

**BOSTON
AND MAINE
RAILROAD**

**Worcester, Nashua & Portland
DIVISION**

**TIME TABLE
No. 31A**

FOR EMPLOYES ONLY

**BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES**

TAKING EFFECT

AT 12.01 A.M. MONDAY,

MARCH 3, 1913

**SUPERSEDING TIME TABLE No. 31
DATED FEBRUARY 10, 1913**

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

**B. R. POLLOCK,
GEN'L MANAGER**

**W. F. RAY,
GEN'L SUPERINTENDENT**

**W. R. MOONEY,
SUPERINTENDENT**

OUTWARD TRAINS (EASTBOUND) - FIRST CLASS

Station	Train No.	Time	Station	Train No.	Time
Portland, Union Stn.	1	7:00 AM	Portland, Union Stn.	1	7:00 AM
Westbrook	2	7:15 AM	Westbrook	2	7:15 AM
Bar Harbor	3	7:30 AM	Bar Harbor	3	7:30 AM
Camden Mills	4	7:45 AM	Camden Mills	4	7:45 AM
Westbrook	5	8:00 AM	Westbrook	5	8:00 AM
Bar Harbor	6	8:15 AM	Bar Harbor	6	8:15 AM
Camden Mills	7	8:30 AM	Camden Mills	7	8:30 AM
Westbrook	8	8:45 AM	Westbrook	8	8:45 AM
Bar Harbor	9	9:00 AM	Bar Harbor	9	9:00 AM
Camden Mills	10	9:15 AM	Camden Mills	10	9:15 AM
Westbrook	11	9:30 AM	Westbrook	11	9:30 AM
Bar Harbor	12	9:45 AM	Bar Harbor	12	9:45 AM
Camden Mills	13	10:00 AM	Camden Mills	13	10:00 AM
Westbrook	14	10:15 AM	Westbrook	14	10:15 AM
Bar Harbor	15	10:30 AM	Bar Harbor	15	10:30 AM
Camden Mills	16	10:45 AM	Camden Mills	16	10:45 AM
Westbrook	17	11:00 AM	Westbrook	17	11:00 AM
Bar Harbor	18	11:15 AM	Bar Harbor	18	11:15 AM
Camden Mills	19	11:30 AM	Camden Mills	19	11:30 AM
Westbrook	20	11:45 AM	Westbrook	20	11:45 AM
Bar Harbor	21	12:00 PM	Bar Harbor	21	12:00 PM
Camden Mills	22	12:15 PM	Camden Mills	22	12:15 PM
Westbrook	23	12:30 PM	Westbrook	23	12:30 PM
Bar Harbor	24	12:45 PM	Bar Harbor	24	12:45 PM
Camden Mills	25	1:00 PM	Camden Mills	25	1:00 PM
Westbrook	26	1:15 PM	Westbrook	26	1:15 PM
Bar Harbor	27	1:30 PM	Bar Harbor	27	1:30 PM
Camden Mills	28	1:45 PM	Camden Mills	28	1:45 PM
Westbrook	29	2:00 PM	Westbrook	29	2:00 PM
Bar Harbor	30	2:15 PM	Bar Harbor	30	2:15 PM
Camden Mills	31	2:30 PM	Camden Mills	31	2:30 PM
Westbrook	32	2:45 PM	Westbrook	32	2:45 PM
Bar Harbor	33	3:00 PM	Bar Harbor	33	3:00 PM
Camden Mills	34	3:15 PM	Camden Mills	34	3:15 PM
Westbrook	35	3:30 PM	Westbrook	35	3:30 PM
Bar Harbor	36	3:45 PM	Bar Harbor	36	3:45 PM
Camden Mills	37	4:00 PM	Camden Mills	37	4:00 PM
Westbrook	38	4:15 PM	Westbrook	38	4:15 PM
Bar Harbor	39	4:30 PM	Bar Harbor	39	4:30 PM
Camden Mills	40	4:45 PM	Camden Mills	40	4:45 PM
Westbrook	41	5:00 PM	Westbrook	41	5:00 PM
Bar Harbor	42	5:15 PM	Bar Harbor	42	5:15 PM
Camden Mills	43	5:30 PM	Camden Mills	43	5:30 PM
Westbrook	44	5:45 PM	Westbrook	44	5:45 PM
Bar Harbor	45	6:00 PM	Bar Harbor	45	6:00 PM
Camden Mills	46	6:15 PM	Camden Mills	46	6:15 PM
Westbrook	47	6:30 PM	Westbrook	47	6:30 PM
Bar Harbor	48	6:45 PM	Bar Harbor	48	6:45 PM
Camden Mills	49	7:00 PM	Camden Mills	49	7:00 PM
Westbrook	50	7:15 PM	Westbrook	50	7:15 PM

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.
 No. 22 will take siding at Westbrook for No. 15.
 No. 24 will take siding at Westbrook for No. 15.
 No. 26 will take siding at Westbrook for No. 15.
 No. 28 will take siding at Westbrook for No. 15.
 No. 30 will take siding at Westbrook for No. 15.
 No. 32 will take siding at Westbrook for No. 15.
 No. 34 will take siding at Westbrook for No. 15.
 No. 36 will take siding at Westbrook for No. 15.
 No. 38 will take siding at Westbrook for No. 15.
 No. 40 will take siding at Westbrook for No. 15.
 No. 42 will take siding at Westbrook for No. 15.
 No. 44 will take siding at Westbrook for No. 15.
 No. 46 will take siding at Westbrook for No. 15.
 No. 48 will take siding at Westbrook for No. 15.
 No. 50 will take siding at Westbrook for No. 15.

T.4832 BM 3.1913 92.0210

OUTWARD TRAINS (EASTBOUND).—FIRST-CLASS.

Miles from Worcester	STATIONS.	1	5	3	7	9	11	H13	801	305	15	611	522	17	
		Daily	Ex. Mon.	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
		Portland	Am. Exp.	Am. Exp.	Portland	Portland	Nashua	Bradley	N.Y.,N.H.	Det. Eng.	Portland	F. Div.	S. Div.	Lancaster	
		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	
.84	Worcester, Union Station N	L 2.04	L 4.15	L 4.25			L 6.30	L 6.35	L 6.45		L 8.00	L 8.10		L 9.10	
1.17	Worcester, Lincoln Square	2.08	4.19	4.29			s 6.33	s 6.39	s 6.48		s 8.03	s 8.13		s 9.13	
3.00	Garden Street Yard														
3.59	Barber N	2.14	4.25	4.35			v 6.38	s 6.46	6.52		8.07	A 8.18		s 9.18	
4.28	Greendale						f 6.40							f 9.20	
	Bradley							A 6.51							
4.69	Summit						f 6.43							f 9.22	
8.82	West Boylston	2.25	4.34	4.44			s 6.50		7.01		8.16			s 9.29	
10.22	Oakdale N	2.27	4.36	4.46			s 6.54		7.04		s 8.20		L 8.23	s 9.33	
11.96	Sterling Jct. N	2.30	4.39	4.49			s 6.57		A 7.07		8.23		s 8.27	s 9.37	
14.98	Clinton Jct. N	2.35	4.44	4.54			7.10				8.28		A 8.34	s 9.45	
15.91	East Switch D														
16.80	Clinton D	s 2.40	4.49	4.59			s 7.13			L 7.10	s 8.31			s 9.51	
18.14	Thayer D	2.43	4.51	5.01			s 7.15			7.13	s 8.34			e 9.54	
19.23	Lancaster D	2.46	4.54	5.04			s 7.18			A 7.15	8.36			A 9.57	
23.23	Still River D	2.52	5.01	5.11			s 7.22				8.38				
							s 7.23				8.43				
							s 7.31								
25.44	Harvard D	2.55	5.04	5.14			s 7.35				8.46				
28.06	Ayer N	A 3.00	A 5.08	A 5.18			s 7.40				s 8.50				
31.61	Groton D						s 7.45				s 8.55				
36.25	Pepperell D						s 8.05				s 9.03				
39.76	Hollis D						s 8.12				s 9.10				
							s 8.15				9.15				
							s 8.22								
							s 8.24								
							s 8.31								
45.23	Nashua, Main Street						s 8.43				s 9.24				
45.94	Nashua, Union Station N						A 8.45				s 9.27				
48.35	Hudson										s 9.33				
52.13	Anderson D										f 9.39				
56.05	Windham N										f 9.47				
											s 9.55				
											s 9.57				
59.99	Hubbard										f10.03				
62.26	Hampstead D										f10.08				
64.65	Sandown D										f10.13				
69.58	Fremont D										s10.21				
74.01	Epping N										s10.32 ²²				
79.18	Lee D										s10.40				
87.66	Barrington D										s10.43				
92.15	West Gonic D										f10.56				
94.29	Rochester N					L 6.14					f11.03				
96.86	Rindgemere D					s 6.20					s11.08				
											s11.18				
											s11.22				
103.81	Eastwood D						s 6.32				s11.35				
110.56	Sanford and Springvale N						s 6.45				s11.46				
114.44	Alfred N						s 6.53				s11.49				
118.77	Waterboro D						s 7.01				s11.56				
121.84	Wescott D						s 7.07				s12.04				
											s12.10				
126.92	Bradbury D						s 7.16				f12.18				
129.09	Bar Mills N						s 7.20				s12.22				
131.55	Buxton						s 7.23				s12.24				
136.61	Gorham D				L 6.16		s 7.29				f12.29				
140.38	Westbrook D				s 6.22		s 7.38 ²³				s12.37				
							s 7.40 ²²				s12.39				
							s 7.47				s12.46 ³⁴				
141.29	Cumberland Mills N				s 6.25		s 7.50				s12.49				
144.35	Deering Jct. N				A 6.31		A 7.56				A12.55				
	Portland, Union Sta. N				A 6.40		A 8.05				A 1.06				
		A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	A M	A M	A M	

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. 22 will take siding at Gorham for No. 9.

No. 34 will take siding at Westbrook for No. 15.

H Will not run on May 30, 1913.

No. 22 will take siding at Epping for No. 15.

No. 801. Reference letter E at Sterling Junction.

OUTWARD TRAINS (EASTBOUND).—FIRST-CLASS.

STATIONS.	526	21	617	27	809	527	601	813	546	33	35	37	613	558
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	S. Div.	Nashua	F. Div.	Nashua	N.Y.,N.H.	Lancaster	F. Div.	N.Y.,N.H.	S. Div.	Lancaster	Portland	Rollinsfd	F. Div.	S. Div.
Worcester Union Station N	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Worcester, Lincoln Square		L 9.35	L11.35	L11.45	L11.56		L 1.40	L 2.18				L 2.36	L 3.30	
Garden Street Yard		s 9.38	s11.38	s11.48	s11.59		s 1.43	s 2.21				s 2.39	s 3.33	
Barber	N	9.42	A11.43	s11.53	12.03		A 1.48	2.25				2.43	A 3.38	
Greendale														
Bradley														
Summit				f11.56										
West Boylston		9.51		s12.04	12.12			L 2.34				s 2.53		
Oakdale	N	L 9.57	s 9.55	s12.09	12.15			2.37	L 2.41			s 2.58		L 5.23
Sterling Jct.	N	10.00	9.58	s12.13	A12.18			A 2.40	Z 2.45			s 3.03		Z 5.26
Clinton Jct.	N	A10.05	10.02	12.18					A 2.51	L 2.56		3.08		A 5.32
East Switch	D					L 1.17								
Clinton	D		s10.07	s12.23		S 1.21				s 3.01		s 3.15		
Thayer	D		10.09	s12.26		e 1.23				f 3.04		s 3.18		
Lancaster	D		10.11	s12.29		A 1.26				A 3.06		s 3.21		
Still River	D		10.16	s12.37								f 3.28		
Harvard	D		10.19	s12.41								s 3.33		
Ayer	N		s 10.23	s 12.43								s 3.38		
Groton	D		s10.27	s 12.56								s 3.45		
Pepperell	D		s10.35	s 1.03								s 3.52		
Hollis	D		s10.43	s 1.11								s 4.00		
			10.48	s 1.17								f 4.06		
Nashua, Main Street			s10.57	s 1.27								s 4.15		
Nashua, Union Station N	N		A11.00	A 1.30								s 4.18		
Hudson												s 4.26		
Anderson	D											f 4.32		
Windham	N											f 4.40		
												s 4.50		
Hubbard												f 4.57		
Hampstead	D											f 5.01		
Sandown	D											f 5.06		
Fremont	D											s 5.14		
Epping	N											s 5.22		
												s 5.25		
Lee	D											f 5.35		
Barrington	D											f 5.48		
West Gonic	D											f 5.55		
Rochester	N									L 4.00		A 6.03		
Rindgemere	D									s 4.06				
Eastwood	D											s 4.18		
Sanford and Springvale N	N											s 4.23		
Alfred	N											s 4.41		
Waterboro	D											s 4.48		
Wescott	D											s 4.54		
Bradbury	D											f 5.02		
Bar Mills	N											s 5.07		
Buxton												f 5.11		
Gorham	D											s 5.20		
Westbrook	D											s 5.27		
Cumberland Mills	N											s 5.30		
Deering Jct.	N											A 5.36		
Portland, Union Sta. N	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
												A 5.45		

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. 37 will run from Portland Division connection at Rochester via Lakeport Branch "Y" track and Conway Branch to Rochester station.
 Nos. 617 and 613. Flag stop at Barber.
 Nos. 809 and 813. Reference letter E at Sterling Junction.

OUTWARD TRAINS (EASTBOUND).—FIRST-CLASS.

Miles from Worcester	STATIONS.	+41	45	821	+47	547	625	51	559	861				
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily			
		Bradley	Nashua	N.Y.,N.H.	Barber	Lancaster	F. Div.	Nashua	Clinton	N.Y.,N.H.				
		PM	PM	PM	PM	PM	PM	PM	PM	PM				
.84	Worcester, Union Station	N	L 4.59	L 6.00	L 5.42		L 6.15	L 6.35		L 7.47				
1.17	Worcester, Lincoln Square	L	s 5.02	s 6.03	5 45		s 6.18	s 6.38		s 7.50				
3.00	Garden Street Yard													
3.59	Barber	N	4.48	6.07	A 5.59		A 6.23	s 6.43		7.54				
4.28	Greendale							s 6.45						
4.28	Bradley	A	4.56											
4.69	Summit		f 5.11					s 6.48						
8.82	West Boylston		s 5.19	6.16				s 6.56		8.03				
10.22	Oakdale	N	s 5.22	6.19				s 7.00		8.06				
11.96	Sterling Jct.	N	s 5.30	A 6.22				s 7.04		A 8.09				
14.98	Clinton Jct.	N	s 5.36					I 7.10						
15.91	East Switch	D				L 6.06		L 7.31						
16.80	Clinton	D	s 5.42			s 6.09		A 7.33						
18.14	Thayer	D	s 5.45			s 6.12		s 7.19						
19.23	Lancaster	D	s 5.48			A 6.14		s 7.22						
23.23	Still River	D	s 5.56					f 7.29						
25.44	Harvard	D	s 6.01					f 7.33						
28.06	Ayer	N	s 6.06					s 7.38						
31.61	Groton	D	s 6.14					s 7.56						
36.25	Pepperell	D	s 6.21					s 8.03						
39.76	Hollis	D	s 6.23					s 8.11						
			s 6.37					s 8.16						
45.23	Nashua, Main Street		s 6.47					s 8.25						
45.94	Nashua, Union Station	N	A 6.50					A 8.28						
48.35	Hudson													
52.13	Anderson	D												
56.05	Windham	N												
59.99	Hubbard													
62.26	Hampstead	D												
64.65	Sandown	D												
69.58	Fremont	D												
74.01	Epping	N												
79.18	Lee	D												
87.66	Barrington	D												
92.15	West Gonic	D												
94.29	Rochester	N												
96.86	Rindgemere	D												
103.81	Eastwood	D												
110.56	Sanford and Springvale	N												
114.44	Alfred	N												
118.77	Waterboro	D												
121.84	Wescott	D												
126.92	Bradbury	D												
129.09	Bar Mills	N												
181.55	Buxton													
136.61	Gorham	D												
140.38	Westbrook	D												
141.29	Cumberland Mills	N												
144.35	Deering Jct.	N												
	Portland, Union Sta.	N	PM	PM	PM	PM	PM	PM	PM	PM				

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. 625. Flag stop at Barber.
 No. 821 and No. 861. Reference letter E at Sterling Junction.
 † No. 41 and No. 47 D. H. equipment. Will not run on Saturdays, or May 30, 1913.

OUTWARD TRAINS (EASTBOUND).—THIRD-CLASS.

Passing Sidings. Capacity Cars.	STATIONS.	301	598	H315	H303	333	337	343	339	351			
		Daily	Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.			
		Through	S. Div.	Local	Local	Local	Through	Through	Through	Through			
		A M	A M	A M	A M	P M	A M	P M	P M	P M			
	Worcester, Union Station N												
	Worcester, Lincoln Square												
	Garden Street Yard						L 11.50	L 2.31		L 9.55			
	Barber N						12.05 ³⁰⁹	2.46 ³⁷		10.10			
	Greendale												
	Bradley												
	Summit						12.11	2.52		10.16			
	West Boylston						12.22	3.03		10.27			
	Oakdale N		L 2.30				12.27	3.07		S 10.32			
E. 21 W. 27	Sterling Jct. N		2.35				12.31	3.12		S 10.50			
	Clinton Jct. N		A 2.45				12.40	3.21		11.04			
	East Switch	D											
E. 32 W. 29	Clinton D						12.45	3.27		S 11.09			
	Thayer D						12.49	3.31		S 11.30			
	Lancaster D						12.53	3.34		11.34			
	Still River D						1.04	3.44		11.38			
	Harvard D						1.10	3.50		11.49			
	Ayer N						S 1.16	S 3.56		S 12.01			
48	Groton D						1.31	4.18		S 12.30			
	Pepperell D						1.55	4.42		12.54			
35	Hollis D						2.09	4.56		1.08			
							2.18	5.05		1.18			
	Nashua, Main Street												
	Nashua, Union Station N	1. 3.00		L 6.25		L 12.45	S 2.40	S 5.27 ⁴⁶		A 1.40			
	Hudson	3.10		f 6.35		f 12.55	3.10	f 7.57					
64	Anderson D	3.33		S 6.50		f 1.15	S 3.33 ²⁴	f 8.30					
64	Windham N	3.53		S 6.53		S 1.30	S 3.49	S 8.52					
				S 7.13 ²⁰		S 1.58	4.14 ³²²						
				S 7.23									
	Hubbard	4.02		f 7.34		S 2.09	4.25	f 9.03					
50	Hampstead D	4.09		S 7.40 ³⁰⁰		S 2.19	4.32	S 9.11					
62	Sandown D	4.15		S 7.56		S 2.25	4.39	S 9.22 ³⁴⁰					
60	Fremont D	4.29		S 8.02		S 2.30	4.53	S 9.37					
54	Epping N	4.44		S 8.25		S 2.45 ³⁴	5.08 ³⁷	S 9.53					
				S 8.40		S 3.11 ³²²	5.08 ³⁷						
				S 8.51		S 3.26							
				S 9.06		S 3.39							
				S 9.29									
63	Lee D	5.02		S 9.44 ²²		S 3.59	5.48	S 10.12					
63	Barrington D	5.24 ³²⁰		S 10.20		S 4.22	6.12	S 10.37					
22	West Gonic D	5.33		S 10.40 ¹⁵		S 4.31	6.24	S 10.49					
				S 11.01		f 4.43							
26	Rochester N	5.45		f 11.14		A 4.50	A 6.31	A 10.56		L 8.02			
41	Rindgemere D	S 5.52 ³⁰⁰		A 11.21	L 7.00					8.12			
		6.29			S 7.08								
					S 7.15								
47	Eastwood D	6.53			S 7.36					8.36			
77	Sanford and Springvale N	7.18			S 7.51					9.01			
47	Alfred N	7.82			S 8.12 ²²					9.15			
53	Waterboro D	7.43			S 8.21					9.26			
52	Wescott D	7.43			S 8.37					9.35			
		S 7.52 ²²			S 8.48								
		8.15			S 10.09								
					S 10.18								
					S 10.35								
32	Bradbury D	8.33			10.50 ³²⁶					9.50 ³⁴⁴			
77	Bar Mills N	8.39			S 11.15					9.55			
32	Buxton	8.46			S 11.21					10.01			
62	Gorham D	9.04 ³²⁶			S 11.57					10.08			
19	Westbrook D	9.19			f 12.05					10.26			
					S 12.20 ³⁴					10.41			
					S 1.08 ¹⁵								
					S 1.18								
					S 1.36								
45	Cumberland Mills N	9.24			A 1.41					10.46			
	Deering Jct. N	A 9.36								A 10.58			
	Portland, Union Sta. N												
		A M	A M	A M	P M	P M	P M	P M	P M	A M			

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

H Will not run on May 30, 1913.

Miles from Deering Junction	Passing Sidings. Capacity Cars.	STATIONS.	300	310	606	320	H322	H326	597	340	344	
			Ex. Sun.	Daily	Ex. Mon.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	
			Mixed	Through	Through	Through	Local	Local	S. Div.	Through	Through	
			A M	A M	A M	A M	P M	A M	P M	P M	P M	
		<i>Portland, Union Sta. N</i>										
3.06	45	Deering Jct. N Cumberland Mills N		L 12.50 1.02				L 8.10			L 8.18 8.30 8.58	
3.97	19	Westbrook D		1.07				S 8.15 8.35			9.03	
7.74	62	Gorham D		1.28				S 8.55 ³⁰¹ 9.11			9.24	
12.80	32	Buxton		1.43				f 9.33			9.39	
15.26	77	Bar Mills N		1.53				S 9.43 10.25			9.49	
17.43	32	Bradbury D		1.59				S 10.32 ³⁰⁸ 11.03			9.55 ³³⁹	
22.51	52	Wescott D		2.21				S 11.19 11.35			10.17	
25.58	53	Waterboro D		2.30				S 11.44 ¹⁵ 12.15			10.26	
29.91	47	Alfred N		2.46				S 12.27			10.42	
33.79	77	Sanford and Springvale N		3.01				S 12.40 12.61			10.57	
40.54	47	Eastwood D		3.26				S 1.25 1.50 2.12 ³⁴			11.22	
47.49	41	Rindgemere D		3.48				2.33			11.40	
50.06	26	Rochester N	L 6.15	A 3.56		L 5.14	L 12.16	A 2.41		L 6.57	S 11.43 12.13	
52.20	22	West Gonic D	f 6.29			5.21	f 12.23			7.16	12.20	
56.69	63	Barrington D	f 6.40			5.33 ³⁰¹	S 12.45			S 7.30	12.32	
65.17	63	Lee D	f 7.02			5.58	S 1.08 1.25			S 7.56	12.57	
70.34	54	Epping N	S 7.17			6.13	S 1.36 2.10			S 8.11 8.30	1.12	
74.77	60	Fremont D	f 7.33			6.28	S 2.25 ³³³ 2.52			S 8.51 8.57	1.27	
79.70	62	Sandown D	f 7.49			6.46	S 3.07 ³⁴ 3.29			S 9.19 ³⁴³ 9.25	1.45	
82.09	50	Hampstead D	f 7.56 ³¹³			6.52	S 3.36 3.61			S 9.35	1.51	
84.36		Hubbard f	8.04			6.59	f 3.57			S 9.45	1.58	
88.30	64	Windham N	S 8.20			7.15 ³¹⁵	S 4.14 ³⁷ 4.50 ³³⁷			S 10.00 10.16	2.13	
92.22	64	Anderson D	f 8.32			7.25	S 5.05			10.26	2.23	
96.00		Hudson f	8.42			7.35	f 5.13			10.36	2.33	
98.41		Nashua, Union Station N	A 8.56		L 8.47	S 7.45 ¹¹ 8.25	A 5.23			S 10.46 11.30	A 2.43	
99.12		Nashua, Main Street										
104.59		Hollis D			4.08	9.06				11.51		
108.10	35	Pepperell D			4.18	9.16				12.01		
112.74	48	Groton D			4.42	9.40				12.25		
116.29		Ayer N			4.52 ² 5.10	9.50 10.02				S 12.35 1.30		
118.91		Harvard D			5.20	10.12				1.40		
121.12		Still River D			5.26	10.18				1.46		
125.12		Lancaster D			5.37	10.29				1.57		
126.21		Thayer D			5.41	10.33				2.01		
127.55	W. 29 E. 32	Clinton D			5.48	10.45				2.11		
128.44		East Switch D										
129.37		Clinton Jct. N			5.57	10.55			L 9.50	S 2.31		
132.39	W. 27 E. 21	Sterling Jct. N			6.13	11.11			10.06	2.47		
134.13		Oakdale N			6.18	11.16			A 10.10	S 3.22		
135.53		West Boylston			6.24	11.22				3.28		
139.66		Summit			6.54	11.52				3.58		
140.07		Bradley										
140.76		Greendale										
141.35		Barber N			A 7.00	A 11.58				A 4.04		
143.18		Garden Street Yard										
143.51		Worcester, Lincoln Square										
144.35		Worcester, Union Station N										
			A M	A M	A M	A M	P M	P M	P M	A M	A M	

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

H Will not run on May 30, 1913.

INWARD TRAINS (WESTBOUND).—FIRST-CLASS.

STATIONS.	30	2	802	*4	510	804	514	614	10	12	515	808	16	624
	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
	Portland	Nashua	N.Y., N.H.	Barber	Clinton	N.Y., N.H.	Lancaster	P. Div.	Nashua	Nashua	S. Div.	N.Y., N.H.	Lancaster	P. Div.
<i>Portland, Union Sta.</i>	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
Deering Jct.	N													
Cumberland Mills	N													
Westbrook	D													
Gorham	D													
Buxton														
Bar Mills	N													
Bradbury	D													
Wescott	D													
Waterboro	D													
Alfred	N													
Sanford and Springvale	N													
Eastwood	D													
Rindgemere	D													
Rochester	N													
West Gonic	D													
Barrington	D													
Lee	D													
Epping	N													
Fremont	D													
Sandown	D													
Hampstead	D													
Hubbard	D													
Windham	N													
Anderson	D													
Hudson														
Nashua, Union Station	N	L 4.29							L 7.03	L 8.32				
Nashua, Main Street		S 4.33							S 7.07	S 8.36				
Hollis	D	f 4.42							S 7.18	S 8.45				
Pepperell	D	f 4.48							S 7.24	S 8.51				
Groton	D	f 4.56							S 7.31	S 9.00				
Ayer	N	L 12.25	S 5.08						S 7.40	S 9.07				
Harvard	D	S 5.08	f 5.13						S 7.42	S 9.13				
		L 12.30	f 5.13						S 7.50	S 9.18				
									S 8.02					
									S 8.08	9.18				
Still River	D	12.33	f 5.17						S 8.13	9.21				
Lancaster	D	12.39	S 5.25						S 8.22	J 9.28				
Thayer	D	12.41	S 5.28						S 8.25	J 9.30				
Clinton	D	S 12.46	S 5.31						S 8.28	S 9.35				
East Switch	D		S 5.35						S 8.30	S 9.35				
Clinton Jct.	N	12.51	S 5.39						S 8.35	S 9.40	L 9.42		10.18	
Sterling Jct.	N	12.57	S 5.46	L 6.02					S 8.42	9.45	Z 9.48	L 10.07	S 10.25	
Oakdale	N	1.00	S 5.51	6.05					S 8.50	S 9.53	A 9.51	10.10	S 10.29	
West Boylston		1.02	S 5.55	6.07					S 8.54	9.56		10.12	f 10.32	
Summit		1.10	S 6.03	6.13					9.01	10.03		10.18	f 10.39	
Bradley				L 6.53										
Greendale			S 6.05										f 10.41	
Barber	N	1.14	S 6.08	6.16	6.56				L 8.35	9.04	10.06	10.21	S 10.43	L 11.30
Garden Street Yard														
Worcester, Lincoln Square		1.20	S 6.14	S 6.21	A 7.08				S 8.41	S 9.10	S 10.12	S 10.26	S 10.49	S 11.36
Worcester, Union Station	N	A 1.24	A 6.18	A 6.25					A 8.29	A 8.45	A 9.14	A 10.16	A 10.30	A 10.53
		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

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

Nos. 614 and 624. Flag stop at Barber.
 No. 804. Reference letter B at Sterling Junction.
 * D. H. equipment. Will not run on May 30, 1913.

INWARD TRAINS (WESTBOUND).—FIRST-CLASS.

Miles from Deering Junction.	STATIONS.	816	22	612	24	531	552	618	539	34	820			
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		
		N. Y., N. H.	Portland	F. Div.	Lancaster	S. Div.	Lancaster	F. Div.	S. Div.	Portland	N. Y., N. H.			
	<i>Portland, Union Sta.</i>	N	PM	AM	PM	PM	PM	PM	PM	PM	PM			
			L 7.10							L 12.21				
3.06	Deering Jct.	N		L 7.22						L 12.33				
	Cumberland Mills	N		S 7.28						S 12.39				
3.97	Westbrook	D		S 7.31						S 12.42 ¹⁵				
7.74	Gorham	D		S 7.40 ⁹						S 12.48				
12.80	Buxton			S 7.46						S 12.58				
15.26	Bar Mills	N		S 7.56						S 1.08				
17.43	Bradbury	D		S 8.00						S 1.12				
				S 8.03						S 1.14				
				S 8.08						S 1.19				
22.51	Wescott	D		S 8.18						S 1.30				
25.58	Waterboro	D		S 8.25						S 1.36				
29.91	Alfred	N		S 8.33						S 1.44				
33.79	Sanford and Springvale	N		S 8.40						S 1.51				
40.54	Eastwood	D		S 8.46						S 1.55				
				S 8.57						S 2.07				
				S 8.59										
47.49	Rindgemere	D		S 9.10						S 2.18				
50.06	Rochester	N		S 9.16						S 2.24				
52.20	West Gonic	D		S 9.55						S 2.29				
56.69	Barrington	D		f 10.00						f 2.34				
65.17	Lee	D		f 10.08						f 2.41				
				S 10.20						f 2.54				
				S 10.21										
70.34	Epping	N		S 10.31 ¹⁵						S 3.04				
74.77	Fremont	D		S 10.35						S 3.11				
79.70	Sandown	D		S 10.47						S 3.15				
82.09	Hampstead	D		S 10.56						f 3.24				
84.36	Hubbard	D		S 11.01						f 3.29				
				f 11.05						f 3.33				
88.30	Windham	N		S 11.12						S 3.41				
92.22	Anderson	D		S 11.14						f 3.49				
96.00	Hudson			f 11.22						f 3.55				
98.41	Nashua, Union Station	N		f 11.29						S 4.03				
99.12	Nashua, Main Street			S 11.36						S 4.12				
				S 11.58						S 4.16				
				S 12.02										
104.59	Hollis	D		S 12.13						4.26				
108.10	Pepperell	D		S 12.19						S 4.32				
112.74	Groton	D		S 12.21						S 4.41				
116.29	Ayer	N		S 12.30						S 4.47				
118.91	Harvard	D		S 12.32						S 4.52				
				S 12.39						S 4.57				
				S 1.02										
				S 1.08										
121.12	Still River	D		S 1.13						5.00				
125.12	Lancaster	D		S 1.20		L 2.27		L 3.22		J 5.08				
126.21	Thayer	D		S 1.22						J 5.11				
127.55	Clinton	D		S 1.25		f 2.29		J 3.24		S 5.14				
128.44	East Switch	D		S 1.28		S 2.42		S 3.34		S 5.17				
				S 1.31				A 3.37						
129.37	Clinton Jct.	N		1.35		A 2.46		L 2.48		L 5.19	S 5.23			
132.39	Sterling Jct.	N	L 1.39	S 1.42			Z 2.54		S 5.26	5.29	L 5.47			
134.13	Oakdale	N	1.42	S 1.45			A 2.57		A 5.29	S 5.32	5.50			
135.53	West Boylston		1.44	S 1.48						S 5.39	5.52			
139.66	Summit		1.50	S 1.52						5.46	5.58			
				f 2.00										
140.07	Bradley									S 5.48				
140.76	Greendale									S 5.51	6.01			
141.35	Barber	N	1.53	f 2.04	L 2.50			L 4.40						
143.18	Garden Street Yard									S 5.57	S 6.06			
143.51	Worcester, Lincoln Square	N	S 1.58	S 2.10	S 2.56			S 4.46		A 6.01	A 6.10			
144.35	Worcester, Union Station	N	A 2.02	A 2.14	A 3.00			A 4.50						
			PM	PM	PM	PM	PM	PM	PM	PM	PM			

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. 22 will take siding at Gorham for No. 9.

No. 22 will take siding at Epping for No. 15.

No. 34 will take siding at Westbrook for No. 15.

No. 618. Flag stop at Barber.

Nos. 816 and 820. Reference letter B at Sterling Junction.

For references, see page 18. W., N. & P.

INWARD TRAINS (WESTBOUND).— FIRST-CLASS.

STATIONS.	*40	*42	302	46	555	602	48	52	56	58	26		
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		
	Bradley	Barber	Det. Eng.	Nashua	S. Div.	F. Div.	Portland	Portland	Nashua	Am. Exp.	Am. Exp.		
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
Portland, Union Sta. N							L 5.35	L 6.25					
Deering Jct. N							L 5.46	L 6.34					
Cumberland Mills N							S 5.54	S 6.40					
Westbrook D							S 5.58	S 6.43					
Gorham D							S 6.08	A 6.50					
Buxton D							S 6.17						
Bar Mills N							S 6.21						
Bradbury D							S 6.23						
Wescott D							S 6.28						
Waterboro D							S 6.38						
Alfred N							S 6.44						
Sanford and Springvale N							S 6.51						
Eastwood D							S 6.58						
Rindgemere D							S 7.01						
Rochester N							S 7.13						
West Gonic D							S 7.24						
Barrington D							A 7.30						
Lee D													
Epping N													
Fremont D													
Sandown D													
Hampstead D													
Hubbard D													
Windham N													
Anderson D													
Hudson N													
Nashua, Union Station N				L 5.23					L 7.27				
Nashua, Main Street				S 5.27					S 7.31				
Hollis D				S 5.37					7.40				
Pepperell D				S 5.43					S 7.46				
Groton D				S 5.45					S 7.55				
Ayer N				S 5.58					S 8.02	L11.05	L11.20		
Harvard D				S 6.05					S 8.05	11.10	11.25		
				S 6.14					R 8.10				
				S 6.18									
				S 6.21									
Still River D				S 6.27					K 8.14	11.14	11.29		
Lancaster D			L 6.19	S 6.36					e 8.21	11.21	11.36		
Thayer D			6.21	S 6.40					e 8.23	11.23	11.38		
Clinton D			A 6.24	S 6.45					S 8.28	11.27	11.42		
East Switch D													
Clinton Jct. N				6.48	L 6.54				8.31	11.32	11.47		
Sterling Jct. N				S 6.58	Z 7.00				8.36	11.37	11.51		
Oakdale N				S 7.01	A 7.03				f 8.39	11.40	11.54		
West Boylston				S 7.06					R 8.42	11.42	11.56		
Summit				S 7.10					8.48				
				f 7.18									
Bradley	L 5.07												
Greendale													
Barber N	S 5.11	L 6.06		7.21		L 7.40			e 8.50				
Garden Street Yard									8.51	11.53	12.07		
Worcester, Lincoln Square	S 5.19	S 6.12		S 7.27		S 7.46			S 8.57	11.59	12.14		
Worcester, Union Station N	A 5.23	A 6.16		A 7.31		A 7.50			A 9.01	A12.03	A12.18		
	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM		

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

+ No. 40 and No. 42 will not run on Saturdays, or May 30, 1913.
No. 602. Flag stop at Barber.

KEENE BRANCH.

OUTWARD TRAINS (NORTHBOUND).—FIRST-CLASS.

Miles from Nashua, Union Station	STATIONS.	285	901	57	155	185	903	75	77	231	79
		Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
		Nashua	M. and M.	Keene	Peterboro	Nashua	M. and M.	S. Vernon	Nashua	Nashua	Wilton
	Nashua, Union Station	N L 12.39	A M	L 9.13	L 2.11	L 4.12		L 5.08	L 6.07	L 7.10	L 9.10
.77	Nashua	D A 12.42		s 9.16 s 9.20	s 2.18	A 4.15		s 5.13	A 6.10	A 7.14	s 9.14
4.51	Blood			f 9.27	f 2.25			P 5.20			f 9.21
6.20	South Merrimack	D		f 9.31	s 2.30			s 5.24			s 9.25
9.10	Ponemah	D		s 9.38	s 2.35			s 5.30			s 9.31
10.48	East Milford		L 8.36	s 9.42	s 2.41		L 4.06	s 5.34			s 9.35
11.83	Milford	D	A 8.39 ¹⁵⁵	s 9.45 s 9.48	s 2.44 s 2.46		A 4.09	s 5.37 s 5.39			s 9.40
13.73	Richardson			f 9.52	s 2.54			f 5.42			f 9.44
15.52	Pine Valley			f 9.55	f 2.57			P 5.46			f 9.47
16.22	Wilton	D		s 9.57 s 10.02	s 3.02			s 5.51			A 9.50
20.22	South Lyndeboro	D		s 10.14	s 3.24			s 6.05			
24.35	Russell			f 10.22	s 3.34			f 6.12			
27.09	Greenfield	D		s 10.28 s 10.32	s 3.40 ²⁵³ s 3.42			s 6.20			
31.33	South Bennington			f 10.39	s 3.52			f 6.27			
32.53	Elmwood	D		s 10.42 s 10.54	A 3.55			s 6.30 s 6.34			
35.80	Hancock	D		s 11.04				s 6.44			
40.36	Eastview			f 11.15				f 6.54			
43.26	Harrisville	D		s 11.22 s 11.24				s 7.05			
46.27	Chesham			s 11.31				s 7.13			
50.04	Marlboro	D		s 11.39				s 7.19			
56.64	Keene	N		A 11.53				A 7.32			

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

Exceptions to the above.—No. 901 is superior to No. 902. No. 903 is superior to No. 904.

ACTON BRANCH.

OUTWARD TRAINS (NORTHBOUND).—FIRST-CLASS.

THIRD-CLASS.

Miles from Concord Junction	Passing Sidings. Capacity Cars.	STATIONS.	201	251	253
			Ex. Sun.	Ex. Sun.	Ex. Sun.
			Nashua	Local	Through
		Concord Jct.	P M	A M	P M
1.87		Acton	D L 5.59	L 8.50	L 5.04
4.23	21	North Acton	D s 6.08	f 8.55	5.09
8.15	36	East Littleton	D f 6.15	s 9.01 s 9.07	5.14
10.18		Pine Ridge	f 6.19	s 9.18 s 9.23	5.24
11.07	26	West Graniteville	D f 6.21	f 9.29	5.30
15.16		East Groton	f 6.28	s 9.34	5.33
17.86	26	Dunstable	D s 6.33	f 9.45	5.44
23.46		Otterson Street	s 6.43	s 9.53 s 9.58	5.53
24.25		Nashua, Union Station	N A 6.48	s 10.15	6.10
			P M	A 10.20	A 6.14
				A M	P M

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. 251 will carry passengers.

KEENE BRANCH.

OUTWARD TRAINS (NORTHBOUND).—THIRD-CLASS.										FIRST-CLASS.					
Passing Sidings. Capacity Cars.	STATIONS.	275								285	715	745	777		
		Ex. Sun.								Ex. Mon.	Sun. only	Sun. only	Sun. only		
		Local								Nashua	Milk Train	Hillsboro	Nashua		
		A M								A M	P M	P M	P M		
	Nashua, Union Station	N	L	6.53						L	2.27	L	7.05	L	11.22
	Nashua	D	s	6.58						s	2.31	s	7.10		
	Blood	f		7.08							2.38	f	7.16		
12	South Merrimack	D	f	7.13						s	2.42	f	7.20		
20	Ponemah	D	f	7.25						s	2.49	s	7.27		
	East Milford	f		7.30							2.53	s	7.31		
19	Milford	D	s	7.35 ¹⁸⁰ 7.46						s	3.01	s	7.37		
	Richardson	f		7.51							3.07	f	7.41		
	Pine Valley	f		7.56							3.11	f	7.44		
28	Wilton	D	s	7.59 ¹⁸⁸ 8.30						s	3.15	s	7.51		
6	South Lyndeboro	D	s	8.48							3.39	s	8.03		
	Russell	f		9.03							3.49	f	8.11		
24	Greenfield	D	s	9.12 9.25						s	4.13	s	8.20		
	South Bennington	f		9.40							4.25	f	8.27		
	Elmwood	D	s	9.43 10.00						A	4.28	A	8.30		
15	Hancock	D	s	10.10 10.20											
13	Eastview	f		10.38											
28	Harrisville	D	s	10.47 11.05											
11	Chesham	f		11.14 ⁵⁷ 11.36											
	Marlboro	D	s	11.47 11.59											
	Keene	N	A	12.24 P M						A M	P M	P M	P M		

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

Exception to the above.—No. 275 is superior to No. 276.

No. 275 will carry passengers. No. 715 will carry passengers.

ACTON BRANCH.

INWARD TRAINS (SOUTHBOUND).—FIRST-CLASS.						THIRD-CLASS.						
Miles from Nashua, Union Station	Passing Sidings. Capacity Cars.	STATIONS.	202			250		252				
			Ex. Sun.			Ex. Sun.	Ex. Sun.					
			Nashua			Through	Local					
		A M			A M	P M						
.79		Nashua, Union Station	N	L	7.00	L	7.15	L	3.05			
6.39	26	Otterson Street	s		7.05		7.20	s	3.10			
9.09		Dunstable	D	s	7.15		7.40	s	3.27 3.32			
13.18	26	East Groton	f		7.20		7.51	f	3.42			
		West Graniteville	D	f	7.27		8.08	s	3.54 3.58			
14.07		Pine Ridge	f		7.30		8.11	f	4.02			
16.10	36	East Littleton	D	f	7.34		8.17	s	4.14			
20.02	21	North Acton	D	s	7.41		8.29	s	4.24 4.32			
22.38		Acton	s		7.45		8.36	f	4.39			
24.25		Concord Jct.	D	A	7.49		A 8.42	A	4.45			
		A M			A M	P M						

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. 252 will carry passengers.

For references, see page 18. W., N. & P.

KEENE BRANCH.

INWARD TRAINS (SOUTHBOUND).—THIRD-CLASS.

FIRST-CLASS

Passing Sidings. Capacity Cars.	STATIONS.	276			704			716			725		
		Ex. Sun.			Sun. only			Sun. only			Sun.		
		Local			Nashua			Milk Train			Hills		
		P M	L	A	A	A	A	A	A	A	A	A	
	Keene	N	L 1.04										
	Marlboro	D	S 1.25 S 1.35										
11	Chesham		f 1.46										
28	Harrisville	D	S 1.56 S 2.14										
13	Eastview		f 2.27										
15	Hancock	D	S 2.40 S 2.48										
	Elmwood	D	S 2.59 S 3.09							L 6.55	L 4.		
	South Bennington		3.13							6.57	f 4.		
24	Greenfield	D	S 3.26 ²⁵⁸ S 3.50 ¹⁵⁵							S 7.08	S 4.		
	Russell		3.59							S 7.23	f 5.		
6	South Lyndeboro	D	f 4.17							S 7.33	S 5.		
28	Wilton	D	S 4.39							S 7.42 S 7.50	S 5.		
	Pine Valley		4.43							7.51	f 5.		
	Richardson		4.48							S 7.55	f 5.		
19	Milford	D	S 4.58							S 7.59 S 8.04	S 5.		
	East Milford		f 5.02							8.07	S 5.		
20	Ponemah	D	f 5.08							S 8.12	S 5.		
12	South Merrimack	D	f 5.17 ⁷⁵							S 8.19	f 5.		
	Blood		f 5.30							8.23	f 5.		
	Nashua	D	S 5.40							L 7.40	S 8.31	S 5.	
	Nashua, Union Station	N	A 5.44 P M							A 7.43 A M	A 8.35 A M	A 5. P	

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

Exception to the above.—No. 275 is superior to No. 276.

No. 276 will carry passengers.

No. 716 will carry passengers.

BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

OUTWARD TRAINS (EASTBOUND).—FIRST-CLASS.

Miles from Worcester	STATIONS.	1	5	3	401	609	707	714	605	409	603	743	770	861	
		Daily	Ex. Mon.	Ex. Mon.	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Daily
		Portland	Am. Ex.	Am. Ex.	Nashua	F. Div.	Clinton	S. Div.	F. Div.	Nashua	F. Div.	Clinton	S. Div.	N.Y., N.H.	
		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	
.84	Worcester, Union Station N	L 2.04	L 4.15	L 4.25	L 6.45	L 8.25			L 11.35	L 5.07	L 5.15			L 7.47	
1.17	Worcester, Lincoln Square	2.08	4.19	4.29	S 6.48	S 8.28			S 11.38	S 5.10	S 5.18			S 7.50	
3.00	Garden Street Yard														
3.59	Barber	N 2.14	4.25	4.35	S 6.53	A 8.33			A 11.43	S 5.15	A 5.23			7.54	
4.28	Greendale				S 6.55					S 5.17					
4.69	Bradley														
8.82	Summit				f 6.58					f 5.20					
10.22	West Boylston	2.25	4.34	4.44	S 7.06					S 5.27				8.03	
11.96	Oakdale	N 2.27	4.36	4.46	S 7.10			L 8.25		S 5.31			L 7.01	8.06	
14.98	Sterling Jct.	N 2.30	4.39	4.49	S 7.14			Z 8.29		S 5.35			Z 7.05	A 8.09	
15.91	Clinton Jct.	N 2.35	4.44	4.54	7.23			A 8.34		5.40			A 7.10		
15.91	East Switch	D					L 10.47					L 6.37			
16.80	Clinton	D S 2.40	4.49	4.59	S 7.27 S 7.30		A 10.49			S 5.45		A 6.39			
18.14	Thayer	D 2.43	4.51	5.01	S 7.33					S 5.48					
19.23	Lancaster	D 2.46	4.54	5.04	S 7.37					S 5.51					
23.23	Still River	D 2.52	5.01	5.11	S 7.43 S 7.46					S 5.58					
25.44	Harvard	D 2.55	5.04	5.14	S 7.50 S 7.54					S 6.03					
28.06	Ayer	N A 3.00	A 5.08	A 5.18	S 7.59 S 8.03					S 6.08 S 6.13					
31.61	Groton	D			S 8.15					S 6.20					
36.25	Pepperell	D			S 8.23					S 6.28					
39.76	Hollis	D			S 8.29					S 6.34					
45.23	Nashua, Main Street				S 8.39					S 6.44					
45.94	Nashua, Union Station N				A 8.42					A 6.47					
48.35	Hudson														
52.13	Anderson	D													
56.05	Windham	N													
59.99	Hubbard														
62.26	Hampstead	D													
64.65	Sandown	D													
69.58	Fremont	D													
74.01	Epping	N													
79.18	Lee	D													
87.66	Barrington	D													
92.15	West Gonic	D													
94.29	Rochester	N													
96.86	Rindgemere	D													
103.81	Eastwood	D													
110.56	Sanford and Springvale N														
114.44	Alfred	N													
118.77	Waterboro	D													
121.84	Wescott	D													
126.92	Bradbury	D													
129.09	Bar Mills	N													
131.55	Buxton														
136.61	Gorham	D													
140.38	Westbrook	D													
141.29	Cumberland Mills	N													
144.35	Deering Jct.	N													
	Portland, Union Sta. N	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	

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

Nos. 605 and 609. Flag stop at Barber.
No. 861. Reference letter E at Sterling Junction.

OUTWARD TRAINS (EASTBOUND).—THIRD-CLASS.

Passing Sidings. Capacity Cars.	STATIONS.	598	453	337	301	339								
		Ex. Mon.	Sun. only	Daily	Daily	Daily								
		S. Div.	Local	Through	Through	Through								
		A M	P M	A M	A M	P M								
	Worcester, Union Station N													
	Worcester, Lincoln Square													
	Garden Street Yard			L 11.50										
	Barber N			12.05										
	Greendale													
	Bradley													
	Summit			12.11										
	West Boylston			12.22										
	Oakdale N L 2.30			12.27										
E. 21 W. 27	Sterling Jct. N	2.35		12.31										
	Clinton Jct. N A 2.45			12.40										
	East Switch D													
E. 22 W. 29	Clinton D			12.45										
	Thayer D			12.49										
	Lancaster D			12.53										
	Still River D			1.04										
	Harvard D			1.10										
	Ayer N			S 1.16										
48	Groton D			1.31										
35	Pepperell D			1.55										
	Hollis D			2.09										
	Hollis D			2.18										
	Nashua, Main Street N		L 2.35	S 2.40	L 3.00									
	Nashua, Union Station N		f 2.45	3.10	3.10									
	Hudson D		f 3.08	3.33	3.33									
64	Anderson D		f 3.08	3.49	3.33									
64	Windham N		S 3.28	4.14	3.53									
	Hubbard D		S 3.49	4.25	4.02									
50	Hampstead D		S 3.57	4.32	4.09									
62	Sandown D		S 4.05	4.39	4.15									
60	Fremont D		S 4.22	4.53	4.29									
54	Epping N		S 4.42	5.08	4.44									
				5.30										
63	Lee D		S 4.57	5.48	5.02									
63	Barrington D		S 5.25	6.12	5.33 ³²⁰									
22	West Gonic D		5.37	6.24	5.45									
26	Rochester N	A 5.44		A 6.31	S 6.19	L 8.02								
41	Rindgemere D				6.29	8.12								
	Eastwood D				6.53	8.36								
77	Sanford and Springvale N				7.18	9.01								
47	Alfred N				7.32	9.15								
53	Waterboro D				7.43	9.26								
52	Wescott D				7.52	9.35								
					8.18									
32	Bradbury D				8.33	9.50 ⁸⁴⁴								
77	Bar Mills N				8.39	9.55								
32	Buxton D				8.46	10.01								
62	Gorham D				9.04	10.08								
19	Westbrook D				9.19	10.26								
					9.24	10.41								
45	Cumberland Mills N				9.24	10.46								
	Deering Jct. N				A 9.36	A 10.58								
	Portland, Union Sta. N		A M	P M	P M	A M	P M							

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

No. 684 and 685. Ring stop at Barber.
No. 810. Balance letter D at Sandown Junction.

INWARD TRAINS (WESTBOUND).—FIRST-CLASS.

Miles from Deering Junction	STATIONS.	30	402	703	632	810	732	727	404	634	772	636			
		Daily	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only	Sun. only		
		Portland	Nashua	S. Div.	F. Div.	N.Y.,N.H.	Clinton	S. Div.	Nashua	F. Div.	Clinton	F. Div.			
		A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M		
	<i>Portland, Union Sta.</i>	N													
8.06	Deering Jct.	N													
	Cumberland Mills	N													
8.97	Westbrook	D													
7.74	Gorham	D													
12.80	Buxton														
15.26	Bar Mills	N													
17.43	Bradbury	D													
22.51	Wescott	D													
25.58	Waterboro	D													
29.91	Alfred	N													
33.79	Sanford and Springvale	N													
40.54	Eastwood	D													
47.49	Rindgemere	D													
50.06	Rochester	N													
52.20	West Gonic	D													
56.69	Barrington	D													
65.17	Lee	D													
70.34	Epping	N													
74.77	Fremont	D													
79.70	Sandown	D													
82.09	Hampstead	D													
84.36	Hubbard	D													
88.30	Windham	N													
92.22	Anderson	D													
96.00	Hudson														
98.41	Nashua, Union Station	N	L 7.05						L 2.43						
99.12	Nashua, Main Street		S 7.09						S 2.47						
104.59	Hollis	D	S 7.20						S 2.57						
108.10	Pepperell	D	S 7.26						S 3.07						
112.74	Groton	D	S 7.33						S 3.16						
116.29	Ayer	N	L 12.25	S 7.42					S 3.23						
118.91	Harvard	D	S 8.08	S 7.48					S 3.37						
121.12	Still River	D	S 8.10	S 7.53					S 3.41						
125.12	Lancaster	D	S 8.14	S 8.01					S 3.44						
126.21	Thayer	D	S 8.22	S 8.07					S 3.49						
127.55	Clinton	D	S 8.25	S 8.12					S 3.57						
128.44	East Switch	D	S 8.30	S 8.17			L 12.45		S 4.00		L 7.22				
							A 12.48		S 4.05		A 7.25				
129.37	Clinton Jct.	N	e 8.34	L 9.31				L 2.51	4.08						
132.39	Sterling Jct.	N	S 8.41	Z 9.37	L 10.27			S 2.57	S 4.14						
134.13	Oakdale	N	S 8.45	A 9.41	10.30			A 3.00	S 4.17						
135.53	West Boylston		1.02	S 8.49	10.32				S 4.21						
139.66	Summit		f 8.57		10.38				S 4.25						
140.07	Bradley								f 4.33						
140.76	Greendale		S 9.00						S 4.36						
141.35	Barber	N	1.14	S 9.02	L 10.24	10.41			S 4.38	L 7.45		L 4.05			
143.18	Garden Street Yard														
143.51	Worcester, Lincoln Square		1.20	S 9.08	S 10.30	S 10.46			S 4.44	S 7.51		S 4.11			
144.35	Worcester, Union Station	N	A 1.24	A 9.12	A 10.34	A 10.50			A 4.48	A 7.55		A 4.15			
			A M	A M	A M	A M		P M	P M	P M		P M			

INWARD TRAINS ARE SUPERIOR TO OUTWARD TRAINS OF THE SAME CLASS.

Nos. 634 and 636. Flag stop at Barber.
 No. 810. Reference letter B at Sterling Junction.

SPECIAL INSTRUCTIONS.

WORCESTER, NASHUA & PORTLAND DIVISION.

REFERENCES.

- A** Arrive.
- B** Stops to leave passengers from points on N. Y., N. H. & H. R.R. beyond Sterling Junction, and when signaled to take passengers for points on N. Y., N. H. & H. R.R. beyond Worcester.
- C** Stops when signaled to take passengers for points on N. Y., N. H. & H. R.R. beyond Sterling Junction.
- D** Day train-order office.
- E** Stops to leave passengers from points on N. Y., N. H. & H. R.R. beyond Worcester, and when signaled to take passengers for points on N. Y., N. H. & H. R.R. beyond Sterling Junction.
- E** Stops to leave passengers on notice to conductor.
- F** Stops on signal to take or on notice to conductor to leave passengers.
- G** Stops only to take or to leave passengers to or from points beyond Worcester.
- H** Will not run on November 28, December 25, 1912, February 22 or May 30, 1913.
- I** Stops only when signaled to take passengers from Central Massachusetts Railroad.
- J** Stops only when signaled to take passengers for stations on Central Massachusetts Railroad east of Clinton Junction or for Worcester and beyond.
- K** Stops to leave passengers from Boston.
- L** Leave.
- M** Stops only when signaled to take passengers for Boston.
- N** Day-and-night train-order office.
- O** Stops only when signaled to take passengers for stations north of Elmwood.
- P** Stops only when signaled to take passengers for stations north of Wilton and to leave passengers from connecting trains at Nashua Union Station and Milford.
- Q** Stops only when signaled to take passengers for, or to leave passengers from points north of Concord, N.H., and east of Nashua.
- R** Stops only to leave passengers from north of Nashua.
- S** Regular stop.
- T** Stops to leave passengers from stations south of Nashua and when signaled to take passengers for stations north of Elmwood.
- V** Stops only on signal to take passengers.
- W** Stops Mondays only when signaled to take passengers for Boston.
- Y** Stops to leave passengers from points on N. Y., N. H. & H. R.R. beyond Sterling Junction.
- Z** Stops only when signaled to take passengers for, or to leave passengers from stations on Central Massachusetts Railroad east of Clinton Junction or west of Oakdale.

DOUBLE TRACK.

	FROM	TO
Main Line.	Worcester Union Station.	Nashua, Union Station.
Keene Branch.	Nashua, Union Station.	Nashua (double-track switch). north of Front Street.

NOTE.— Proper position of switch at end of double track, north of Front Street, Nashua (Keene Branch), is in line with inward main track.

YARD LIMITS.

Worcester,	Nashua (Acton Branch).	Milford.
Oakdale,	Epping.	Wilton.
Clinton,	Rochester.	Greenfield.
Ayer,	Sanford and Springvale	Elmwood.
Nashua (Main Line).	Bar Mills.	
Nashua (Keene Branch).	Gorham.	

STANDARD CLOCKS.

Worcester,	Union Station,	Telegraph Office.
"	Lincoln Square,	Yard Office.
Clinton,	Passenger Station,	Telegraph Office.
Ayer,	Passenger Station,	Telegraph Office.
Nashua,	Union Station,	Dispatcher's Office.
Rochester,		Telegraph Office.
Keene,	Passenger Station,	Telegraph Office.

Standard time will be telegraphed from Train Dispatcher's office, Nashua, at noon, daily.

WATCH INSPECTORS.

Watch inspectors are located as follows:

Boston, Mass.,	John A. Coville, Superintendent Time Service.
Worcester, Mass.,	Edw. Moulton.
Ayer, Mass.,	H. A. Stone.
Keene, N.H.,	W. E. Wright.
Nashua, N.H.,	G. W. Hendrick.
Rochester, N.H.,	J. F. Safford & Son.
Portland, Me.,	Frank E. Brown.
" "	Wm. Senter & Co.

REGISTERING STATIONS.

Nashua,	Wilton.
Dispatcher's Office.	Elmwood.
Rochester.	Keene.
Deering Junction.	Concord Junction
Worcester, Union Station,	All passenger trains.
Gorham,	All first-class trains.
Milford,	All first- and second-class trains.
East Milford,	All first- and second-class trains.
Sterling Junction,	All trains which start from or terminate at these stations.
Lancaster,	
Sanford and Springvale,	
Alfred,	
Cumberland Mills,	
Clinton.	
Ayer.	

SPECIAL REGISTERING RULES.

(a) At Barber, a register is kept by towerman for examination by conductors and enginemen.

(b) If train is scheduled not to stop at a register station, conductor may fill out registering slip and throw it off to the agent or operator, but must stop and make a personal examination of the register book, unless both engineman and conductor receive clearance order showing that all trains of same or superior class due to arrive or leave within the last twelve hours are registered, see Special Rule 4.

Registering slips will be immediately pasted on proper page in register book, by the agent or operator.

(c) All trains will register by slip at their initial and terminal stations, when such stations are not register stations, leaving slip with operator, or if none on duty, in box provided for that purpose.

BULLETIN BOARDS.

PASSENGER STATIONS.	YARD OFFICES.	ENGINE HOUSES.
Worcester,		
Conductors' Room.	Worcester, Lincoln Square.	Worcester, W., N. & P.
Lancaster,		
Ayer Station,	Ayer,	Ayer.
Nashua, Union Station:		
Conductors' Room.	Nashua.	
Nashua, Union Station, Register.	"	Nashua, Old C. & M.
Rochester,	"	Rochester.
Deering Junction,	"	
Portland Union Station,	Conductors' Room.	
Wilton,	Register	
Keene,	"	

Standard bulletin boards have four positions numbered 1, 2, 3 and 4, and the subject, length of time on the board, and the department by which issued, govern as to position in placing bulletin orders, query-box decisions, etc., thereon, as follows:

1. Is used exclusively for bulletin orders announcing the Time-table and for supplements in effect.

2. For all new bulletin orders.

3. As a file for matter that has appeared the prescribed time in position 2, and is still in force.

4. May be used for notices to train operatives from the traffic, locomotive, car, road or other departments.

The bulletin order next to back of bulletin board, in position 3, gives the name of the person having charge of the board.

Men having charge of bulletin boards must inspect, change and correct them as necessary, daily.

All bulletin orders will show position in which to be placed, and should, when it is possible, show the date on which they expire or may be removed. Ordinarily ten days is sufficiently long for posting in position 2. The doors of the bulletin boards should be kept closed. Employees in examining orders, etc. on bulletin boards, must be sure to see all of them.

SPEED RESTRICTIONS.

LOCATION.	DIRECTION.	NOT TO EXCEED PER HOUR.
Worcester Viaduct.	All trains.	15 miles.
Breakneck Ledge.	Outward.	20 "
Groton.	All trains.	30 "
North River Bridge, Epping.	" "	30 "
Wheelweights Pond, Lee.	" "	30 "
Haleys Ledge, west of Alfred.	" "	20 "
Canal Curve, west of Westbrook.	" "	20 "
North Acton.	" "	15 "
*Nashua, Keene Branch, between Franklin and Main Streets.	" "	6 "
Over crossings between Deering Jct. and Westbrook when gatemen or flagmen not on duty.	" "	6 "

* Ringing the bell the entire distance.

WHISTLING RESTRICTIONS

The use of the whistle as a highway-crossing signal as described in General Rule 14 (l) is restricted, except in case of emergency, as follows:

LOCATION.	STREET.	DIRECTION.	HOURS.
Lancaster.	Neck Road. (South Crossing)	Outward.	
"	Bolton Road	"	
"	Neck Road. (North Crossing)	Inward.	
"	Center Bridge Road.	"	
Ayer,	Between West Main and Groton Sts.	All trains	} Between 9.00 P.M. and 6.00 A.M.
Nashua.	Pine Street.	" "	
"	Crown Street.	" "	
Concord Jct.	Commonwealth Ave.	Outward.	
" "	Main Street.	Inward.	

DERAIL SWITCHES.

WORCESTER.—At east end of Worcester Pressed Steel Company's track, west of Barber, connected with freight main switch.

WORCESTER.—At west end of Worcester Consolidated Street Railways track, west of Barber, connected with freight main switch.

GREENDALE.—At west end of Osgood, Bradley & Co.'s track, connected with inward main-track switch.

WEST BOYLSTON.—At east end of coal track, not connected with main-line switch.

CLINTON JUNCTION.—At east end of north siding, connected with main-line switch.

CLINTON.—At east end of house track, connected with main-line switch.

GROTON.—At east end of Paper Mill track, east of Groton, not connected with main-line switch.

PEPPERELL.—At east end of house track, connected with inward main line switch.

HOLLIS.—At west end of house track, connected with main-line switch.

NASHUA, YARD A.—At east end of track No. 4, connected with main-line switch.

NASHUA, YARD B.—At east end of track No. 7, connected with main-line switch.

NASHUA, YARD D.—At east end of track No. 11, connected with main-line switch.

NASHUA, KEENE BRANCH.—On Nashua Oil Co.'s track connected with main-line switch.

NASHUA, ACTON BRANCH.—On Estabrook-Anderson Shoe Co.'s track, connected with Acton Branch main-line switch.

WINDHAM.—At east end of siding west of station, connected with main-line switch, and at west end of Portland Division connecting track, connected with switch at west end of passing siding.

EPHING.—At east end of Leddy's track, connected with main-line switch.

HOITTS SIDING, EAST OF LEE.—At west end of track, connected with main-line switch.

BARRINGTON.—At west end of loading track, connected with passing siding switch.

ROCHESTER GAS COMPANY'S SIDING, EAST OF WEST GONIC.—At west end of track, connected with main-line switch.

EASTWOOD.—At east end of loading track, connected with passing-siding switch.

ANDERSONS SIDING, EAST OF EASTWOOD.—West end of track, connected with main-line switch.

BUXTON.—At end of Grist Mill track, connected with main-line switch.

GORHAM.—At east end of house track, connected with main-line switch.

EAST MILFORD.—At south end of Young's granite track, connected with main-line switch.

PINE VALLEY.—At south end of siding, not connected with main-line switch.

WILTON.—At south end of all sidings connected with main-line switches.

SOUTH LYNEBORO.—At south end of siding, not connected with main-line switch.

HANCOCK.—At south end of siding, not connected with main-line switch.

SOUTH BENNINGTON.—At north end of siding connected with main line switch.

HARRISVILLE.—At north end of Monadnock Farms siding, north of Harrisville station, connected with main-line switch.

MARLBORO.—At north end of siding, not connected with main-line switch; at north end of Roxbury siding, north of Marlboro station, not connected with main-line switch.

EAST GROTON.—At south end of Dunstable Granite Company's siding, north of East Groton station, connected with main-line switch.

SPECIAL RULES.

1. EXCEPTION TO GENERAL RULE 97.—On double track, extra trains, except work trains, will run extra with the current of traffic only, without "running" train orders, but must first obtain a clearance card from the operator at initial station, designating to what point cleared.

Such trains will not run beyond the point named in the clearance card, or make a return movement on the opposite track from any point between Terminals without first receiving a train order.

When a train has been cleared, operator will immediately notify Train Dispatcher, stating to what point cleared.

2. EXCEPTIONS TO GENERAL RULE 504 A.—When two trains are to meet at a siding within the limits of a block, the train that is to take the siding may, if stopped by the block signal, proceed with caution to the siding without being preceded by a flagman; provided it can clear superior train as prescribed by the rules.

A train stopped by a block signal may proceed at once with caution through the block without being preceded by a flagman if engineer is advised personally by a flagman from a train ahead or from an opposing train of conditions existing in the block which hold the signal at stop.

3. Employees whose duties require a knowledge of Boston Terminal Division movements should have in their possession Book of Special Rules, issued by the Boston Terminal Division.

4. Trains of the Boston & Maine Railroad running between Westbrook and Portland, Union Station, or Portland, Commercial Street, over tracks of the Portland Terminal Company will be governed by the special rules of the Portland Terminal Company, shown on pages 23 and 24.

5. Clearance orders will be given to trains that are required by Time-table to receive them.

The clearance order gives no rights over any train; it is simply to advise trainmen that there are no overdue superior trains.

Two copies are to be made by the use of manifold paper, one copy for the conductor and one for the engineer, who will both be responsible for keeping out of the way of superior trains due to start or pass after the time named in the clearance blank.

The figures "54" will be used by operators and dispatchers in calling for and sending clearance orders.

6. The switchmen at Oakdale, Sterling Junction and East Switch, and the towermen at Barber and Clinton Junction will stop and notify inferior-class trains if superior-class trains going in the same direction have not passed, unless they know inferior-class trains have right to precede them.

(a) Conductors and enginemen of inferior-class trains that have no stops to make at the points named, and are not stopped under Special Rule 6, will not be expected to stop to inquire about superior-class trains that should precede them; they must, however, use all other available means to inform themselves of the movements of such trains and keep clear of them.

7. Conductors and enginemen of Southern Division trains, eastbound, receiving Southern Division train orders at Oakdale, must also receive W., N. & P. Division orders or a clearance card showing that there are no W., N. & P. Division orders for their train.

8. Conductors and enginemen of Southern Division trains, eastbound, receiving W., N. & P. Division train orders, must also receive Southern Division orders or a clearance showing that there are no Southern Division orders for their train.

Rules 7 and 8 will also apply to westbound Southern Division trains at Clinton Junction.

9. Engine-whistle signal 14 (k)—(Single Track)—will be used by inward trains between Nashua, Keene Branch, end of double track at Front Street, and Nashua Union Station.

10. Double-arm semaphore train-order signal at Nashua Union Station governs main-line and branches.

11. Inward trains must approach North Acton station under control, prepared to stop if necessary if a New York, New Haven & Hartford train is stopping at the station.

12. The two tracks between North Acton and Concord Junction will be operated as two single tracks. Trains of the New York, New Haven & Hartford Railroad will use the easterly track, and the trains of the Boston & Maine Railroad the westerly track.

In approaching interlocking at Concord Junction, brakemen must be at their brakes at least one mile before reaching the station, and remain ready to apply brakes if signaled to do so by engineer.

Trains, while within yard limits at Concord Junction, will be governed by the rules of the New York, New Haven & Hartford Railroad.

13. Helping engines between Alfred and Deering Pond Spur, and between Nashua Union Station and Groton, will duplicate signals carried on engine of train with which they are coupled. (See General Rule 22.)

14. Between Worcester Union Station and Barber, trains of the Fitchburg Division may display signals as per General Rules No. 20 and No. 21 upon authority of Fitchburg Division train orders, and without receiving W., N. & P. Division train orders.

15. Nashua Union Station must be regarded as the end of double track near Crown Street when referred to in the Time-table or in special orders as a meeting, waiting or passing point for main-line trains.

16. Rochester must be regarded as the siding east of passenger station (known as Shed track) when referred to in the Time-table or in special orders as a meeting, waiting or passing point.

17. At Gorham, the tracks between west end of siding and the crossover between main track and siding east of station must be regarded as the meeting, waiting or passing siding for first-class trains when referred to in the Time-table or in special orders. Capacity of siding within the above limits is seven passenger cars.

18. At Deering Junction the tracks between crossover near Forest Avenue and the Maine Central Railroad tracks must be regarded as the meeting, waiting or passing siding for first-class trains, when referred to in the Time-table or in special orders. The capacity of this siding is seven passenger cars.

19. Trains or engines will not pass over any street crossings between Union Station, Worcester, and Garden Street, inclusive, or over Main Street, Keene, when flag or gate men are not on duty, without first sending a man ahead with a flag. Enginemen must be sure a man is on the crossing before entering upon the street limits. Not more than one train or detached engine shall pass over Main Street, Keene, at the same time.

20. Two engines will not be allowed to run attached over bridges on Keene and Acton Branches that are fifty feet or more in length. Reduce speed of trains on approaching bridges on Keene Branch, and pass the posts indicating the trestles at such speed that it will be unnecessary to apply the brakes while on the trestle.

21. Movement of engine or cars on Dunstable Granite Company's track, Dunstable, while passing over Hall Street, must be protected by flagman as per General Rules 934 and 935, and speed of engine or cars over this crossing must not exceed four miles per hour.

22. Speed of engines or cars on Slate track, Still River, must not exceed ten miles per hour.

SIGNALS.

AUTOMATIC ELECTRIC SEMAPHORE BLOCK SIGNALS.

SIGNAL No. OUT-WARD	BETWEEN STATIONS	SIGNAL No. INWARD	BETWEEN STATIONS	SIGNAL No. INWARD
31	Barber and Greendale	34	Thayer and Lancaster	188
37	and	42	and	198
43	Summit	203	and	206
49	and	213	and	216
59	and	223	Still River	224
67	and	229	and	232
77	and	68	and	238
85	West Boylston	78	and	252
91	and	86	Harvard	258
97	Oakdale	92	and	268
103	and	102	and	276
109	and	273	Ayer	284
119	Sterling Junction	110	and	292
125	and	118	and	298
135	and	291	and	308
145	Clinton Junction	124	Groton	316
153	and	132	and	324
161	Clinton	142	and	334
169	and	148	and	344
177	Thayer	319	and	352
		327	and	362
		337	Pepperell	
		347		
		355		

AUTOMATIC ELECTRIC SEMAPHORE BLOCK SIGNALS—CONCLUDED.

SIGNAL No. OUT-WARD	BETWEEN STATIONS	SIGNAL No. INWARD	BETWEEN STATIONS	SIGNAL No. INWARD
363	Pepperell	368	Barrington	888
373	and	378	and	904
383		388	West Gonic	918
391		396	and	934
399	Hollis	408	and	942
407			Rochester	
417	and	418	and	952
425		426	and	964
*435		434	Rindgemere	
445		444		982
453	Nashua, N.H. (Main Street.)	452	and	998
459	and	1013	and	1016
5461	Nashua, Union Sta.	1029	Eastwood	1032
463	and	466	and	1052
479		482	and	1066
497	Hudson	502	Sanford & Springvale	1102
513	and	518	and	1118
531	Anderson	534	and	1134
543	and	546	Alfred	
557		558	and	1152
567	Windham	572	and	1164
579	and	582	Waterboro	1182
591		596	and	1196
607	Hubbard	612	and	1214
625	and	628	Wescott	
639	Hampstead	644	and	1232
651	and	656	and	1246
667	Sandown	672	Bradbury	1266
683	and	686	and	1284
697	Fremont	702	Bar Mills	
713	and	718	and	1298
729		734	and	1314
747	Epping	748	Buxton	1328
763	and	768	and	1342
781		786	and	1358
797	Lee	798	Gorham	
811	and	816	and	1376
827	and	828	and	1392
839		844	Westbrook.	
855		858		
869	Barrington	874		

* Lower blade will act as a cautionary distant signal for block signal 445 as well as mechanical home signal.

§ Located on the right hand mast of bracket pole about 200 feet west of Southern Division Crossing.

The lower arm on the left-hand mast of the bracket post at Ayer Tower, located about 65 feet west of switch leading to Y track No. 1, will be used as a calling on signal for shifting or other slow movements, and govern all possible routes. Enginemen receiving this signal will proceed prepared to stop within seeing distance.

All main-line home signals at Ayer Tower have been made semi-automatic. The track circuits extending to the next automatic or semi-automatic signal.

Track circuit for automatic block signal 273 ends at the mechanical home signal located about 200 feet west of Ayer Tower.

The lower arm of automatic block signal 273 will act as an eastbound cautionary signal for Ayer Tower.

The lower arm of automatic block signal 267 will act as a cautionary signal for eastbound mechanical signal as well as automatic block signal 273.

The lower arm of automatic block signal 276 will act as a cautionary signal for westbound mechanical signal as well as for automatic block signal 268.

SEMI-AUTOMATIC BLOCK AND YARD SIGNALS, NASHUA UNION STATION YARD.

EASTBOUND.

Semi-automatic block and yard signal located on the left hand mast of a cantilever post about 200 feet west of switch leading to single track, governing eastbound movements from the eastbound track to automatic block signal 461 on single track.

WESTBOUND.

Semi-automatic block and yard signal located about 100 feet east of Southern Division crossing, governing westbound movements from the single track to the westbound track.

Semi-automatic block and yard signal located about 100 feet east of Acton Branch crossing, governing movements to automatic block signal 458.

The lower blades of these signals will act as a cautionary signal for the next home signal.

Circuit of automatic block signal 931 extends to the diamond crossing at Rochester.

Circuit of automatic block signal 748 extends to the diamond crossing at Epping.

SPECIAL AUTOMATIC ELECTRIC BLOCK SIGNALS IN WORCESTER YARD.

Trains will be governed by combined automatic electric block and yard signals, near Millbrook Street, as follows:

Signal No. 17 for outward trains located about 1,500 feet west of engine-house switches is controlled by a track circuit extending about 1,000 feet east of same.

Signal No. 24 for inward trains located about 2,000 feet east of engine-house switch is controlled by a track circuit extending west of the second set of crossovers.

SEMAPHORE SIGNALS. MAIN LINE.

OUTBOUND. Read Down.	LOCATION.	INBOUND. Read Up.
Home, two arms Home, two arms freight track	Barber	Distant Home, two arms Distant
Home	Oakdale	Home, two arms
Home, two arms	Sterling Junction	Home Distant Home Distant
Distant Home, three arms	Clinton Junction	Home, two arms Distant
Home	East Switch	Home, two arms
Home, N. Y., N. H. & H. crossing	Clinton	Home, N. Y., N. H. & H. crossing
Home, two arms	Ayer (West yard)	Home
Home, two arms Home, three arms	(Wye Track No. 2)	Home, two arms Home, two arms Home Home, two arms
Home	Groton	
Distant Home Home, two arms	Nashua (West yard) (Middle yard) Nashua, Union Station	
Distant	West Gonic (Gas Company's siding)	
Home Home, two arms	Deering Junction	Home

KEENE BRANCH.

OUTBOUND. Read Down.	LOCATION.	INBOUND. Read Up.
Home, middle arm on three-arm post south of Hollis St. Home	Nashua Union Station	Home Home
	Wilton	Home (not inter- locked)

BALL SIGNALS.

AYER.

SIGNAL AT CROSSING OF FITCHBURG AND W., N. & P. DIVISIONS EAST OF STATION.

Two red balls or two red lights displayed at masthead, trains on the W., N. & P. Division may pass over the tracks of Fitchburg Division main line and Greenville Branch. One ball or one red light displayed at masthead, trains of the Fitchburg Division main line and Greenville Branch may pass over the tracks of the W., N. & P. Division.

SIGNAL NEAR SWITCH HOUSE, SOUTH OF STATION.

Absence of balls or lights: Westbound trains on Fitchburg Division main track must stop before passing the stop post located 700 feet east of the signal; Greenville Branch trains must stop to clear the Southern Division track; Southern Division trains must not pass Main Street highway east of the signal.

One ball or one red light: Trains on the Southern Division may enter or leave the station.

One ball or one red light: Trains on the Fitchburg Division westbound main track may enter the station.

Two balls or two red lights: Fitchburg Division westbound trains may enter the station via the Greenville Branch track.

Four balls or four red lights: Fitchburg Division eastbound trains may leave the station via Greenville Branch track.

Three balls or three red lights: Trains may pass from W., N. & P. Division or from Southern Division into the freight yard, crossing both of the Fitchburg Division main tracks; and trains on either the westbound or eastbound main track of the Fitchburg Division must not approach within fifty feet of the crossover.

NASHUA.

SIGNAL WEST OF UNION STATION.

One red ball or one red light displayed at masthead: Trains of the W., N. & P. Division, Acton Branch, may pass over the tracks of the W., N. & P. Division main line, Keene Branch, and the tracks leading to freight-house yard.

Two red balls or two red lights displayed at masthead: Trains of the W., N. & P. Division main line may pass over the tracks leading to freight-house yard and the tracks of the Keene Branch.

Four red balls or four red lights displayed at masthead: Trains of the W., N. & P. Division main line may pass over the tracks of the Acton Branch, also trains of the Keene Branch may pass over the tracks of the W., N. & P. Division and Acton Branch. The same signal allows switching engines to or from the freight-house yard to pass over the tracks of the W., N. & P. Division and Acton Branch.

SIGNAL WEST OF MERRIMACK RIVER BRIDGE.

One red ball or one red light displayed at masthead: Trains of the Southern Division may pass over the tracks of the W., N. & P. Division.

Two red balls or two red lights displayed at masthead: Trains of the W., N. & P. Division may pass over the tracks of the Southern Division.

WINDHAM.

One red ball or one red light displayed at masthead: Trains of the W., N. & P. Division may pass over the tracks of the Portland Division.

Two red balls or two red lights displayed at masthead: Trains of Portland Division may pass over the tracks of the W., N. & P. Division.

EPPING.

One red ball or one red light displayed at masthead: Trains of the W., N. & P. Division may pass over the tracks of the Southern Division.

Two red balls or two red lights displayed at masthead: Trains of the Southern Division may pass over the tracks of the W., N. & P. Division.

ROCHESTER.

One red ball or one red light displayed at masthead: Trains of the Lakeport and Conway Branches of the Portland Division may pass over the tracks of the W., N. & P. Division.

Two red balls or two red lights displayed at masthead: Trains of the W., N. & P. Division may pass over the tracks of the Lakeport and Conway Branches of the Portland Division.

CUMBERLAND MILLS.

One red ball or one red light displayed at masthead: Trains of the W., N. & P. Division may pass over the tracks of the Maine Central Railroad.

ELMWOOD.

One red ball or one red light displayed at masthead: Trains of the W., N. & P. Division may pass over the tracks of the Southern Division.

Two red balls or two red lights displayed at masthead: Trains of the Southern Division may pass over the tracks of the W., N. & P. Division.

MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.

WORCESTER, NASHUA & PORTLAND DIVISION.

RATING CHANGE POINTS.	CLASS.											Trains will take additional tonnage, if offered, at points between
	100	85	80	70	65	60	50	45	40	35	30	
Worcester to Ayer	1140	970	910	775	740	675	575	510	460	400	340	Sterling Jct. and Ayer Groton and Nashua
Ayer to Nashua	1575	1340	1260	1075	1025	950	790	710	625	550	475	
Nashua to Windham	1075	910	860	740	700	650	540	490	425	375	325	Gorham and Deering Junction
Windham to Rochester	1125	950	900	775	725	675	560	510	450	400	340	
Rochester to Alfred	1125	950	900	775	725	675	560	510	450	400	340	
Alfred to Deering Junction	1300	1100	1040	890	850	775	650	590	525	460	390	
Deering Junction to Alfred	1125	950	900	775	725	675	560	510	450	400	340	
Alfred to Rochester	825	700	660	560	540	500	410	375	325	290	250	
Rochester to Windham	1160	990	925	800	750	700	575	525	460	400	350	
Windham to Nashua	1075	910	860	740	700	650	540	490	425	375	325	
Nashua to Ayer	1160	990	925	800	750	700	575	525	460	400	350	
Ayer to Clinton	1475	1250	1175	1010	960	890	740	660	590	510	450	
Clinton to Worcester	1075	910	860	740	700	650	540	490	425	375	325	Wilton and Nashua
Nashua to Concord Junction	1650	1400	1325	1125	1075	990	825	740	660	575	500	
Concord Junction to Nashua	1260	1075	1010	875	825	760	625	560	500	440	375	
Nashua to Wilton	1190	1010	950	810	775	710	600	540	475	410	360	
Wilton to Elmwood	600	510	475	410	390	360	300	275	240	210	180	
Elmwood to Keene	530	450	425	360	340	310	260	240	210	190	160	
Keene to Elmwood	490	425	390	340	325	300	250	225	200	175	150	
Elmwood to Greenfield	625	525	500	425	410	375	310	275	250	225	190	
Greenfield to Nashua	1360	1160	1090	940	875	810	675	610	550	475	410	

Two locomotives, coupled, will haul 95% of their combined ratings.

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

CLASS 100—2600 to 2639, inclusive.

CLASS 85—2310 to 2429, inclusive.

CLASS 80—2900 to 2917, inclusive.

CLASS 70—4, 5, 6, 7, 8, 27, 28, 1356 to 1499, inclusive, 2301 to 2308, inclusive, 3600 to 3659, inclusive.

CLASS 65—1324 to 1355, inclusive, 2000 to 2025, inclusive, 2030 to 2055, inclusive, 2070, 2071, 2074 to 2079, inclusive, 2100 to 2129, inclusive.

CLASS 60—9, 10, 11, 29, 30, 1319, 1950 to 1982, inclusive, 2060, 2061, 2062, 2063, 2064, 3204 to 3239, inclusive.

CLASS 50—1131, 1133, 1136, 1137, 1141, 1142, 1143, 1144, 1165, 1166, 1167, 1168, 1170, 1171, 1172, 1173, 1315, 1915, 1927, 1928, 1934, 1939, 1941 to 1949, inclusive, 1984, 2300, 3200.

CLASS 45—2, 3, 25, 26, 950 to 1029, inclusive, 1100 to 1130, inclusive, 1132, 1134, 1135, 1140, 1150, 1151, 1152, 1153, 1154, 1155, 1160, 1161, 1162, 1163, 1164, 1300, 1301, 1311, 1900 to 1902, 1904 to 1908, 1910 to 1914, inclusive, 1916, 1917, 1918, 1919, 1922, 1925, 1926, 1931, 1932, 1933, 1940.

CLASS 40—23, 24, 803, 804, 829, 850, 853, 854, 855, 856, 858, 870 to 874, 876 to 881, 883 to 890, inclusive, 910 to 921, inclusive, 930 to 939, inclusive, 1302, 1304, 1305, 1306, 1310, 1920, 1921, 1923.

CLASS 35—809, 832 to 839, inclusive, 842, 843, 844, 845, 846, 862, 864, 900 to 909, inclusive.

CLASS 30—621, 622, 625, 721, 722, 724, 731, 733, 734, 746, 747, 770, 771, 772, 776, 778, 779, 780, 785, 786, 787, 788.

HERBERT W. DAVIS,

Assistant Superintendent.

WILLIAM MAHER,

Trainmaster.

BENJAMIN THOMAS,

Chief Train Dispatcher.

PORTLAND TERMINAL COMPANY.

SPECIAL INSTRUCTIONS.

DOUBLE TRACK.

Yards 5 and 8 east to the limit sign east of Deering Junction.
 Union Station to Cumberland Mills.
 Union Station west to the limit sign at Rigby, (Western Route).

YARD LIMITS.

Portland yards include all tracks from yard limit sign east of Portland St., and from yard limit sign near Stroudwater crossing, and from yard limit sign about one-half mile west of Turner Island shops (Eastern Route), also Rigby to Portland double track (Western Route).

Deering Jct. yard includes all tracks from yard limit about 3,000 feet east of station to yard limit just west of Reed St. and yard limit sign 2,000 feet west of engine house.

Cumberland Mills and Westbrook are included in one yard as designated by yard limit signs in each direction.

STANDARD CLOCKS.

Telegraph Office, Union Station.
 Yard Office, Yard No. 8.
 Telegraph Office, Deering Jct.

WATCH INSPECTORS.

Boston, Mass., J. A. Coville, Supt. Time Service.
 Portland, Me., Frank E. Brown.

REGISTER STATIONS.

Union Station. Cumberland Mills.
 Yard Office, Yard No. 8. Deering Jct. (for B. & M. trains only).
 Thompson's Point.

BULLETIN BOARDS.

Union Station. Yard Office, Yard No. 8.
 Thompson's Point.

SPEED RESTRICTIONS.

NOT TO
 EXCEED
 PER HOUR.

Union Station, all trains entering station,	6 miles
Union Station Yard, freight trains, eastbound and westbound,	6 "
Thompson's Point, passing telegraph office, eastbound,	20 "
Rigby and Portland (Eastern Route), eastbound and westbound,	20 "
Fore River double track bridge, eastbound and westbound,	30 "
Over crossings between Deering Jct. and Westbrook when the gateman or flagman are not on duty, six miles per hour all trains; Canal curve, west of Westbrook, twenty miles per hour all trains.	

WHISTLING RULES.

The use of locomotive whistle in Portland Yard will not be permitted west of yard limit sign near Portland Street nor east of Thompson's Point, except in case of danger.

At Cumberland Mills when approaching crossing, enginemen of Maine Central trains give one continuous sound of whistle, and enginemen of Boston & Maine trains give two continuous sounds of whistle.

Eastbound trains from Boston & Maine will give one continuous sound of whistle at whistling post just west of Portland Iron & Steel Co.

Enginemen of extra trains will give one long whistle when approaching obscure places and one mile before reaching each curve. Whistle must not be sounded while passing passenger trains on double track or on siding unless to prevent accident.

SPECIAL RULES.

Light engines, trains and shifting crews must protect themselves while crossing the diamond on the "wye" or on track No. 18 at the east end of the old Eastern Division bridge No. 116 in yard No. 8.

At Fore River drawbridge, target or lights placed vertically allow trains to pass; if horizontal, trains must stop. If no targets or lights can be seen, stop.

On single track drawbridge one ball or one red light signifies draw is open. At night, green light by side of track signifies that the draw is closed. Green signal must be removed when draw is open.

Trains of the Boston & Maine Railroad while running on Portland Terminal Co. tracks will be governed by special rules of the Portland Terminal Co.

All Maine Central passenger trains will obtain clearance card before leaving Union Station.

Freight trains starting from Fore River Yard (No. 9) will obtain clearance card at Thompson's Point.

All Freight trains starting from Portland Yard will obtain clearance card before leaving.

Numbers must not be displayed in headlight of engine until engine is coupled to train and standing at station ready to leave. Numbers must be removed as soon as train stops at final destination.

The maximum rate of speed for extra freight and construction trains is 25 miles per hour.

Under no circumstances will trains or engines be allowed to stand on diamond crossings.

At crossings of electric railroads where there are signal masts, one ball or one red light at masthead stops all trains before reaching crossing. Crossing tenders will invariably put up one ball before an electric car crosses, whether train is due or not, and will lower it as soon as crossing is clear.

When a train is approaching such crossing it must be under control of engineman so as to be able to stop back if ball or light is displayed at masthead.

Crossing tenders must lower gates or flag crossings the same as if no signal ball is used. When a train is known or supposed to be approaching they must use extra caution and will not let an electric car or team cross unless there is ample time to do so without holding train.

Shifting engines of Portland Terminal Co. have right to work inside of yard limit signs, keeping clear of regular trains. All extra trains will govern themselves accordingly.

BALL SIGNALS.

DANFORTH STREET JUNCTION.

(Formerly known as Boston & Maine Jct. and Maine Central Jct.)

One ball or one red light at masthead will allow Boston & Maine trains and engines to cross the diamond and enter or leave Union Station Yard, and will hold back Maine Central trains.

Two balls or two red lights at masthead will allow Boston & Maine trains and engines to pass to or from Yard No. 5 freight tracks and cross the diamond, and will hold back all Maine Central trains and engines.

Three balls or three red lights at masthead will allow Maine Central trains and engines to cross the diamond and will hold back all Boston & Maine trains and engines.

Absence of signals will allow shifting engines to work on either Wye.

UNION STATION.

On Signal Mast west of Station.

One ball or one red light at masthead will allow Boston & Maine trains and engines to enter the passenger station.

Two balls or two red lights at masthead will allow trains and engines to or from Mountain Division to cross the freight tracks and enter the station.

One ball or one red light, or three balls or three red lights will allow Maine Central freight trains and engines on either eastbound or westbound track to cross the Mountain Division tracks in either direction.

All trains crossing the diamond at Union Station or Danforth Street Jct. will make a know nothing stop 500 feet before reaching the diamond.

Absence of signals stops all eastbound trains outside of limit sign.

On Signal Mast east of Station.

One ball or one red light, or three balls or three red lights at masthead will allow westbound freight trains to enter and pass through the yard.

Two balls or two red lights will allow westbound passenger trains from the Maine Central R.R. to enter the station.

Three balls or three red lights will allow trains to or from Union Branch to enter or leave Union Station Yard, and if track is clear, to enter the station.

Absence of signals stops all trains outside the limit sign.

CUMBERLAND MILLS.

One ball or one red light gives right to Boston & Maine trains or engines to use the diamond crossing.

Two balls or two red lights gives right to Maine Central trains or engines to use the diamond crossing.

**SPECIAL SIGNAL RULES.
DANFORTH STREET JUNCTION.**

All outbound Maine Central trains over the diamond will be governed by cautionary semaphore signal located 1500 feet west of Danforth Street Jct.

Signal at Caution indication, enginemen must expect to find ball signals against them and be governed accordingly.

Signal at Proceed indication, enginemen may expect to find the ball signals set for them.

Signalmen having set the ball signal and cleared the semaphore for outbound trains, must not take the signal away from the train except in case of extreme emergency, and will not set the ball signal for any other route until the first train has come to a full stop clear of the diamond.

A second train must not follow the first train unless the signalman sets the semaphore at Caution behind the first train and clears it for the second train.

Trainmen desiring to notify signal house that they are ready to proceed, may do so by pressing the plunger "Once," located in bottom of box (protected by M. C. switch lock) attached to front of signal case.

If signalman is ready for train he will answer by two rings and clear the signal. If signal man is not ready for the train he will answer by three rings, and will set the ball signal and clear the semaphore as soon as the route is clear.

Freight trains leaving Yard No. 25 going to Maine Central will not pass signal tower until switch leading to the main freight track is in proper position and they receive "all right" signal from man in tower.

**SIGNALS.
REFERENCE.**

§ Semi-automatic signal for main line movements.

INTERLOCKING SEMAPHORE SWITCH SIGNALS.

EASTBOUND. Read Down.	LOCATION.	WESTBOUND. Read Up.
Home. Freight Track	Yard East of Union Station	Home, 2-arms Distant. Block P 26
Distant. Block P 37 Home, 2-arms	Deering Jct.	Home, 2-arms B. & M. Home, M. C. Distant. Block P 48
Distant. Block M 25 §Home, 2-arms	Thompson's Point	Home Distant. Block M 16 Home, Freight Track Dwarf Eng. Ho. Track

AUTOMATIC ELECTRIC SEMAPHORE BLOCK SIGNALS.

EASTBOUND.	BETWEEN STATIONS.	WESTBOUND.
T 1405	Westbrook and Cumberland Mills	T 1412
T 1417 T 1425 T 1435	and Deering Jct.	T 1418 T 1428 T 1438 T 1442

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
0 min. 36 sec.	100.00	1 min. 11 sec.	50.70	1 min. 46 sec.	33.96	2 min. 21 sec.	25.53	2 min. 56 sec.	20.45	3 min. 31 sec.	17.06
0 " 37 "	97.30	1 " 12 "	50.00	1 " 47 "	33.64	2 " 22 "	25.35	2 " 57 "	20.34	3 " 32 "	16.98
0 " 38 "	94.73	1 " 13 "	49.31	1 " 48 "	33.33	2 " 23 "	25.17	2 " 58 "	20.22	3 " 33 "	16.90
0 " 39 "	92.31	1 " 14 "	48.65	1 " 49 "	33.03	2 " 24 "	25.00	2 " 59 "	20.11	3 " 34 "	16.82
0 " 40 "	90.00	1 " 15 "	48.00	1 " 50 "	32.73	2 " 25 "	24.83	3 " 0 "	20.00	3 " 35 "	16.74
0 " 41 "	87.80	1 " 16 "	47.37	1 " 51 "	32.43	2 " 26 "	24.66	3 " 1 "	19.89	3 " 36 "	16.66
0 " 42 "	85.71	1 " 17 "	46.74	1 " 52 "	32.14	2 " 27 "	24.49	3 " 2 "	19.78	3 " 37 "	16.59
0 " 43 "	83.72	1 " 18 "	46.15	1 " 53 "	31.86	2 " 28 "	24.32	3 " 3 "	19.67	3 " 38 "	16.51
0 " 44 "	81.82	1 " 19 "	45.57	1 " 54 "	31.58	2 " 29 "	24.16	3 " 4 "	19.56	3 " 39 "	16.43
0 " 45 "	80.00	1 " 20 "	45.00	1 " 55 "	31.30	2 " 30 "	24.00	3 " 5 "	19.46	3 " 40 "	16.36
0 " 46 "	78.28	1 " 21 "	44.44	1 " 56 "	31.03	2 " 31 "	23.84	3 " 6 "	19.35	3 " 41 "	16.29
0 " 47 "	76.59	1 " 22 "	43.90	1 " 57 "	30.77	2 " 32 "	23.68	3 " 7 "	19.25	3 " 42 "	16.22
0 " 48 "	75.00	1 " 23 "	43.37	1 " 58 "	30.51	2 " 33 "	23.53	3 " 8 "	19.15	3 " 43 "	16.14
0 " 49 "	73.47	1 " 24 "	42.86	1 " 59 "	30.25	2 " 34 "	23.38	3 " 9 "	19.05	3 " 44 "	16.07
0 " 50 "	72.00	1 " 25 "	42.35	2 " 0 "	30.00	2 " 35 "	23.23	3 " 10 "	18.95	3 " 45 "	16.00
0 " 51 "	70.59	1 " 26 "	41.86	2 " 1 "	29.75	2 " 36 "	23.08	3 " 11 "	18.85	3 " 46 "	15.93
0 " 52 "	69.23	1 " 27 "	41.38	2 " 2 "	29.50	2 " 37 "	22.93	3 " 12 "	18.75	3 " 47 "	15.86
0 " 53 "	67.92	1 " 28 "	40.91	2 " 3 "	29.27	2 " 38 "	22.78	3 " 13 "	18.65	3 " 48 "	15.79
0 " 54 "	66.66	1 " 29 "	40.45	2 " 4 "	29.03	2 " 39 "	22.64	3 " 14 "	18.55	3 " 49 "	15.72
0 " 55 "	65.45	1 " 30 "	40.00	2 " 5 "	28.80	2 " 40 "	22.50	3 " 15 "	18.46	3 " 50 "	15.65
0 " 56 "	64.29	1 " 31 "	39.56	2 " 6 "	28.57	2 " 41 "	22.36	3 " 16 "	18.37	3 " 51 "	15.58
0 " 57 "	63.16	1 " 32 "	39.13	2 " 7 "	28.34	2 " 42 "	22.22	3 " 17 "	18.28	3 " 52 "	15.51
0 " 58 "	62.07	1 " 33 "	38.71	2 " 8 "	28.12	2 " 43 "	22.08	3 " 18 "	18.18	3 " 53 "	15.45
0 " 59 "	61.02	1 " 34 "	38.29	2 " 9 "	27.91	2 " 44 "	21.95	3 " 19 "	18.09	3 " 54 "	15.38
1 " 0 "	60.00	1 " 35 "	37.89	2 " 10 "	27.69	2 " 45 "	21.82	3 " 20 "	18.00	3 " 55 "	15.32
1 " 1 "	59.02	1 " 36 "	37.50	2 " 11 "	27.48	2 " 46 "	21.69	3 " 21 "	17.91	3 " 56 "	15.25
1 " 2 "	58.06	1 " 37 "	37.11	2 " 12 "	27.27	2 " 47 "	21.56	3 " 22 "	17.82	3 " 57 "	15.19
1 " 3 "	57.14	1 " 38 "	36.73	2 " 13 "	27.09	2 " 48 "	21.43	3 " 23 "	17.73	3 " 58 "	15.12
1 " 4 "	56.25	1 " 39 "	36.36	2 " 14 "	26.87	2 " 49 "	21.30	3 " 24 "	17.64	3 " 59 "	15.06
1 " 5 "	55.38	1 " 40 "	36.00	2 " 15 "	26.67	2 " 50 "	21.17	3 " 25 "	17.56	4 " 0 "	15.00
1 " 6 "	54.55	1 " 41 "	35.64	2 " 16 "	26.47	2 " 51 "	21.05	3 " 26 "	17.48		
1 " 7 "	53.73	1 " 42 "	35.29	2 " 17 "	26.28	2 " 52 "	20.93	3 " 27 "	17.39		
1 " 8 "	52.94	1 " 43 "	34.95	2 " 18 "	26.09	2 " 53 "	20.81	3 " 28 "	17.31		
1 " 9 "	52.17	1 " 44 "	34.61	2 " 19 "	25.90	2 " 54 "	20.69	3 " 29 "	17.22		
1 " 10 "	51.43	1 " 45 "	34.29	2 " 20 "	25.71	2 " 55 "	20.57	3 " 30 "	17.14		

MORRIS McDONALD,
President and General Manager.

F. E. SANBORN,
Superintendent, Portland, Me.