tank car stops, located six feet ahead of this car, and a portable sign reading "Stop—Tank Car Connected," located ahead of leading car, north of switch. Before moving other cars on track, sign must be removed and placed ahead of leading car after switching completed.

Highway crossing signals, flashing light type, at West Park Street, 0.34 mile south of Lee station. To avoid unnecessary operation of flashing light signals, when switching movements are made at south end of yard tracks south of the station by southward trains, No. 6 track must be used as a lead track.

1850. DEVON—In storing or setting off cars, the private crossing to the Gulf Refining Company plant must be left open and cars not placed within one car length from either side of the crossing.

Trains standing on main track at this point must not block this crossing.

Movements must not be made beyond first crossing on the so-called "Buss" track or so-called "Transformer" track, C. L. & P. Yard, (Derby Jct. route), without permission of a representative of the United Engineers and Constructors, Inc. or the Conn. Light and Power Company.

Engine whistle signal 14 (1) must be sounded for Gulf Oil Co. private crossing, 0.55 mile east (Derby Jct. route).

Rule 738b, Item No. 1, applies at end of circuit on No. 1 track approximately 20 feet west of switch to Collins Sand and Gravel Co. located 1.33 miles east of Devon (Derby Jct. Route). Switching movements can occupy track east of marker after switch to Collins Sand and Gravel Co. has been reversed and not affect gates.

Flashing light type signals at crossing No. 108, Caswell Street (Platt's Crossing) (Derby Jct. Route), located 1.08 miles east. These signals are actuated by movements both

with and against the current of traffic on No. 1 and No. 2 tracks. Through westward movements on No. 5 track will also actuate these signals. Such movements must use not less than twenty-five seconds from derail at east end of No. 5 track to crossing. All other movements on No. 5 track in both directions must stop and protect this crossing by manual operation of flashing signals.

Rule 738b, Item (2) P applies.

1851. TURKEY BROOK—Normal position of lead switches at both ends is for No. 2 track. Normal position of switches at both ends of No. 5 and No. 6 tracks is for No. 6 track. Derails in the lead from No. 1 track to the yard at the east end and from No. 2 track to the yard at the west end are pipe connected with main track switchstands. Movements entering yard at the west end must obtain permission from control station.

Yard switcher may operate against the current of traffic on No. 1 and No. 2 tracks between Derby Junction interlocking limits and automatic block signal N-6.6 with permission and under the protection of Control Station. Control Station must obtain train dispatcher's approval before authorizing such movements. Such movements must be made at yard speed not exceeding 10 MPH.

1852. ANSONIA—Highway crossing signals, flashing light type, at Farrel-Birmingham private crossing 800 feet east. The flashing lights will operate for through movements in either direction on main track.

By means of a push button in his cabin, the Farrel-Birmingham crossing guard will operate the flashing lights for movements over the crossing on yard tracks belonging to either company. Yard movements must not occupy the crossing unless the flashing lights are operating.

The crossing guard may cut out the operation of the flashing light signals when standing movements are occupying main track west of a marker post located 300 feet west of the crossing, or east of a marker post located 1300 feet east of the crossing.

Marker posts will be in accordance with Rule 738b, Item No. 1.

Movements which have stopped east or west of the marker posts must know that the flashing light signals are operating before occupying the crossing.

Division Street—Between the hours of 3.10 P.M. and 4.30 P.M. all movements must stop before going over Division St. Manually operated switch which operates highway flashing crossing signals placed in operation to protect movements over No. 5 track. Switch must be operated manually when protection over crossing is desired and again operated to discontinue the working of the crossing signals insofar as No. 5 track is concerned.

Rule 738b, Item (2) P, applies.

1853. SHELTON—Rule 737 applies to Wooster and Brooks Streets, first and second private crossings west.

1854. BOTSFORD—Movements from former Stepney Branch must obtain permission from Control Station before operating switch to siding.

1855. DANBURY—Crossing watchman located in cabin between White Street and Balmforth Avenue will carry out the provisions of Rule 738a for White Street, Balmforth Avenue and Maple Avenue. Cabin has local line telephone connection and crossing watchman must be informed before switching movements are made over any of these crossings. If crossing watchman has raised gates at any crossing, engineman or trainman must know that gates are down and signals flashing before obstructing the crossing. Telephones in cabins at Mallory's, Wildman Street and Main Street are connected with S.S. 198, yard office, communicating office, freight office and engine terminal.

Operator located in White St. crossing control cabin 10.00 P.M. to 6.00 A.M. daily.

Engines must not stand between Balmforth Avenue and White Street crossing, west of passenger station.

When automatic block signal No. E-33.4 located 4873 feet west of Danbury displays stop, then proceed, a member of the crew must communicate with switchtender at S. S. 198 before proceeding.

Southward trains doing work at Danbury will stop to clear crossover north of Wildman Street.

Capacity for 34 cars, engine and caboose between crossovers at switchman's cabin and Wildman Street and for 50 cars, engine and caboose between White Street and Wildman Street.

Unless otherwise directed, eastward trains having more than above number of cars for east of Danbury will leave train at Mallory's and bring set-outs to Danbury.

Northward extra trains on the time of regular trains from Berkshire route must clear crossover at switchman's cabin.

When automatic block signal E-36.2 governing northward movements on No. 2 track displays other than G/R Fig. 5 Rule 501e, freight trains via Derby Jct. Route must communicate with Control Station before proceeding.

Swingmen (including swingmen deadheading) on through trains between Maybrook and Danbury will board westbound trains at Wildman Street and leave eastbound trains at Main Street so as to expedite movement of train over White Street crossing. Swingmen on trains which stop at Danbury will assist in work at Danbury as instructed by conductor.

Trainman and swingman (including trainmen and swingmen deadheading) will ride engine in both directions between Maybrook and Danbury. Swingman after alighting at Danbury will comply with Rule 727 and report his observations to the operator at once. Operator must make inspection when practicable and report as per Rule 727 any defects observed either by himself or the swingman.

1856. FAIR GROUNDS—When eastward interlocking signal displays "Proceed" and train is going to stop at Danbury without having previously so arranged with the Train Dispatcher, member of crew must communicate with Train Dispatcher from Mallory's.

1857. BREWSTER—Westward freight trains working at Brewster must leave their train east of passenger station.

1858. HOLMES—Rule 737 applies to Hahn's Crossing, No. 113.54.

1859. HOPEWELL JCT.—All movements must obtain permission from Control Station before operating switches from Yard or Beacon Branch to Siding.

1860. POUGHKEEPSIE—Trains must be handled so as to avoid stopping and starting on bridge; brakes must not be applied unless absolutely necessary and then in the most careful manner.

Emergency application of the air brakes must not be made on the bridge.

Trains must not stop with engine over Washington or Delafield Streets.

Telephones in boxes on Poughkeepsie Bridge and in Watchman's Shanty at each end of the Bridge are equipped with a 2-way key so that the telephone can be connected either to an extension of the Poughkeepsie dial system or to a direct line to the Poughkeepsie Fire Department headquarters.

This direct line is marked in red. When key is operated to connect telephone to this direct line, simply lift handset to communicate with Fire Department headquarters—no dialing is required.

The locations involved are as follows West end of bridge, Watchman's Shanty; 1400 feet east of west end of bridge in pole box; 2800 feet east of west end of bridge in pole box; 2800 feet west of east end of bridge in pole box; 1400 feet west of east end of bridge in pole box; east end of bridge, Watchman's Shanty.

All movements on the Hospital and River Branches at Poughkeepsie between the yard at Smith Street, the New York Central interchange track and the Hospital, as well as all movements on all sidetracks connected to the above branches, must be made with train line of cars charged and air brakes operable. Air brakes and hand brakes must be tried and known to be effective before cars are removed from the New York Central interchange track or Smith Street Yard to the River and Hospital Branches. Cars left on either branch or on any sidetracks connected to either branch, either during switching operations or permanently for loading or unloading, must have their brakes applied and in addition the wheels must be blocked or chocked.

All movements over Smith Street Crossing, No. 1.80, P & E Yard, must stop and not proceed over crossing until flashing light signals are put in operation by a member of the crew stationed at the crossing during the period signals are in operation.

1861. MAYBROOK—Between overhead bridge 137.67 located 100 feet east of west switch to entrance of Maybrook yard and Campbell Hall, Rule 99 must be observed.

All westward movements must stop at the east end of the westbound receiving yard and receive authority from the yardmaster before entering the yard.

At locations in Maybrook Terminal where switchmen are employed, a green light will be used by switchmen for night hand signals.

1862. Movements in yard limits at the following points may proceed against the current of traffic at yard speed:

DANBURY—No. 2 track between Wildman Street cross-overs and Main Street when authorized by switchtender at S.S. 198, who must first confer with train dispatcher and provide signal protection.

MAYBROOK—No. 1 track between overhead bridge No. 138.67 and east end of westbound receiving yard.

No. 1 track between east end of westbound receiving yard and "Begin C.T.C." sign, Berea, when authorized by Yardmaster, who must first obtain permission from Control Station.

No. 2 track between east end of eastbound departure yard and overhead bridge No. 138.67.

1863. SWITCHES ARE LINED NORMALLY AS FOLLOWS:

POUGHKEEPSIE STATE HOSPITAL BRANCH—North Street Jct.

For State Hospital—P and E yard route.
CAMPBELL HALL—west end
of two tracks.....For No. 2 track.

1900. When automatic block signals as enumerated below display R, Figure 3, Rule 501A, and cab signal indication is lunar white, enginemen will not pass Train Order Station, when open, until proper orders are received or it is known there are no orders.

Locations as follows:

	NORTHWARD	SOUTHWARD
Wallingford	H. 11.4 6758 ft. south	H. 12.7 600 ft. north
Meriden	H. 17.8 4600 ft. south	H. 19.1 2000 ft. north
Berlin	H. 24.8 5400 ft. south	H. 27.5 7973 ft. north
Windsor Locks	H. 48.4 1000 ft. south	H. 49.7 5900 ft. north
Thompsonville	H. 53.4 3900 ft. south	H. 54.7 5000 ft. north

1900a. NORTH HAVEN—Crossing control circuits for Sackett's Point Road crossing No. 5.71 located 1.40 miles south, are arranged to stop automatic warning devices for switching movements. Such movements continuing to crossing must know that warning devices are in operation and crossing is clear before entering onto crossing.

1901. WALLINGFORD—Combined automatic crossing gates and flashing light signals with pedestrian bells at Parker Street crossing No. 13.05, 2200 feet north of station.

Rule 738a applies. Rule 738b, Item (4), applies for tracks 1 and 2. Rule 738b, Item (3), applies for track 5.

Combined automatic crossing gates and flashing light signals with pedestrian bells at Horsford Street crossing No. 13.25, 3200 feet north of the station.

Rule 738a applies. Rule 738b, Item (4) applies for tracks 1 and 2. Rule 738b, Item (3) applies for track 5. Rule 738b, Item (2), applies for yard lead.

Northward movements over Horsford Street on Track 5 or yard lead to Tracks 1 or 2 making southward moves, will not operate crossing protection at Horsford Street until train is in close proximity to crossing. Engineman must know that gates are down and crossing clear before entering onto crossing.

Southward movements on Track 2 approaching Horsford Street stopping to make a crossover move to Track 1, 3900 feet north, can raise gates at Horsford and Parker Streets after a time delay of twenty-five seconds by pushing push button marked "RAISE" located at north end of crossover.

Movements through the crossover to track 1 will automatically operate crossing protection for southward moves. However, if the movement is to enter Track 5 from Track 1, the switch to Track 5 must be reversed before crossover

move is started to prevent operation of the crossing protection.

When a southbound movement on Track 2 stops at the north end of the crossover and operates a push button raising the gates, after the gates have been raised, if the movement should continue south on Track 2 instead of using the crossover, trainman must push button marked "LOWER" which will put the gates down.

Directions for operation of push buttons located in case at the north end of the crossover.

Northward movements stopping at station will automatically raise the gates at Parker Street and Horsford Street. Such movements continuing to crossing will lower the gates at automatic signal No. H-12.8, located 1702 feet south of Parker Street. Engineman must know that gates are down and each crossing clear before entering onto the crossing.

Automatic crossing gates and flashing light signals with pedestrian bell at Ward Street Crossing, 0.51 mile south.

RULE 738a applies.

RULE 738b item (3)X applies for Track 5.

Southward movements consuming more than 45 seconds between signal H-12.7 and a point 450 feet south of the station will automatically raise the gates at Ward Street. Such movements continuing to Ward Street will again lower the gates at a point 500 feet south of the station. Enginemen must know that gates are down and crossing is clear before entering onto the crossing.

The control of automatic flashing light signals at Tolles grade crossing 2.06 miles south is arranged to stop operation two minutes after switch to American Cyanamid sidetrack is reversed.

Local freight serving industries at Wallingford may operate against the current of traffic on No. 1 track between Tolles grade crossing and trailing point crossover No. 1 to No. 5 track just north of Wallingford with permission and under the protection of operator at Wallingford. Operator at Wallingford must obtain train dispatcher's approval before authorizing such movements and must have train order signal displaying Stop indication. Conductor must report promptly to operator at Wallingford when clear of No. 1 track and crossover is lined normal.

1902. MERIDEN—Combined automatic crossing gates and flashing light signals at Cooper Street crossing No. 18.26, 2200 feet south of station, and at Cherry Street crossing No. 18.37, 1600 feet south of station. Rule 738a applies.

For southward trains, No. 1 track, making station stop, the gates at both crossings will automatically raise after a short delay. Southward trains not making a continuous movement must use not less than thirty (30) seconds between South Colony Street and Cherry Street, and enginemen must know that gates are down and crossing is clear before fouling the crossing.

Rule 738b applies as follows:

Item No. 1—Marker located 2900 feet south of Cooper Street. Northward trains stopping at Holts Hill to set off cars at Meriden must stop with entire train, including engines, in the rear of marker post to avoid unnecessary operation of combined flashing light signals and gates at Cooper Street and Cherry Street.

Item No. 2-P—At Cooper and Cherry Streets east and west sides for movements over No. 5 or No. 6 tracks.

Combined automatic crossing gates and flashing light signals at Brooks Street crossing No. 18.75, 600 feet north of station, and at Cross Street crossing No. 18.87, 1300 feet north of station. Rule 738a applies.

For northward trains, No. 2 track, stopping at the station, the gates at Cross Street will automatically raise after a short delay. Such trains must use not less than thirty (30) seconds between Brooks Street and Cross Street, and engineman must know that gates are down at Cross Street and crossing is clear before fouling the crossing. Movements against the current of traffic on No. 2 track must consume not less than thirty (30) seconds between East Main Street and Cherry Street. Rule 738b applies as follows:

Item No. 2-P—At Cross Street east and west sides for movements over No. 5 or No. 6 tracks.

Crossing watchmen on duty at Brooks Street crossing 7.15 A.M. to 11.15 P.M. daily except Saturdays and Sundays to carry out the requirements of Rules 738a and 738b for Brooks Street and Cross Street except when required at Cooper Street while switcher is in that area to carry out requirements of those rules at Cooper Street and Cherry Street. One short sound of engine whistle will be signal to raise gates and two short sounds the signal to lower gates.

While crossing watchmen are on duty, enginemen and trainmen of switcher and trains doing switching must know the gates are down before fouling these crossings. Enginemen and trainmen of switcher and trains doing work at these crossings must comply with requirements of Rules 738a and 738b when crossing watchmen not on duty. Crossing watchmen withdrawn from these crossings except as outlined above.

1903. HARTFORD TERMINAL—Eastward movements from Waterbury Route main track must obtain permission from operator at S.S. 214 before fouling old CNE main.

Eastward movements from old CNE main must obtain permission from operator at S.S. 214 before fouling connection from Waterbury Route main track at Walnut Street.

Movements against the current of traffic on No. 1 track between CNE connection and S.S. 214 will be authorized by operator at S.S. 214. Operator at S.S. 214 will use interlocking signals to protect movements.

At the Whitlock Coil Pipe Company at Elmwood cars must not be placed on their track beyond the point of the first switch in their yard.

HARTFORD—EAST HARTFORD—Automatic Block Signal System Rules as well as Manual Block Signal System Rules apply between automatic signal E-100.1 and S.S. 214 for westward trains and between S.S. 214 and "End of Automatic Block" sign at Burnside for eastward trains. When a train or engine is stopped between S.S. 214 and East Hartford by a "Stop and Proceed" signal unless a more favorable indication is immediately displayed, the conductor or engineman must immediately communicate with Operator at S.S. 214 and the train or engine may proceed without flag protection at restricted speed to the next signal upon verbal advice from Operator at S.S. 214 in the words, "There is no opposing train in the block." If communication with Operator at S.S. 214 is not immediately available train or engine may proceed at restricted speed to the next signal preceded by a flagman.

1904. WINDSOR LOCKS—Combined automatic crossing gates and flashing light signals at Bridge Street Crossing No. 48.43 located 0.16 mile south.

S

Rule 738a applies. Rule 738b, Item (4)—applies on No. 1

W

track. Rule 738b, Item (1), applies as follows:

Southward movement on No. 1 track making longer than normal station stop or otherwise delayed may raise gates by operation of manual switch located on east wall of station. After operation of this switch, southward movements must consume not less than thirty-five (35) seconds from marker post adjacent to No. 1 track located 285 feet south of station, to crossing.

Southward movements from No. 5 track to No. 1 track via turnout located 200 feet north of station must consume not less than thirty-five (35) seconds from marker post adjacent to No. 1 track located 285 feet south of station, to crossing.

Manual switch installed at trailing switch, No. 2 track to No. 6 track, located 0.32 mile north. Switch to be used when necessary to leave cars on No. 2 track between switch and crossing. Southward movements on No. 2 track after using this switch must consume not less than thirty-five (35) seconds from marker post adjacent to No. 6 track located 500 feet south of station, to crossing.

Instructions for operation of manual switches are posted inside cases, which must be closed and locked when through using.

1907. WILLIMANTIC—Switch governing movements to Plainfield route will be left lined for the Plainfield route.

1908. WATERBURY—Not more than one engine or train will be allowed on Dublin Street route without written permission from General Yardmaster; movements must not exceed 10 M.P.H.

All movements must stop before moving under overhead canopy on track serving the Waterbury Republican-American Company, trailing switch for westward movements located 0.97 mile west, (Derby Jct. route).

1911. PLAINVILLE—Combined automatic crossing gates and flashing light signals at East Street crossing No. 44.91 located 0.39 mile east of station. Rule 738a applies.

Eastward trains from yard tracks, Canal Route, must use not less than thirty (30) seconds between East Main Street and East Street. Enginemen and trainmen must know that gates are down and that crossing is clear before fouling East Street crossing.

Automatic crossing gates and flashing light signals with pedestrian bell in service at East Main Street Crossing No. 45.04 located 0.23 mile east.

Rule 738a applies.

Rule 738b, Item 4, applies to East Main Street and East Street crossings.

Movements standing on main track, Waterbury Route, west of switch to Canal Route will not actuate gates at East Main Street or East Street when switch is lined for the Canal Route.

Switch from Holyoke route connection to Waterbury—Hartford route main track to be left lined for Holyoke route. Eastward movements on both routes must stop before fouling this switch.

1912. NEW BRITAIN—Switching movements from main track to No. 6 track 0.22 mile west of East Main St. crossing, 0.81 mile east of New Britain, must stop west of marker post, Item 1, Rule 738b, 200 feet west of switch and operate switch to No. 6 track to prevent operation of automatic gates at East Main St.

Combined automatic crossing gates and flashing light signals at Curtis Street crossing 41.36, 3850 feet west of New Britain station. Rule 738a applies.

S
Rule 738b, Item 4—applies.
W

A manual switch located at the northwest intersection must be operated to lower the automatic gates when switching movements are made over track 5 to the Stanley Plant.

In addition, this track must be protected in accordance with Rule 738.

A marker, Item 1, Rule 738b, 2700 feet west of Curtis Street. Eastward trains stopping at Curtis Street to set off or pick up cars at New Britain must stop with entire train, including engines, in the rear of marker post to avoid unnecessary operation of combined flashing light signals and gates at Curtis Street.

When making switching movements at east end of Cook's sidetrack located 2.37 miles west of New Britain, cars may occupy track west of marker post, Item 1, Rule 738b, located 200 feet east of switch and not affect gate operation at Wooster St., 1.97 miles west; such switching movements continuing to crossing must use at least 35 seconds from marker post to crossing.

Supervisory control panel installed in cabin at Elm Street for control of crossing protection at Elm, Stanley and Church Streets during switching movements.

For eastward movements (Hartford Route) stopping at station the gates at Elm Street crossing, 0.13 mile east, will automatically raise after a short delay. Such movements continuing to crossing will lower gates from a point 295 feet west of Elm Street and engineman must know that gates are down and crossing is clear before entering onto crossing. For westward movements stopping at station the gates at Main Street crossing, 0.09 mile west, will automatically raise after a short delay. Such movements continu-

ing to crossing will lower gates from a point 350 feet east of Main Street and engineman must know that gates are down and crossing is clear before entering onto crossing.

Switch from Waterbury—Hartford route main track to Berlin Branch to be left lined for Berlin Branch.

1913. NEWINGTON—All movements must stop before moving under overhead pipe line on Fafnir Bearing Company track 1.06 miles south (Berlin route).

1914. WESTFIELD—Main track switch at yard office when not in use for main track movements will be lined for N. Y. C. interchange track. Normal position of switch from Northampton route to Holyoke route will be for Holyoke route.

Normal indication of New Haven interlocking signals is "STOP".

Method of clearing interlocking signals is as follows:

When both model lights in box mounted on posts near each signal, are LIGHTED, all rail movements must use push button marked "CLEAR" to change interlocking signal to "PROCEED".

Signals governing movements through interlocking must not be cleared until movement is ready to proceed. If signal has been cleared and immediate movement will not be made, push button marked "CANCEL" must be operated promptly.

For motor hand cars and other equipment which does not shunt track circuits, push button marked "CANCEL" must be operated promptly after movement has cleared interlocking limits.

If model lights are NOT lighted use push button marked "CLEAR" which should give a "PROCEED" indication five minutes after N.Y.C. rail movement has cleared the interlocking limits, or at the expiration of 10 minutes. If signal fails to clear at the expiration of 10 minutes, contact operator at N.Y.C. S.S. 40 from pole box located at crossing, and when authorized by him, open knife switch in box located at the northwest corner of crossing. After observing that all interlocking signals display "STOP" and no conflicting trains are approaching on any track, movement through interlocking may be made on hand signal from center of crossing. After movement through interlocking has been completed, knife switch must be restored to normal, closed position.

These instructions posted in boxes at crossing. All boxes must be closed and locked when not in use.

1915. MIDDLETOWN—Trains or engines must not pass over private crossing of Meech & Stoddard track until way is seen or known to be clear.

West wye switch on the Air Line main track and south wye switch on the Valley main track will be left lined for the wye track.

BOSTON DIVISION

2000. Initial station for Boston Division regular trains, per note to Rule 4 is eastward, New Haven.

2001. Rule 401 applies between Branford and Boston via Back Bay; Readville and Norwood Central.

2002. Between Branford and Boston via Back Bay or Dorchester train order per example (11) Form H will not be required.

2002a. Obtain permission from train dispatcher before making any movements between Braintree Highlands and Randolph, Westdale and East Bridgewater.

2003. The engine whistle signal to recall flagman will be preceded by one long blast for trains at:

Groton and Putnam for Norwich Branch route.

South Worcester for Norwich Branch route.

Boston Switch, Valley Falls, Blackstone for Providence-Worcester route.

Mansfield for Walpole route.

Attleboro for Taunton route.

Canton Jct. for North Easton route.

Between S.S. 185 and Forest Hills on single track.

Between Braintree and South Braintree on Plymouth route.

At Buzzards Bay on Woods Hole Branch.

2004. GUILFORD—Conductors of freight trains must throw off Form 1429-2 at S.S. 92 when operator on duty.

2004a. CLINTON, Conn.—Electric lock on hand operated switch in No. 2 track. When S. S. 95 is open, the electric lock will be released by the operator. The electric lock is equipped with a "Pull Button" switch, and when S. S. 95 is closed, to unlock switch, pull button and at expiration of five minutes the lock indicator will show clear and lock can be operated in usual manner.

Two posts indicating a measured mile installed east of Cemetery underpass east of Clinton. One post located just east of underpass and other one mile farther east.

Conductors of trains entering No. 6 track at Clinton must telephone operator immediately when clear.

2005. OLD SAYBROOK—Dwarf signal governing eastward movements on No. 1 track is located on overhead highway bridge east of station.

Conductors of freight trains must throw off Form 1429-2 at S.S. 102 when Guilford is closed.

2006. NEW LONDON—New York, New Haven and Hartford Railroad movements must not be made east of Hallam Street on C. V. connecting track (old C. V. main track) without written authority of the N. Y., N. H. & H. yardmaster who will arrange for the protection of the movement.

C. V. Railway movements must not be made west of Hallam Street on C. V. connecting track (old C. V. main track) without authority of the N. Y., N. H. & H. yardmaster, who will arrange for the protection of the movement.

All such movements on this track must be made at yard speed.

Movements against the current of traffic on No. 1 track between John St. signal and Groton and on No. 2 track between Groton and reverse dwarf signal 560 feet west of New London and on No. 2 track between interlocking signal 700 feet west of Shaws Cove drawbridge and Waterford may be made only upon written authority of the yardmaster.

Between Groton and Palmers Cove, eastward movements on No. 5 track and westward movements on No. 6 track may be made with the verbal permission and under the protection of S.S. 119 Groton. Operator S.S. 119 Groton must obtain train dispatcher's approval before granting such permission. Between Groton and Palmers Cove movements must not enter track No. 5 or track No. 6 after having cleared it without permission of Operator S.S. 119 Groton.

Operator at S.S. 119 Groton is responsible for protecting against cut-outs at New London passenger station. Rule 107 amplified accordingly.

2008. PLAINFIELD—Except as provided by Rule 221d, northward extra trains finding train order signal in stop position must stop to clear Railroad Street Crossing (first crossing south of Plainfield).

2009. DANIELSON—Highway crossing signals flashing light type, at Main Street crossing, No. 37.02.

Southward trains not making a continuous run, or pulling from track 5 to main track, slowing down or stopping at train order signal, and consuming more than 64 seconds after entrance to control circuit, will stop and know that flashing lights are in operation before passing over Main Street crossing.

2011. WEBSTER—To facilitate switching movements a crossing watchman on duty in cabin at Main St. crossing to carry out the provisions of Rule 738a. (Hours on duty Mondays to Thursdays, inc. 11.00 A.M. to 7.00 P.M., Fridays and Saturdays 11.00 A.M. to 9.00 P.M.; Sundays, 8.00 A.M. to 2.00 P.M.)

Rule 738b applies as follows:

Item No. 1—Norwich Main Track—1000 feet south of crossing.

Item No. 1—500 and 1200 feet north of crossing. When a main track switch between markers is reversed, cars may occupy main track and not affect gates and flashing light signals.

2012. HOPE AVENUE—When northward train order signal is at Stop indication, northward freight trains must stop clear of Baldwin-Duckworth Chain Company crossing.

Northward trains stopping clear of the crossing must stop and start flashing lights by operation of push buttons in box at signal relay case on north side of crossing.

2013. MYSTIC—Trains must not stand on drawbridge and bridge must be cleared before engine is detached.

Automatic crossing gates and flashing light signals at Broadway Extension highway crossing west end of station platform. Rule 738a applies.

Train movements in either direction on No. 6 track not making a through movement at Mystic will stop before fouling Broadway Extension highway grade crossing and arrange with S. S. operator to either raise or lower gates as necessary to protect movements over crossing. Pole box telephone installed on north side of No. 1 track just west of crossing.

2014. WESTERLY—Conductors of freight trains must throw off Form 1429-2 at S.S. 124.

Use of the engine whistle in the immediate vicinity of station between the hours of 11.00 P.M. and 6.00 A.M. should be avoided or curtailed as much as practicable.

Engines must stop clear of bridge over first highway west of station (Canal St.).

Westward trains making station stop consume not less than 40 seconds between reverse dwarf signal on No. 1 track located 395 feet west of S.S. to a point 2245 feet west of S.S. (west end of station platform).

2017. KINGSTON, R. I.—Obtain permission from operator at S.S. 133 by telephone located in pole box opposite switch in No. 2 track to use switch and connection between No. 2 track and N. P. R.R. When movement has been completed, notify operator at once.

When automatic block signal No. 161.01 located 14000 feet east of S.S. 133, governing westward movements on No. 1 track indicates "Proceed preparing to stop at next signal," enginemen of westward trains must stop before passing post marked "c.c." located on north side of No. 1 track 3600 feet east of flashing light protected crossing at Old Depot Road, 1800 feet east of S.S. 133, unless interlocking signals governing movements on No. 1 track at S.S. 133 indicate proceed, or cab signal displays a more favorable indication than yellow. Telephone located at "c.c." post provides communication with train dispatcher.

Post marked "c.c." located 33 feet east of S.S. 133 on No. 2 track. Trains stopping at Kingston on No. 2 track must stop west of "c.c." post.

Combined automatic crossing gates and flashing light signals at Gardiner's Crossing No. 34.76, 2300 feet west of station.

Rule 738a applies.

Westward trains, No. 1 track, stopping at the station must stop before passing west end of station platform. Enginemen of such movement continuing to crossing must know that gates are down and crossing is clear before entering onto the crossing.

In addition, the operator at S.S. 133 has control devices to meet the requirements of this rule for No. 1 and No. 2 tracks. In addition, the operator will lower gates for through movements on No. 5 track. All other movements on No. 5 track in either direction must stop before passing marker post, Rule 738b, item 1, either side of crossing and communicate with the operator when ready to move. Operator will lower and raise gates as required.

2018. DAVISVILLE WITHIN NAVAL BASE—Maximum speed permitted, 20 miles per hour; 10 miles per hour must not be exceeded at overhead Post Road highway bridge, over switch leading from Quonset Point route to Wild Acres.

For passenger train movements pilot will be furnished from a point just inside the Base. Employees must conform to instructions issued by this pilot. Distance between Davisville and Wild Acres 2 miles and between Davisville and Quonset Point 3 miles.

Gate No. 36, entrance from New Haven No. 2 track into Advance Base Depot, normally closed and locked with private lock. Gate will be opened by guard located in security tower just inside gate.

Gates closed and locked across the departure, main and yard tracks 3, 5 and 7 on route to Quonset Point, 3000 feet from switch to Quonset lead in New Haven No. 2 track, west of S.S. 136. Guard will handle gates 12.00 NOON to 8.00 P.M. Mondays to Fridays inclusive. All other times New Haven train crew will handle, procuring key from Yard office, telephone 680.

Employees protect against personal injury account close clearance of gates and gate posts.

Movements into or out of Wild Acres passenger station must stop before passing through gate in wire fence which crosses track about 600 feet beyond gate-protected crossing over access highway into Quonset Point.

Trains setting off at Davisville will set off on receiving tracks inside Gate 34.

Cars with hot boxes must not be set off inside of gate at Davisville.

Trains having cars to set off inside the gate must not block crossings.

2019. EAST GREENWICH—Westward trains making station stop should stop east of London St. grade crossing and eastward trains making station stop should stop west of Long Street grade crossing.

2021. PROVIDENCE TERMINAL—Between signal bridge Atwells Avenue 6000 feet west of Providence station, and Chalkstone Avenue Bridge 4000 feet east of Providence station, movements may be made in either direction on any track under fixed signal indication.

Transfer movements against the current of traffic on No. 1 track between Chalkstone Avenue Bridge and crossover into Northup Avenue Yard at Silver Spring may be made on restricting dwarf signal indication. Such movements must be made at yard speed not exceeding 10 MPH. Before displaying restricting dwarf signal indication operator at Promenade St. S.S. 151 must arrange with operator S. S. 154 Woodlawn for the protection of these movements and switchman at Silver Spring must be notified and have crossover lined for movement into yard. Operator at Promenade St. S.S. 151 must have Train Dispatcher's approval before authorizing these movements. Switchman at Silver Spring must report promptly when movement clears Silver Spring crossover.

Transfer movements against the current of traffic on No. 4 track between crossover in No. 4 track to No. 6 track at Silver Spring and Chalkstone Avenue Bridge, 4000 feet east of Providence Station may be made with permission and under the protection of Promenade St., S.S. 151. Operator at Promenade St., S.S. 151 must obtain train dispatcher's approval before granting permission. Such movements must be made at yard speed not exceeding 10 miles per hour and conductors of these movements must report promptly to operator at Promenade St., S.S. 151 on arrival at Providence Passenger Station.

Except as prescribed by Rule 605, Rule 99 must be observed on all main tracks between yard limit sign east of Boston Switch and Chalkstone Avenue, and between Brayton Avenue and yard limit sign west of Cranston.

When cars are left on main tracks between Promenade St. and Brayton Avenue, operator must be notified. Cars left with proper notice will be taken care of by operator and yardmen.

Eastward trains not requiring water will, when practicable,

stop so that an equal number of passenger carrying cars will be on each side of entrance to station.

When relief engine is required, eastward trains must sound whistle signal 14 (t) at Cranston and westward trains at Woodlawn in addition to any other points where it may have been sounded.

Westward movements on No. 5 track at Chalkstone Ave. must not be made without permission of operator at S. S. 151 Promenade St.

In addition to other applicable rules, switchman at Silver Spring must first receive permission from operator at S.S. 154 Woodlawn before operating the hand thrown crossover from yard to No. 1 track at Silver Spring. Operator at S.S. 154 Woodlawn must know that prior movement has cleared interlocking at S.S. 151 Promenade St. or has arrived at Silver Spring.

Passenger crews in extra service or spare passenger crews in regular service terminating at Providence must report at once to the crew dispatcher.

CRANSTON—Westward freight trains held on No. 5 track must not foul lead at extreme west end of westward yard. Yard and other local movements must obtain permission from operator at S.S. 141 before occupying No. 5 track between dwarf signal at east end and dwarf signal at west end or No. 6 track between dwarf signal at west end and dwarf signal at east end and when such occupancy is finished must clear to operator. Prior to giving such permission operator must check with train dispatcher.

NORTHUP AVE. YARD—Westward freight trains routed on No. 1 track from Woodlawn must stop clear of crossovers from Northup Ave. yard at Silver Spring and be governed by instructions received from switchman at that point.

Engines working in shop yard or making movement in either direction on classification tracks No. 5 and No. 7 in the vicinity of shop must keep engine bell ringing.

GASPEE STREET—All westward movements obtain permission from Yard Master Brayton Avenue to use tracks No. 7 and No. 9 west of Gaspee Street. Yard transfers from Northup Avenue will get this permission before leaving Silver Spring. Pole box telephone located at track No. 9 switch.

Crossover switch in No. 3 track and crossover switch in No. 2 track equipped with throw-over lever type switchstands with switch point locks and operates bolt locks to west end of crossovers No. 1 track. Switchstands equipped with electric locks, controlled from S.S. 151.

ALLENS AVENUE—The following instructions apply: Between sunset and sunrise when using switching lead on Allens Avenue, a red light must be displayed on each side of rear end of rear car, and when cars are left, red lights must, in addition, be displayed on each side of front end of leading car.

Before fouling or blocking a traffic lane, highway traffic in the lane or lanes involved must be stopped by a member of the crew using a red flag or a "stop" sign by day and a red light by night.

Rule 30 must be observed and the crew must be on the alert to avoid accidents and damage to highway vehicles.

The blocking of highway traffic must be kept to a minimum.

Flood lights controlled by switches in switch-locked box on Providence Gas Company and Texas Oil Company crossing, also Fields Point route crossing. Lights to be turned on and off by the conductor of the switchers using these tracks at night, and in addition to the flood lights, a member of the crew must protect traffic lanes in both directions, using red flag or "stop" sign by day and a red light at night.

EDDY ST.—To protect highway traffic on Eddy St. while switching crews are using the lead across Eddy St. to Ward Baking Company plant, three-light highway traffic signals on each side of the switching lead protect highway traffic in each direction.

The middle light shows continuous yellow and the top and bottom lights flash red alternately when lighted. For movements to Ward Baking Co. the lights are controlled by toggle switches located inside small metal boxes on both sides of Eddy St. The one on the south side is mounted on a

pole inside the fence of the Narragansett Electric Co., and the one on the opposite side is mounted on the Ward Baking Co. building adjacent to the side door. The lights may be turned on or off from either side of the street.

Before starting a movement in either direction across Eddy St. the conductor must light the yellow light for a period of 8 seconds, then start the red flashers and turn off the yellow lights and know from actual observation that the flashers are operating. When highway traffic has stopped the crossing movement must be preceded by a member of the crew displaying a red flag by day and a red light by night. If flashers fail, manual protection must be accorded.

Automobiles or other vehicles failing to heed the flashing lights or red hand signals of switching crews should be reported to superintendent's office, giving registration plate number or other identifying information.

DIKE STREET—Permission must be obtained from operator at Promenade Street S.S. 151 to use main track of the Willimantic branch between Dike Street and west yard limit. Eastward movements from the Willimantic branch must obtain permission from the operator at Promenade Street S.S. 151 before proceeding east of Dike Street.

INDIA POINT DRAWBRIDGE—Can be used for rail movements from 8.00 A.M. to 4.00 P.M., Mondays through Fridays only, unless otherwise arranged.

BOSTON SWITCH AND WOODLAWN—Between Boston Switch and Woodlawn movements may be made in either direction on all tracks under fixed signal indication. Operator at Woodlawn must know, except as prescribed by Rule 94, before authorizing movement to pass governing interlocking signal that the route to be used has not been released for movements in the opposite direction. Rule 41 modified accordingly.

EAST PROVIDENCE-RIVERSIDE—All movements must approach private crossing at Standard Oil loading tracks at slow speed and sound engine whistle signal 14 (m).

The use of fuses and torpedoes is prohibited between easterly end No. 5 track East Providence and east yard limit sign at Riverside. Rule 99 modified accordingly.

2022. ATTLEBORO-HEBRONVILLE — Between Attleboro and Hebronville movements may be made in either direction on No. 4 track under fixed signal indication. Operator at Attleboro must know, except as prescribed by Rule 94, before authorizing movement to pass interlocking signal that the route to be used has not been released for movements in the opposite direction. Rule 41 modified accordingly.

2024. CANTON JCT.—Westward passenger trains making traffic stop should stop with head end of head coach east of switch in No. 2 track from North Easton route.

2025. ROUTE 128—Trains making station stop will stop middle car of train on pedestrian crossing except eastward local passenger trains will stop with rear car east of pedestrian crossing.

When eastward local regular trains are in the station, westward trains must stop clear of the east end of the west-bound platform until the eastward train has cleared the east end of the eastward platform.

2026. WASHINGTON—Westward trains running around cars standing on main track must protect over Holden crossing when making eastward movements.

2030. WORCESTER TERMINAL—Combined automatic crossing gates and flashing light signals at Upper Millbury Street crossing No. 41.19. Rule 738b, Item 2, applies to No. 6 track. Southward movements from track No. 5 through switch located 1000 feet north of crossing, or switching movements continuing to crossing after switching movements to No. 5 track must consume not less than 30 seconds from marker post, Rule 738b, Item 1, located 450 feet south of switch, to Upper Millbury Street.

Combined automatic crossing gates and flashing light signals at Perry's crossing (Lower Millbury Street) No. 40.82.

Highway crossing signals, flashing light type, at Quinsigamond Place crossing No. 40.75, 275 feet south of Perry's crossing. Manual switch installed at hand-thrown switch for track No. 6, 1600 feet south of Quinsigamond Place crossing. Northward movements switching to track No. 5, 600 feet farther north, must operate this switch. Instructions in-

side case. Switching movements continuing northward must consume not less than 25 seconds from marker post, Rule 738b, Item 1, located 375 feet north of switch to track No. 5 to Quinsigamond Place crossing.

Before making trailing movements against the normal position of spring switches in engine house territory at South Worcester, enginemen must know the lead is clear of conflicting moves.

Yard conductors will contact S. S. operator, S. S. M-333, Jackson St., when using main track to avoid delays to extra trains.

2032. WOONSOCKET—Automatic highway crossing flashing light type signals at River Street 16.65, 2500 feet north of station.

S
Rule 738b, Item 4, — applies.
W

All movements over crossing on other than main tracks, highway crossing flashing signals must be operated by pulling test switch located on south side of relay case, which is north of the crossing on west side of tracks.

3001. Employees affected must provide themselves with copies of and be governed by the current time table and book of rules of the B. & M. R.R. and the Boston Terminal Corp. Book of Rules.

3002. Between Readville and S.S. 185, tracks are numbered from right to left when facing east as follows: No. 4, No. 2 and No. 1.

3003. The prolonging or repeating of engine whistle signal 14 (l) will be omitted at Cummaquid Golf Club road crossing, 0.30 mile north of Yarmouth, and between Pine Street, second street north of North Abington, and Summer Street, second street south of Abington, and two crossings on Hanover Branch south of North Abington, also in the towns of Weymouth, Holbrook, Randolph and Plymouth.

3004. BACK BAY—Station stop at Back Bay with automatic brake application on westward passenger trains of over nine cars, if indicating satisfactory operation of air brakes, will constitute compliance with Rule B-53 from South Station, Boston.

All trains operated with Diesel locomotives making station stop at Back Bay will stop with engines outside the trainshed.

3005. DOVER STREET YARD—Drafts from Dover St. Yard to Boston Terminal Corp. tracks must observe the following instructions.

After auxiliary reservoirs have been charged the trainman must signal four blasts of the air whistle from rear platform, and engineman will apply brakes.

When brakes have been properly applied trainman must signal four blasts, and engineman will release brakes.

The trainman will then signal four blasts and open valve of back-up pipe, which he will close after brakes apply.

Two men must ride on rear platform and watch for and call signals to each other.

The baggagemaster or senior trainman must keep his hand on valve of back-up pipe when draft is in motion.

While engine is pulling draft the air must not be applied from the rear except to prevent an accident.

Road crews in charge of drafts of passenger equipment moving from Boston Terminal to No. 2 and No. 3 yards Dover Street will make preliminary stop of draft at least 50 feet from bumping post or fouling point and then proceed to end of track or fouling point provided track is clear.

If track is occupied by cars, preliminary stop will be made at least 50 feet from such cars and then proceed.

Loop tracks between S.S. 237 and S.S. 236:—

Normal direction of traffic on both loop tracks is from S.S. 237 to S.S. 236.

Passenger car washing machine located on so-called outside loop track 400 feet west of loop track trestle.

Westward movements must stop before reaching the "Stop" sign located just east of the first set of brushes, and when a hand signal is given by the employe in charge of the washing machine may make a continuous movement through the machine at a speed not exceeding one (1) mile per hour—the equivalent of one car through the brushes every sixty seconds.

When one long blast of the emergency air whistle located outside the machine control cabin is sounded, the movement passing through the machine must make an immediate stop.

When a stop is made for any reason when moving through the brushes, it may thereafter proceed only as directed and in the manner prescribed by the employe in charge.

Eastward (reverse) movements through the washing machine may be made only when authorized by the employe in charge on duty.

Unless otherwise provided, eastward (reverse) movements may be made on the inside and outside loop tracks when authorized by interlocking signal indication at S.S. 236. Operator at S.S. 236 must know before authorizing movements to pass governing interlocking signal, that route to be used has not been released for movement in the opposite direction.

Engines moving from either turntable or relay tracks in southerly direction must not pass stop boards placed on these two tracks without motion from switchman on ground.

Before northward (eastward) light engine movements enroute S.S. 237 interlocking via so-called "Trilby" track is made, Switchmen at Cabin designated 636, Dover Street, must notify Director at S.S. 237 and receive Director's permission before starting the movement and no following movement on the "Trilby" track will be authorized until the preceding movement is clear of the "Trilby" track and dwarf signal governing movement from "Trilby" track is restored to stop position.

3006. S.S. 236 and S.S. 237—Between S.S. 236 and S.S. 237 movements may be made in either direction on No. 1 and No. 2 tracks (Midland Route) under fixed signal indication. Operators must know, except as prescribed by Rule 94, before authorizing movements to pass governing interlocking signals, that the route to be used has not been released for movements in the opposite direction. Rule 41 modified accordingly.

3007. SOUTH BOSTON CUT—Except as prescribed by Rule 605, between South Bay Jct. and West Second Street overhead bridge, Rule 99 must be observed, except light engine movements when not provided with flagman and except switching movements which may use No. 2 track and northward Boston Freight Terminal connection in either direction between First St. switchman's cabin and eastward signals on West Fourth St. overhead bridge, when so authorized by switchman on duty at First St.

Between South Bay Jct. and First St. movements against the current of traffic on No. 1 track may be made under fixed signal indications. Operator at S. S. 236 must obtain permission from Yardmaster, Four yard, First St., before displaying signal indication permitting movement to proceed.

3008. BOSTON FREIGHT TERMINAL — CONGRESS STREET—All movements must approach switches at Congress Street prepared to stop and must not move through same until proceed hand signal is given by switchman at that point.

3009. MASS. AVENUE MEAT AREA—Switcher serving Mass. Avenue Meat Area will operate against the current of traffic on No. 1 track between Mass. Avenue Meat Area and interlocking limits, South Bay Jct., with permission and under the protection of Operator SS-236, South Bay Jct.

3010. BOSTON FREIGHT TERMINAL — FREIGHT CONNECTION—BRAINTREE ROUTE.

For northward movements on No. 2 track enroute Boston Freight Terminal, crews must obtain permission from switchman at First Street (dial 633) before operating cross-

over to Northward Freight Terminal connection at Dorchester Avenue overhead bridge No. 1.82.

Switching movements serving industrial tracks off southward freight connection south of new bulk yard within yard limits south of South Bay Jct. shall, before fouling or making return movement on southward freight connection, obtain permission from operator at South Bay Jct. by telephone and operator at South Bay Jct. will protect such movement.

Crews switching in new bulk yard must obtain permission from operator at S.S. 236 (dial 377) before entering freight connection. Telephone in pole box (dial 657) erected at north switch.

Movements to freight connection from First Street on No. 2 track to dwarf signal just east of switch to same must be authorized by switchman on duty at First Street, who will obtain authority for movement from operator at South Bay Jct. S.S. 236.

3011. COOK STREET—Independent derail installed on main track 1550 feet east.

3012. AVERY—Highway crossing signals, flashing light type, at West Street crossing, 150 feet east. Trains making station stop must clear West Street crossing.

Rule 738b, Item 2P applies for all eastward movements. Manual switches located in box at station.

S

Rule 738b, Item 4—applies.

W

3013. NEEDHAM—Westward trains making station stop must have rear coach clearing Great Plain Avenue crossing. Eastward trains making station stop, stop before crossing Great Plain Avenue crossing.

Highway crossing flashing light signals at Oak Street 0.26 mile east of Needham station. When switch to No. 5 track (Locke Lumber Company) located between this crossing and station opened, will stop crossing lights from flashing. When switching movement completed and movement continues to crossing, must consume not less than 30 seconds between the switch and crossing.

3014. WEST STREET—Eastward Woodside route trains must stop within 500 feet of junction switch and may then proceed if switches are properly lined. Normal position of junction switch is for Needham Branch.

3015. ROSLINDALE—Westward trains making station stop must stop head coach on station platform. All trains making station stop will receive or discharge passengers on north side only.

3016. HYDE PARK—Eastward passenger trains making stop must stop with head coach west of station building.

3017. FOREST HILLS AND READVILLE—Movements on track No. 5, Rule 107 applies. This track must not be used unless authorized by the train dispatcher.

3018. READVILLE—Hand thrown switch from No. 2 yard to main track and Glenwood Ave. crossover switches must not be used without permission from Train Dispatcher.

Eastward movements setting off or terminating in No. 1 yard and movements originating in No. 1 yard may operate against the current of traffic on No. 1 track to east yard limit sign Readville on restricting dwarf signal indication. Such movements must be made at yard speed not exceeding 10 MPH. Operator Readville must obtain train dispatcher's approval before authorizing these movements.

Switcher serving Route 128 Industrial Park area will operate against the current of traffic on No. 1 track between Route 128 Industrial Park area and interlocking limits Readville with permission and under the protection of Operator S.S. 181 Readville.

Operator S.S. 181 Readville must obtain dispatcher's approval before granting such permission.

Speed of 20 MPH must not be exceeded by these movements when operating against the current of traffic, and conductors of these movements must report promptly to Operator at S.S. 181, Readville, when movement is clear of interlocking limits at Readville Transfer.

Through freight trains receiving signal to operate via Back Bay route must stop and get permission from S. S. 181 before proceeding.

3019. ISLINGTON—ENDICOTT—Doors must be opened to permit handling passengers from each side.

3020. NORWOOD, MASS.—Automatic crossing gates and flashing light signals at Railroad Avenue, Norwood. Rule 738a applies.

Rule 738b applies as follows:

Item No. 1—On No. 2 track the circuit affecting these gates starts at a point 300 feet east of Norwood Central passenger station at automatic signal No. E 198.6.

Item No. 2—P—Manual switch located at northwest gate post, when switching freight house track, must be operated.

S

Item No. 4—W—Before switching movements on No. 2 track circuit territory are started, manual switch, located on relay box at Railroad Avenue, must be operated.

3021. NORWOOD CENTRAL—Normal position of switch at end of two tracks is for No. 2 track.

Normal position of switch in No. 1 track at east end of No. 5 track just west of station is for No. 5 track. The switch indication is red when switch is lined for No. 5 track. Operator when on duty handles switches at end of two tracks.

3022. WINSLOWS—Cars must not be left on Washington St. bridge.

3023. FRANKLIN—Passenger trains making station stop will receive and discharge passengers between west end of station building and a point 200 feet east.

3024. FRANKLIN JCT.—Normal position of switch between Milford route main track and siding, No. 5 track, is for Milford route.

3025. MILTON—The following restrictions apply in connection with switching movements within the Walter Baker Plant property:

1. The engine will maintain a speed of not greater than four (4) miles per hour.

2. The switching engine will have the bell continuously ringing while it is moving within the plant property.

3. When cars are pushed by an engine, and the conditions require, a trainman must take a conspicuous position on the leading car and when switching over public crossings at grade not protected by a crossing watchman or by gates, a member of the crew must protect the crossings.

4. When a string of cars are, of necessity, parked on the Gas Light and Forbes track even for a short period of time, the train shall be split at the yellow painted crosswalk to allow Walter Baker personnel to walk across Baker Court.

5. No cars shall be parked between the Forbes Building and Shop Building, blocking the driveway between these two buildings.

3026. SOUTH BRAINTREE—Automatically operated gates and flashing light signals at Pearl Street crossing No. 11.48, 400 feet south of South Braintree station.

Rule 738a applies.

Rule 738b applies as follows.

Item No. 1—End of circuit, Plymouth Main, 1100 feet south of crossing. Switching movements must move south to clear marker before making return movement northward.

Item No. 1—End of circuit, Middleboro Main, 800 feet south of crossing. Southward switching movements must not leave cars south of this marker.

S

Item No. 4—W—At the crossing applies for both main tracks.

Northward trains when switching to Armstrong Cork Company track must leave trains south of marker, and comply with Rule 738a.

3030. EAST BRAINTREE—BRAINTREE—

Northward movements on No. 6 track enroute to South Braintree yard through wye track at Braintree must not open switches of crossover located 1700 feet north of East Braintree until permission is obtained from operator at S.S. U-433 Braintree and movements from No. 6 track to the wye must not be started until the interlocked switches and governing signals are lined for through movement to the yard.

3031. EAST BRAINTREE—Automatic crossing gates and flashing light signals at Commercial Street, 1200 feet north of East Braintree. The operation of these gates is by automatic control for the main track and Rule 738a will apply for main track only. Manually operated switches located on the east side of No. 8 track north and south of the crossing must be used for all movements over this crossing on No. 6 and No. 8 tracks. Instructions for operating these switches are posted inside the cases and trainmen must know that the gates are down and signals flashing before obstructing the crossing.

Highway crossing signals, flashing light type, at Allen Street crossing No. 1.23, 400 feet south of East Braintree station. Manually operated switch located on east side of tracks at the crossing must be used for operation of crossing signals when movements are made over the crossing on No. 6 track. Instructions for operation posted inside the case.

3032. WEYMOUTH—Highway crossing signals, flashing light type, at Commercial Street just south of station. Manually operated switch located on relay case at the crossing must be used to operate crossing signals when movements are made over No. 6 track.

3033. EAST WEYMOUTH—Highway crossing signals, flashing light type, at Wharf Street crossing No. 4.37, 500 feet north of station, and at East Street crossing No. 4.32, 800 feet north of station. Two manually operated switches installed at East Street and so arranged that the operation of the crossing signals at both crossings may be started or stopped as required in connection with switching movements at this point. Switches are installed in case equipped with switch lock and must be used as necessary. Door of case must be kept open until movement is completed and then closed and locked at all times when not in use. When switching movements are made at this point these switches must be used as required and conductors must know that signals are flashing for each switching movement.

3034. WEST HINGHAM (Navy Track)—Bethlehem-Hingham Ship Yard, Inc. single track between main track switch and a point 1.50 miles south, just north of main gate, which New Haven Railroad crews operate. Rule 93 applies, and maximum speed permitted is 15 M.P.H. Movements south of main gate by New Haven Railroad crews may be made between 12.00 noon and 4.00 P.M. only.

3035. HINGHAM—Highway crossing signals, flashing light type, at Fort Hill (North Street) 5109 feet north of Hingham station. Manually operated plug switch locked with switch lock located north of No. 6 track at the crossing is provided for operation of crossing signals and should be used when movements are made over the crossing on No. 6 track. Instructions for operation posted inside the box.

Northward movements must stop before passing "Stop" sign 200 feet south of South Street and when movement is resumed consume not less than 25 seconds between "Stop" sign and South Street. Southward movements must stop before passing "Stop" sign 200 feet north of Water Street and when movement is resumed consume not less than 25 seconds between "Stop" sign and Water Street.

3039. SOUTH WEYMOUTH—Highway crossing signals, flashing light type, at Pond Street, 200 feet south of station. Push buttons installed in case: at Randolph Street, 800 feet north, and at Pond Street, adjacent to No. 5 track south of crossing. Instructions for operation posted inside of boxes.

Telephone has been installed to permit operation over air strip when authorized by Naval Authorities at South Weymouth Air Base and green signal displayed protecting movements to and from air strip. Crews must communicate with Naval Authorities who will authorize movement when green signal is displayed.

3040. NORTH ABINGTON—Flashing light signals at Pine St., 0.40 mile north. Southward movements switching the Bay State Nursery side track, 0.32 mile north of Pine St., will stop Pine St. flashing light signals from operating when switch to side track is reversed. Switching movements continuing to crossing will start signals operating from a point 200 feet south of sidetrack switch. Flashing light signals at Wales Street, 450 feet north and at North Avenue, 500 feet south, and Birch Street, 1000 feet south of North Abington station. Instructions for operation of these signals are posted in two manually operated switch cases on station building, one marked Wales Street, the other marked North Avenue. The operation of the one marked North Avenue will also apply for Birch Street.

The circuits are so arranged that a train movement in either direction on Plymouth main track, or on West Hanover Branch, will cause signals to function affecting highway traffic on Birch Street over both Plymouth main track and West Hanover Branch simultaneously.

At North Avenue Crossing and Birch Street Crossing on West Hanover Branch, short track circuits are installed to provide operation of the flashing light signals. The speed over these crossings must not exceed five miles per hour, and enginemen must know that the flashing signals are operating before fouling the crossing. Manually operated push button switches, in boxes, one located at the northeast side of Birch Street on West Hanover Branch and the other at the northeast side adjacent to No. 10 track, must be used as necessary for operation of flashing light signals, when movements are made over the crossing on any of the side tracks at this point.

Highway crossing signals, flashing light type, at Plymouth Street, 1900 feet south of North Abington station. Directions for operation posted inside relay case.

3041. SOUTH HANSON—Flashing light signals at Main Street, 200 feet south of South Hanson station.

To avoid unnecessary operation of flashing light signals and to facilitate switching movements the controls are so arranged that when cars must be left on the track circuit approaching the crossing to do switching, a movement over the crossing will stop signals from flashing. On return move, approach crossing to a point where signals start flashing and when highway traffic is stopped, proceed at slow speed.

A manually operated switch on post east of No. 6 track must be used to operate signals when movements are made over the crossing on No. 6 track. Instructions for operation posted in case.

3042. KINGSTON, MASS.—Flashing light signals at Summer Street, 300 feet north of Kingston station. To avoid unnecessary operation of flashing light signals and to facilitate switching movements the controls are so arranged that when cars must be left on track circuit approaching the crossing to do switching, a movement over the crossing will

stop signals from flashing. On return move, approach crossing to a point where signals start flashing and when highway traffic is stopped proceed at slow speed. A manual switch on relay case at crossing is provided so that trains standing clear of the crossing may stop the signals from flashing. Instructions for operation are posted in case. Train crews must make prompt use of this cut-out switch.

3043. CORDAGE—Fire crossings must not be blocked at any time.

3044. PLYMOUTH—Highway crossing signals, flashing light type, at Lothrop Street, 1150 feet north of station, and at Nelson Street, 2200 feet north of station.

For switching movements over Lothrop Street on the main or No. 6 track, either one of the manually operated switches located on pole east side of No. 6 track or in relay case located on west side of main track must be used to operate crossing signals as required.

3047. AVON—Flashing light signals at High Street, 250 feet north, and at Spring Street, 300 feet south of Avon station.

To avoid unnecessary operation of flashing lights during switching movements a manually operated switch located on relay case at High Street must be operated. To establish cutout a car or cars must be on first track circuit section north of High Street and to maintain the cutout cars must be on one or more of the following track sections:

- (a) First section north of High Street.
- (b) Between High Street and Spring Street.
- (c) South of Spring Street

After cutout has been made, movements approaching these crossings must be at slow speed and enginemen or trainmen must know flashing light signals are operating and highway traffic is stopped before fouling the crossings.

All movements over Spring Street on No. 6 track serving Avon Sole Company must operate manual switch located on relay case on south side of Spring Street for operation of flashing light signals before movements are made over the crossing.

3050. BRIDGEWATER—Automatically operated gates and flashing light signals in service at Oak Street crossing 26.58, 1900 feet north of Bridgewater station.

Rule 738a applies.

Rule 738b applies as follows:

Item No. 1—Markers 600 feet north and 600 feet south of station. Northward trains making station stop must use 23 seconds between Plymouth St. and south marker and must use 30 seconds between north marker and Oak St.

At Plymouth St., 1500 feet south, manually operated buttons have been installed and must be used to avoid unnecessary operation of flashing light crossing protection while switching. Instructions posted in case.

3054. ONSET—Flashing light signals and pedestrian bell in service at Neck Road crossing, 1.34 miles south.

Marker posts located 100 feet north and 160 feet south of crossing designate limits of track special circuit. Cars must not be left between marker posts and movements to southward end of siding must line main track switch to normal position as soon as movement clears crossing. Movements from southward end of Cranberry Co. track to main track must, after switch has been properly lined, consume not less than 23 seconds before entering on crossing.

Trains stopping on main track to make switching movements at south end of Cranberry Co. track, after switching is completed and train ready to depart, must consume not less than 23 seconds between marker post and crossing.

Non-stop movements on main track are not affected by special track circuit.

3055. BUZZARDS BAY—Engines or cars must not stand on Cape Cod Canal drawbridge or between drawbridge and signals immediately north of drawbridge.

3057. WILLIAMS—U. S. Government track extending southward from Williams to Camp Edwards a distance of 2.71 miles may be used when authorized by train order. Maximum speed permitted, 20 miles per hour. Rule 317 in effect.

Other applicable General and Time Table Rules apply to the use of this track.

Highway crossing signals, flashing light type, at Old County Road, 300 feet south of station. To avoid unnecessary operation of signals and delay to highway traffic the control circuits are so arranged that a part of the train may be left on the approach circuit and a movement over the crossing by engine and/or cars will automatically stop signal operation. Following such a movement highway must not be fouled until signals are again flashing. Also manual switch located in box at southeast corner must be used to operate crossing signals when movements are made on No. 6 track.

3059. SAGAMORE—Engine whistle signal 14 (1) must be sounded approaching Gallos side track, just north of Sagamore station, 8.00 A.M. to 4.30 P.M.

3060. SANDWICH—Highway crossing signals flashing light type at Jarvis Street 0.06 mile north and at Liberty Street 0.07 mile south of station.

When trains are to meet at Sandwich, the train that is to hold main track will be governed as follows: Southward trains must approach Jarvis Street and northward trains approach Liberty Street prepared to stop and protect as prescribed by Rule No. 898 if flashing signals are not in operation.

3061. CLEMENT—To avoid unnecessary operation of flashing light signals at Water Street, and to facilitate switching movements, the controls are so arranged that where cars must be left on the track circuit approaching the crossing to do switching, a movement over the crossing will stop signals from flashing. On return move, approach crossing to a point where signals start flashing, and when highway traffic is stopped, proceed at slow speed.

Facilities have been provided so that when trains make station stop and occupy the track circuits longer than normal the operation of the crossing signals at Water Street for northward trains and Main Street for southward trains will automatically stop operation. Northward, this operation will be automatically cancelled when the train proceeds. Southward, the operation will be cancelled when the train proceeds over the crossing, or it may be cancelled by operation of a manual switch located in front of the ticket office. Southward trains, stopping with engines north of Main Street crossing, will not proceed until conductor has operated manual switch on outside of ticket office to start operation of automatic highway flashing light signals.

A manually operated switch located approximately 1000 feet north of the station is provided to cut out the crossing signal operation for switching movements at this point. At Main Street there is a manual switch located on the relay

case which should be used to operate the crossing signals for movements to and from passing siding.

Instructions for operation posted in box.

After switching movements trains must approach these crossings at restricted speed and must know that the signals are operating and crossing is protected.

3062. YARMOUTH—Normal position of switch is for Hyannis route.

3065. WEST CONCORD—Interlocking signals governing New Haven movements over B. & M. tracks are operated by operator at Waltham.

Conductors of trains stopped at interlocking signal for no apparent reason must immediately communicate with operator at Waltham from pole box phone located near interlocking signal.

Pole box with phone connected with New Haven train dispatching circuit located at crossover near Nashoba Brook bridge just north of West Concord.

Highway crossing signals, flashing light type, in service at Main Street, 250 feet south. These signals will not operate when interlocking signals are at Stop indication.

Highway crossing signals, flashing light type, at Commonwealth Avenue crossing located 2900 feet north of station.

Flashing light signal control circuits are so arranged that switching movements to Reformatory siding will stop signals from flashing. Switching movements continuing from siding to crossing must consume not less than twenty-five seconds from marker post located 450 feet north of siding to crossing.

For southbound trains the controls are so arranged that when cars must be left on the track circuit approaching the crossing to do switching a movement over the crossing will stop signals from flashing.

On return move, approach crossing to a point where signals start flashing; when highway traffic is stopped proceed at slow speed.

A manual switch on relay case at the crossing is provided so that southward trains standing north of the crossing may stop the signals from flashing. Instructions for operation are posted in the case.

Train crews must make prompt use of this control switch.

3066. SOUTH SUDBURY—Automatically operated interlocking signals govern movements over crossing. When stopped by interlocking signal and no conflicting movement evident, trainmen must operate push button in case at crossing for the route desired. Note instructions posted inside case.

When operation of push button does not clear signal, trainmen will immediately communicate with train dispatcher for instructions. When authorized to pass a home signal displaying Stop indication, movements over crossing must be at slow speed and conflicting movements protected in accordance with Rule 99.

Southward movements must, when necessary, leave their train north of home signal a sufficient distance so that when head end returns to train, entire train will be north of the home signal.

3068. NORTHBORO—Highway crossing signals, flashing light type, at Hudson Road, 550 feet north of station, and at Main Street, 100 feet south of station.

To facilitate switching and to avoid unnecessary operation of flashing signals, manual switches have been installed in cases equipped with switch lock as follows (cases must be locked when not in use):

1. At facing switch 600 feet north of Hudson Road effective for southward movements when cars are left standing north of switch.

2. At Hudson Road.

3. At Main Street located on relay case at the crossing. Switches are arranged so that the operation of the crossing signals may be stopped or started as required when cars are left standing north of crossing for southward movements or south of crossing for northward movements.

3069. FRAMINGHAM CENTRE—To avoid unnecessary operation of automatic gates and flashing light signals at Salem End Road, northward trains that have more than seven cars and are going to make switching moves at Framingham Centre must stop south of Marker Post, Rule 738b, Item 1—located approximately 1200 feet south of Salem End Road.

Rule 738b, Item 1—applies to No. 2 track

S
Rule 738b, Item 4 — applies to No. 1 track
W

Southward switching moves to No. 5 track must proceed south on to Salem End Road crossing, then back up to allow the gates to raise for street traffic. After backing off the crossing and during switching operations No. 1 track must be continuously occupied by cars or south switch of cross-over left reversed to prevent unnecessary operation of crossing gates at Salem End Road.

3070. FRAMINGHAM—When interlocking signal, located 1500 feet south of Framingham, governing northward movements over the N. Y. C. railroad crossing at grade indicates stop, northward movements must stop to clear Blandin Ave. When this signal indicates stop, trains with more than sixty cars must stop to clear Leland Street, 3200 feet south. When trains are stopped at Blandin Ave. or Leland Street, a manually operated switch on relay case at the crossing must be operated to avoid unnecessary operation of flashing light signals. When train is ready to proceed, the switch must be returned to normal, which will restore operation of crossing signals.

Normal position of switch at end of two tracks is for No. 2 track.

Permission must first be obtained from yardmaster or agent to turn engines on wye.

3071. MEDFIELD JCT.—Highway crossing signals, flashing light type at West Mill Street crossing No. 36.36 located 200 feet south.

Facilities have been provided so that crossing signals will not operate while interlocking signal governing movements over West Mill Street crossing is at Stop indication. Movements held by interlocking signal in the Stop position must consume not less than 25 seconds to the crossing after the signal has been cleared. A southward movement stopping at the northward interlocking signal for reverse movements must consume not less than 25 seconds after passing northward interlocking signal to the crossing.

3072. WALPOLE—The southward interlocking signal protecting movements over the crossing is located on bracket pole north of the interlocking station on east side of No. 6 track.

3074. FOXBORO—Southward freight trains doubling Foxboro hill must not stop nor leave any part of train standing on bell circuit at North St. (1.32 miles north of station), the beginning of which is indicated by a post.

3075. WEST STOUGHTON—Highway crossing signals, flashing light type, at Central Street, 250 feet north of West Stoughton station. The control circuits are set up so that when switching to the siding 700 feet south is made on a southward move there will be no unnecessary operation of the crossing signals. In making such switching moves a part of the train may be left north of the crossing or if the number of cars is small enough so that the entire train

can be stopped south of the crossing no unnecessary operation will result.

Highway crossing signals, flashing light type, at Simpson Street crossing No. 3.24, 1350 feet south of West Stoughton.

Marker post, Rule 738b, Item 1, installed 500 feet north of Simpson Street crossing No. 3.24. When switch to Anderson Grain Company, located between station and crossing, is opened, flashing light signals at crossing will stop operating. When switching movement is completed, movement continuing to crossing must consume not less than 25 seconds between the marker post and crossing.

3077. NORTH EASTON—In Ames' yard, bridge over track between long shop loft and storehouse does not clear an engine, box car or a high coal car.

Highway crossing signals, flashing light type, at Oliver Street crossing No. 9.56, 200 feet north of station.

Rule 738b applies as follows:

S
Item 4 — at Oliver Street.
W

Item 2—P When making movements to or from Ames track, control switch is located at signal at southwest intersection, Oliver Street.

Northward trains which are delayed at station for any reason must stop south of clearance to siding and must operate manual switch mounted on station. Directions posted in box. This will stop signals flashing. After using, restore to normal, close and lock door.

Highway crossing signals, flashing light type, at Elm Street crossing No. 9.43, 900 feet north of station.

Rule 738b applies.

S
Item 4 — at Elm Street.
W

3080. TAUNTON—Movements against the current of traffic and motor-hand car movements between Hart Street south of station and S.S. 0-351 Whittenton Jct. on No. 1 and No. 2 tracks may be made only upon written authority of the yardmaster.

Permission must be obtained from switch tender at Oak Street before opening main track switches for outward movements from yard tracks.

3081. EAST TAUNTON—Any movement which goes into clear at East Taunton must not re-enter main track without permission from control station. Electric lock equipped with 8 minute lock. Instructions posted in case.

3082. NASH ROAD—All movements from main track to north leg of Watuppa wye and from north leg of Watuppa wye to main track will stop before entering upon crossing and actuate automatic flashing light signals and gates by means of push buttons before passing over crossing.

3083. NEW BEDFORD—Wamsutta St. crossovers from yard to main track may be left lined and locked for the route for which last used. All movements must approach Wamsutta St. crossovers prepared to stop and proceed only when switches are properly lined for their route.

3084. FERRY STREET—Crossover from track No. 5 to main track just north of Almond St. overhead bridge may be left lined and locked for the route for which last used. All movements must approach this crossover prepared to stop and proceed only when switches are properly lined for their route.

3086. TIVERTON—Bay Oil Corp., engines not permitted beyond sign.

Engines or cars must not pass over hopper of Callan Cont. Co.; inward cars to be left about 10 feet south of hopper, outward cars to be returned to same point.

3087. MELLVILLE—Between points 2000 feet north of Melville and 4.98 miles south, flashing light signals at twelve grade crossings identified by letters A to L, inclusive, painted on the relay cases. Except at crossings A and C, switch boxes painted yellow, which must be kept locked, except when in use, are located on north end of relay cases. Each has two buttons, one marked "stop" which if pulled with train on circuit will stop signals from flashing; the other, marked "start", if pulled after "stop" button has been operated, will start signals flashing. After "stop" button has been operated, crossings must be protected per Rule 898 for all movements

until "start" button is operated.

3088. MELLVILLE-MIDDLETOWN — Gates protecting railroad approaches to the Newport U. S. Naval Base property are kept in closed position across main track except when opened by guards to permit movements on railroad to enter or leave base. Guards will be notified in advance of each movement enroute to base. Gates are located as follows; northerly, 0.40 mile north of Mellville; southerly, 2.50 miles south of Middletown. Movements on the railroad will come to a stop nearing gates. Standard stop signs erected. Gates will display red lights between sunset and sunrise.

NEW HAVEN DIVISION INTERLOCKING STATIONS

S.S. NO.	LOCATION:	S.S. NO.	LOCATION:
S.S. 3	[5.55 miles east of Harold] [8.06 miles east of Fremont]	S.S. 52	0.09 mile east of Eastbound Westport Station
S.S. 4	[6.33 miles east of Harold] [8.84 miles east of Fremont]	S.S. 55	2.29 miles west of Bridgeport (Burr Road)
S.S. 14	3.48 miles west of New Rochelle Jct. (Pelham Bay)	S.S. 60	0.14 mile east of Bridgeport (Pequonnock River Drawbridge)
S.S. 20	0.96 miles west of Mount Vernon	S.S. 62	1.24 miles east of Bridgeport (Central Avenue)
S.S. 22	0.33 mile west of New Rochelle	S.S. 63	1.51 miles west of Westbound Stratford Station (Bishop Avenue)
S.S. 26	0.71 mile west of Westbound Rye Station	S.S. 71	0.03 mile west of Devon
S.S. 28	0.86 mile east of Westbound Greenwich Station	S.S. 75	0.07 mile west of New Haven
S.S. 29	0.31 mile east of Westbound Cos Cob Station	S.S. B-255	in Canaan Passenger Station
S.S. 38	0.32 mile east of Eastbound Stamford Station	S.S. 198	0.12 mile east of Danbury
S.S. 44	0.30 mile east of Eastbound South Norwalk Station	S.S. 214	0.61 mile east of Hartford
S.S. 45	0.46 mile east of Eastbound South Norwalk Station	S.S. E-274	0.28 mile west of Springfield
		S.S. F-280	0.15 mile east of Middletown

BOSTON DIVISION INTERLOCKING STATIONS

S.S. NO.	LOCATION:	S.S. NO.	LOCATION:
S.S. 92	0.17 mile east of Guilford, Conn.	S.S. 232	in Walpole passenger station
S.S. 95	0.05 mile west of Clinton, Conn.	S.S. 236	1.10 miles west of Boston, South Station (South Bay Jct.)
S.S. 102	0.02 mile west of Old Saybrook, Conn.	S.S. 237	0.56 mile south of Boston, South Station (Broadway)
S.S. 104	Connecticut River Drawbridge	S.S. K-315	1.54 miles east of Providence (Seekonk River Drawbridge)
S.S. 108	Niantic River Drawbridge	S.S. L-321	0.21 mile east of Providence (India Point Drawbridge)
S.S. 110	Waterford	S.S. M-333	0.75 mile south of Worcester
S.S. 119	Groton	S.S. O-346	6.28 miles south of Taunton (Myricks)
S.S. 122	0.38 mile west of Mystic	S.S. O-347	2.62 miles south of Taunton (Cotley Jct.)
S.S. 124	0.35 mile east of Westerly, R.I.	S.S. O-351	1.30 miles north of Taunton (Whittenton Jct.)
S.S. 133	0.08 mile east of Kingston, R.I.	S.S. O-364	2.01 miles north of Framingham (Framingham Centre)
S.S. 136	Davisville	S.S. Q-382	0.23 mile south of Tiverton (Tiverton Drawbridge)
S.S. 141	Cranston	S.S. U-416	0.04 mile south of Buzzards Bay
S.S. 151	0.12 mile east of Providence (Promenade St.)	S.S. U-433	0.01 mile south of Braintree
S.S. 154	0.80 mile west of Pawtucket (Woodlawn)		
S.S. 165	0.29 mile east of Attleboro		
S.S. 169	0.11 mile east of Mansfield		
S.S. 178	in Canton Jct. passenger station		
S.S. 181	0.33 mile east of Readville		
S.S. 185	0.75 mile west of Back Bay		
S.S. 227	0.28 mile east of Putnam		

FIRST AID STATIONS, HOSPITALS, PHYSICIANS ON CALL AND TELEPHONE NUMBERS

Note: All employes working in the vicinity of First Aid Stations listed below are entitled to go to the nearest one for treatment of minor injuries; also First Aid may be obtained in an emergency in minor injuries at the following Hospitals:

ANSONIA, CONN.—J. P. Mooney, 735-6166; J. J. Doheny, 735-6166.

ATTLEBORO, MASS.—*Sturdy Memorial Hospital*, 211 Park Street, Tel. 222-5200.
Carl J. De Prizio, CA 2-0832.

BEACON, N. Y.—L. Supple, 470.

BOSTON, MASS.—*Dover Street Diesel Shop*—R. R. Ext. 554. Hours 8.00 a.m.-4.00 p.m. Monday through Friday excepting regular holidays.

South Station—R. R. Ext. 626. Hours: Monday through Saturday, 9.00 a.m. to 5.00 p.m.; Sundays, 11.00 a.m.-7.00 p.m.

Mass. Eye & Ear Infirmary (Eye Injuries), 243 Charles Street, Tel. 523-7900.

Massachusetts General Hospital, Fruit Street, Tel. 726-3321.

E. Parker Hayden (Surgeon) 249 Commonwealth Avenue, 536-1325; A. L. Davis 266-2466; K. Riemer (Eye), 403 Commonwealth Ave., 536-6897; A. C. Kallan, 27 Bay State Road, 266-0694; E. T. Wyman, Jr. and W. R. MacAusland, Jr. (Orthopedists), 412 Beacon St., 536-3750.

BRAINTREE, MASS.—J. J. Gallivan, 843-0367; A. P. Sullivan, 843-0131.

BRANFORD, CONN.—M. J. Carpinella, 488-3557.

BRIDGEPORT, CONN.—*Emergency Hospital*, 835 Washington Avenue, Tel. 333-7902.

St. Vincent's Hospital, 2820 Main Street, Tel. 366-3601.

W. H. Curley, Jr., 881 Lafayette St., 334-4146; W. R. Maniatis, 881 Lafayette St., 334-2296; V. A. Manjoney 2708 Main St., (Eye), 333-6478; D. V. Sorge, 562 Boston Ave., 335-9352.

BRISTOL, CONN.—R. A. Siliciano, 583-8185 or 583-7922.

BROCKTON, MASS.—*Brockton Hospital*, 680 Centre Street, Tel. 586-2600.

H. J. Lupien, 586-1604; J. Kvaraceus, 586-0663.

COS COB, CONN.—J. P. Murphy, 869-7520.

DANBURY, CONN.—*Danbury Hospital*, Locust Ave., Tel. 744-2300.

Ward Deklyn, office 748-2705, residence 748-7570; H. C. Patterson (Eye) office 743-7644, residence Redding 938-2141; Roger P. Castro, 748-0490; F. Genovese, 172 White St., 743-0238.

DANIELSON, CONN.—W. A. Tanner, 774-9308.

DEDHAM, MASS.—F. W. Musche, 326-2700; F.J. Moran, 326-1644.

DERBY, CONN.—J. P. Mooney, 735-6166; J. J. Doheny 735-6166.

FALL RIVER, MASS.—*Union Hospital*, Highland Ave., Tel. 679-6405.

Truesdale Hospital, 1820 Highland Avenue, Tel. 674-8411.
E. T. J. Shannon, 678-5812.

FITCHBURG, MASS.—*Burbank Hospital*, Nichols Road, Tel. 345-4311.

FRAMINGHAM, MASS.—*Framingham Union Hospital*, 25 Evergreen Street, Tel. 873-3531.

FRANKLIN, MASS.—H. R. Green, 528-0330.

GREAT BARRINGTON, MASS.—A. L. Cassell, office 780-W, residence 780-R; E. R. Wyman, 743.

GUILFORD, CONN.—E. C. Adams, residence 453-2717.

HARTFORD, CONN.—*Hartford Hospital*, 80 Seymour Avenue, Tel. 524-5911.

St. Francis Hospital 114 Woodland Street, Tel. 249-8281.
W. S. Hannon, (Surgeon), 247-4444; W. A. Ellis (Surgeon), 524-5078; J. D. O'Connell (Eye), 247-1214; M. J. Luby (Orthopedist), 522-9133; Frederick J. O'Brien, 247-3673; L. A. Giffin, 246-3838.

HOLYOKE, MASS.—*Holyoke Hospital*, Beech Street, Tel. 533-3911.

Providence Hospital, 1233 Main St., Tel. 534-3341.
S. A. Mahoney, 536-6939.

HOPEWELL JCT., N. Y.—Albert I. White, 6-8351.

HYANNIS, MASS.—*Cape Cod Hospital*, 27 Park Street, Tel. 775-0744.

Harry Sobel, 775-0212; Earl H. Webster, 775-1112 or 775-0744.

HYDE PARK, MASS.—A. D. Norton, 1082 River St., 361-1220.
If no answer call 361-2823.

KINGSTON, R.I.—S. J. Turco, 783-4161.

LOWELL, MASS.—*Lowell General Hospital*, 295 Varnum Avenue, Tel. 454-0411.

St. John's Hospital, Bartlett Street, Tel. 458-1411.

St. Joseph's Hospital, 220 Pawtucket St., Tel. 458-6821.
L. C. Dursthoff, 452-2711.

LYME, CONN.—H. D. Von Glahn, 434-1602. If no answer call 434-7742.

MANSFIELD, MASS.—Carl J. DePrizio, 339-8782.

MAYBROOK, N. Y.—D. Rakov, HA 7-2040; R. W. Rakov, office Goshen 477; residence Hazel 7-2518 or Hazel 7-2040.

MERIDEN, CONN.—*Meriden Hospital*, 181 Cook Avenue, Tel. 235-7971.

I. S. Otis, 237-2222.

MIDDLEBORO, MASS.—*St. Luke's Hospital*, 52 Oak Street, Tel. 947-1420.

J. M. Bonnar, 947-0306.

MIDDLETOWN, CONN.—*Middlesex Hospital*, 28 Crescent Street, Tel. 347-2531.

Louis O. La Bella, 612 Main Street, 346-1607.

MILFORD, CONN.—Leon O. Spencer, 874-3571.

MT. VERNON, N. Y.—*Mt. Vernon Hospital*, North 7th Avenue, Tel. Mo 4-8000.

Sylvester J. Hartig, Pelham 8-1077.

NAUGATUCK, CONN.—W. E. Hill, 729-2500.

NEEDHAM, MASS.—E. Broderick, 444-1756.

NEW BEDFORD, MASS.—*St. Luke's Hospital*, 101 Page Street, Tel. 996-6711.

F. R. Leary, 279 Union St., 996-8806; M. F. Gardner, 997-7627; J. F. Buckley 997-7810.

NEW BRITAIN, CONN.—*New Britain General Hospital*, 92 Grand Street, Tel. 223-2761.

W. J. Watson, 229-2610.

NEW HAVEN, CONN.—*Emergency Room*, R. R. Station—R. R. Ext. 2031 Hours 8.00 a.m.-4.00 p.m., Monday through Friday excepting regular holidays.

Yale—New Haven Hospital, 789 Howard Avenue, Tel. 562-1161.

Hospital of St. Raphael, 1442 Chapel Street, Tel. 777-6581

Surgeons:

S. Roth (Emergency Hospital). R. R. Ext. 2031; G. J. Connor, 787-4201; J. H. Flynn, 562-1917; G. Manheim, 624-1231; W. R. Maniatis, 562-1917.

FIRST AID STATIONS, HOSPITALS, PHYSICIANS ON CALL AND TELEPHONE NUMBERS

Note: All employes working in the vicinity of First Aid Stations listed below are entitled to go to the nearest one for treatment of minor injuries; also First Aid may be obtained in an emergency in minor injuries at the following Hospitals:

General Practitioners:

F. Mongillo, office 865-1065, residence 776-6394; H. G. Moss, 562-8878.

Eye Doctors:

R. M. Fasanella, 562-2106; F. P. Guida, office 562-9441, residence 248-4374; F. A. Wies (office only), 624-9978.

NEW LONDON, CONN.—*Lawrence and Memorial Associated Hospitals*, Ocean Ave., Tel. 443-1831.

J. C. Woodward (Surgeon), 443-6161; J. J. Gager (Eye), office 442-5663, residence 442-2995; S. Karpel, 442-6359.

NEW MILFORD, CONN.—J. M. Street, 345-5055.

NEWPORT, R. I.—N. U. Zielinski, 847-0623.

NEW ROCHELLE, N. Y.—*New Rochelle Hospital*, Guion Place, Tel. NE 2-5000.

C. E. Haines, NE 2-7470; John Hill, BE 5-4747.

NEW YORK, N. Y.—*Harlem Eye & Ear Hospital* (Eye), 2099 Lexington Avenue, Tel. LE 4-7400. Hours 10.00 a.m.-1.30 p.m., 2.00 p.m.-5.00 p.m., Monday through Friday.

The Lutheran Medical Center, 4520 4th Avenue, Brooklyn, N. Y., Tel. HYacinth 2-3200.

Parkchester General Hospital, Westchester Avenue and Parker Street, Bronx, Tel. TA 3-7700.

New York Eye & Ear Infirmary (Eye), 218 2nd Ave., Tel. Gr 7-6040.

Westchester Square Hospital, 2475 St. Raymond Avenue, Tel. Talmadge 8-6600.

J. Deutsch, Mott Haven 9-6060; G. B. Kara (Eye), TE 8-9011; (Medical Dept. G. C. T., E. V. Bizzaro and R. C. Blackwell, 340-2533 and 340-2534); N. Siragusa, Talmadge 9-3135.

NORWALK, CONN.—*Norwalk General Hospital*, Stevens Street, Tel. 838-8411.

J. D. Corridon, office 866-3015.

NORWICH, CONN.—*William W. Backus Hospital*, 326 Washington Street, Tel. 889-8331.

C. H. Gildersleeve, Tel. 887-2341.

T. J. Masterson, (orthopedist) 889-7345.

NORWOOD, MASS.—*Norwood Hospital*, 800 Washington St., 762-1910.

D. J. Collins, 762-0275; B. F. Crotty, 762-2598.

OLD GREENWICH, CONN.—J. C. Kelly, 30 Bonwit Road, 637-0962.

OLD SAYBROOK, CONN.—J. R. Egan or G. R. Saunders, 388-3421.

PAWTUCKET, R. I.—*Memorial Hospital*, Prospect Street, Tel. 722-6000.

J. P. Healey, 722-7005.

PELHAM, N. Y.—*Sylvester J. Hartig*, Pelham 8-1077.

PITTSFIELD, MASS.—*St. Luke's Hospital*, 379 East Street, Tel. 443-9121.

Pittsfield General Hospital, 741 North Street, Tel. 443-5641. Clement F. Kernan, 184 North St., 445-4737.

PLAINFIELD, CONN.—J. G. Griffin, 564-3176.

PLAINVILLE, CONN.—J. P. Iannotti, office 747-9393.

PLYMOUTH, MASS.—I. H. Waterman, 746-4544; F. J. Abate, Jr., 317 Court Street, 746-4321.

PORT CHESTER, N. Y.—*United Hospital*, Boston Post Road, WE 9-7000.

G. B. Banister, Rye, N.Y. WO 7-2588.

POUGHKEEPSIE, N. Y.—*Vassar Brothers Hospital*, Reade Place, Tel. GL 2-3000.

E. A. Stoller, office GL 2-8850, residence GL 2-6473.

PROVIDENCE, R. I.—*R. I. Hospital*, 593 Eddy Street, Tel. 331-4300.

St. Joseph's Hospital, Broad Street, Tel. 331-2700.

Roger Williams General Hospital, 825 Chalkstone Avenue, Tel. 421-1625.

Our Lady of Fatima Hospital, 200 High Service Avenue, North Providence, Tel. 353-1300.

I. Mandell, 421-2450; J. H. Cox (Eye), office 421-6336, residence 351-6041; T. Hanushevsky, 154 Francis St., 421-5923; J. C. Johnston (Surgeon), 371 Broad St., 421-9885.

PUTNAM, CONN.—D. H. Bates, 928-5704; M. Margolick, 928-5921.

QUINCY, MASS.—*Quincy City Hospital*, 114 Whitwell Street, Tel. 773-6100.

A. A. Di Bona, 472-2667; H. Braverman, 472-2768.

RYE, N. Y.—G. B. Banister, WO 7-2588.

SHARON, MASS.—W. A. Griffin, 784-2172.

SHELTON, CONN.—J. P. Mooney, 735-6166; J. J. Doheny, 735-6166.

SOUTH NORWALK, CONN.—J. D. Corridon, 866-3015.

SPRINGFIELD, MASS.—*Mercy Hospital*, 233 Carew Street, Tel. 788-7321.

Springfield Hospital, 759 Chestnut Street, Tel. 788-4581. E. G. Boss (Eye), 734-3116; W. W. Byrnes, 788-9039; E. F. Franseen (Orthopedist), 780 Chestnut St., 736-4211.

STAMFORD, CONN.—*Stamford Hospital*, 190 W. Broad Street, Tel. 327-1234.

A. Telfeian (Surgeon), 325-2800; J. P. Moriarty, 323-4401; C. T. Meacham (Eye) 323-7691.

STOCKBRIDGE, MASS.—E. W. Knight, Main St., 298-4747.

TAUNTON, MASS.—*Morton Hospital*, 88 Washington Street, Tel. 824-6911.

W. L. Donahue, 68 Church Green, 822-4421; F. G. Doran, 68 Church Green, 824-4501.

TORRINGTON, CONN.—T. J. Danaher, 489-7017.

WAKEFIELD, R. I.—*South County Hospital*, Tel. 783-3361.

WALLINGFORD—M. T. Sheehan, 245 Center St., 269-5833.

WALPOLE, MASS.—E. R. De Roma, 668-0244.

WAREHAM, MASS.—*Tobey Hospital* 43 High Street, Tel. 295-0880.

WARWICK, R. I.—*Kent County Memorial Hospital*, 455 Toll Gate Road, Tel. 737-7000.

E. L. Gould (Eye), 470 Toll Gate Rd., 737-8068.

WATERBURY, CONN.—*St. Mary's Hospital*, 56 Franklin Street, Tel. 756-8351.

Waterbury Hospital, Robbins Street, Tel. 756-4421.

P. S. Good (Eye), 756-4419; R. C. Good (Eye), 756-4419; H. F. Morrill, 756-6222.

WESTERLY, R. I.—F. B. Agnelli, 596-2507.

WESTFIELD, MASS.—R. K. Douglas, 48 Court Street, Tel. 568-8686.

WEYMOUTH, MASS.—*South Shore Hospital*, 90 Columbian Street, Tel. 335-1310.

WILLIMANTIC, CONN.—M. H. Little, office 423-5445, residence 423-5537; J. W. Major, 423-1628.

WINDSOR LOCKS, CONN.—E. F. Carniglia, 623-3775.

WOODS HOLE, MASS.—E. P. Tripp, Jr., 548-0111.

WORCESTER, MASS.—*St. Vincent's Hospital*, 25 Winthrop Street, Tel. 791-2211.

Worcester City Hospital, Tel. 756-1551.

J. B. Butts, Office 754-2430, residence 754-6156; J. W. Henderson, 754-5517; J. W. McKoan, Jr., office, 754-4923, residence 791-1711.

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OCTOBER

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JANUARY

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OCTOBER

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NOVEMBER

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DECEMBER

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ASSISTANT DIVISION SUPERINTENDENTS

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E. F. GRANFIELD, Boston

TERMINAL SUPERINTENDENTS

W. H. CUSHMAN, Providence

K. P. YOUNG, Grand Central Terminal—Harlem
River

ASSISTANT TERMINAL SUPERINTENDENT

A. O. ZUGALLA, Harlem River

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J. G. BEFUS, Cedar Hill

R. A. LEEMAN, JR., Readville

R. B. CUMMINGS, Danbury

C. R. MURPHY, New London

R. H. NEVILLE, Taunton

J. J. O'CONNELL, Harlem River

J. F. DALY, Hartford

A. W. OLSSON, Stamford

F. P. DORAN, New Haven

C. W. POWERS, Boston

R. J. DUGGAN, Providence

J. W. RYAN, Boston

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CHIEF TRAIN DISPATCHERS

J. J. QUINN, New Haven

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GENERAL ROAD FOREMAN OF ENGINES

W. E. COPELAND, New Haven

ROAD FOREMEN OF ENGINES

B. E. BACON, New Haven

R. S. KENNEDY, New Haven

R. B. DOUGLAS, New Haven

H. J. MAHONEY, Boston

R. D. FARQUHARSON, JR., Stamford

C. J. WELLS, Providence

SAFETY FIRST

Safety is of the first importance in the discharge of duty

Obedience to the rules is essential to safety

COURTESY IS REQUIRED OF ALL EMPLOYES

Conductors of delayed trains must inform passengers

reason for delay and probable length

of the interruption

EMPLOYES ON DUTY MUST WEAR THE PRESCRIBED BADGE

AND UNIFORM AND BE NEAT IN APPEARANCE

When handling and switching freight cars

avoid excessive impacts and jars