



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

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MEMORANDUM

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TO David Mohler, Executive Director of Planning
Office of Transportation Planning, MassDOT
FROM Thomas J. Humphrey, Chief Planner, Transit Service Planning
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RE MBTA Commuter Rail Passenger Count Results

INTRODUCTION

This memorandum summarizes the results of passenger counts conducted by CTPS on the MBTA commuter rail system between January and June 2012, and provides recommendations concerning the nature and frequency of future counts. Those counts included the number of passengers boarding and alighting from each train in each direction at each station on each line on one weekday. This level of detail is useful for many planning purposes but is not currently obtainable by any method other than manual counting.

The data collected by CTPS were compared to several types of MBTA commuter rail ridership and ridership-related data that have historically been collected on an ongoing basis. The purpose of the comparison was to newly assess the accuracy of those ridership data and to inform recommendations regarding the nature and frequency of future counts. The data compared were:

- Monthly ticket and pass sales figures
- Daily conductor headcounts
- Train Audits from the Massachusetts Bay Commuter Railroad Company (MBCR) that are more detailed than the conductor headcounts and are performed by conductors several times each year
- MBCR peak-period passenger counts conducted at selected stations by consultants to MBCR twice each year¹

¹ A description of each type of data can be found in Appendix D, Glossary of Terms, and a full explanation of the various types of commuter rail passenger count methodologies can be found in section 6 of this memorandum, Limitations of Other Commuter Rail Ridership Information Sources.

The complete CTPS 2012 count results for each commuter rail line are presented in an attached series of maps and tables. To the extent possible, counts were taken on what were believed to be representative days. The boarding and alighting counts were used to calculate loads on each train at each location along each route. In addition to the tables showing boardings, alighting and loads for each train at each station (Appendix A), CTPS produced a set of tables showing estimated all-day trips from each station to each other station on the same line (Appendix B). These estimates were based on the relative importance of each station on each line in total boardings and total alightings on that line, in the same way that trip tables for other services have been produced in the past. Finally, the CTPS 2012 composite one-day counts of passengers on the MBTA commuter rail system are summarized on two maps that show typical inbound weekday boardings and outbound weekday alightings by station (Figure 1 and Figure 2, respectively).

Analysis of these counts led to the following findings:

- 104,384 passengers rode commuter rail in both directions combined each weekday.
- Of the total 104,384 weekday riders observed, 38,545, or 36.9%, were on North Side lines and 65,839, or 63.1%, were on South Side lines.
- The two-way total ridership by line and branch, from highest to lowest, was:

1. Providence/Stoughton	21,497
2. Newburyport/Rockport	14,003
3. Framingham/Worcester	12,787
4. Franklin	10,080
5. Lowell	9,627
6. Fitchburg	7,924
7. Haverhill	6,991
8. Needham	5,814
9. Kingston/Plymouth	5,513
10. Middleborough/Lakeville	5,006
11. Greenbush	4,353
12. Fairmount	789
- For the commuter rail system overall, 81.2% of inbound ridership was on AM peak trains and 72.8% of outbound ridership was on PM peak trains.
- 95.5% of riders were making through trips (to or from North Station, South Station, Back Bay, or other stations in fare Zone 1A) and 4.5% were making interzone trips. These percentages varied among lines, depending partly on the number of intermediate stations and the land use in proximity to these stations (see Appendix C, MBTA Commuter Rail Fare-Zone Map).



FIGURE 1

Commuter Rail System Map Typical Inbound Weekday Boardings Winter/Spring 2012



- Imbalances in the inbound and outbound splits of ridership between Back Bay and South Station in the 2012 counts and other counts indicate that significant numbers of passengers who use Back Bay for inbound alightings use South Station for outbound boardings.
- The CTPS count results are consistent with estimates based on pass and ticket sales figures and with results of peak-period passenger counts conducted by consultants for MBCR, currently the operator of the MBTA's commuter rail system. Train Audit report numbers produced by MBCR are much higher than the totals determined by other methods. It can be stated with certainty that actual average ridership is lower than the total indicated by recent Train Audit reports, which indicate about 150,000 if outbound ridership, which is not included in those reports, is assumed to be about the same as inbound Train Audit totals.
- Commuter rail passenger counts at the level of detail provided by the 2012 CTPS counts should not need to be repeated on a regular basis. It would, however, be advisable to conduct special counts in conjunction with projects pertaining to specific stations, trains, or routes.

This memorandum is divided into the following parts:

1. Reasons for Conducting the CTPS 2012 Commuter Rail Passenger Counts
2. Summary of Findings
3. Recommendations for Future Counts
4. Methods Used in the CTPS 2012 Commuter Rail Passenger Counts
5. System-Level Count Results
6. Limitations of Other Commuter Rail Ridership Information Sources

Appendix A: Line-by-Line Count Results and Tables of Boardings, Alightings, and Loads for Each Train at Each Station

Appendix B: Tables of Estimated All-Day Trips from Each Station to Each Other Station on the Same Line

Appendix C: MBTA Commuter Rail Fare-Zone Map

Appendix D: Glossary of Terms and Data Sources

Appendix E: Line-by-Line Schedules

Ridership details for each commuter rail line in the Line-by-Line section include daily total boardings by direction, how the line is ranked compared with lines in other systems, the percent shares of peak versus off-peak boardings, the most heavily used stations, interzone ridership, and the locations of maximum load points.

1 REASONS FOR CONDUCTING THE CTPS 2012 COMMUTER RAIL PASSENGER COUNTS

Information on the distribution of ridership on the commuter rail system by station and by time of day is needed for many planning decisions, including optimizing the allocation of rolling stock among lines and trains; determining capacity requirements for upgrading station platforms, waiting areas, and parking facilities; and prioritizing projects. The ridership patterns observed on existing lines are used in predicting probable patterns on proposed service extensions.

In the past, it has often been necessary to rely on commuter rail ridership information that is either limited in detail or is of questionable accuracy. CTPS has conducted detailed counts for selected commuter rail trains or stations in conjunction with various planning studies, but has never before done counts for all stations in the system in a single project. The 2012 counts provide a much greater level of detail about commuter rail ridership by station than is obtainable from any other source. The limitations of the other available sources are discussed in detail in section 6 of this memorandum, *Limitations of Other Commuter Rail Ridership Information Sources*, and are summarized below:

- Unlike rapid transit and bus services that are operated directly by the MBTA, the commuter rail system has never had faregates or fareboxes that can count passengers. Conductors on board each train must collect fares and inspect passes, but they do not record each transaction. Monthly ticket and pass sales figures can be used to estimate ridership, but they do not show the distribution of trips by day or by station.
- Conductors are required to file headcount reports showing the total number of passengers on each trip each day, but these are usually rough estimates rather than actual counts and are inconsistent with figures obtained by other means.
- MBCR Train Audits are performed a few times each year by conductors, who count the number of riders by fare-payment type boarding each inbound train at each station on one weekday, one Saturday, and one Sunday. The Train Audits usually portray much higher ridership than indicated by platform boarding and alighting counts, onboard peak load counts, or daily totals derived from monthly ticket and pass sales figures.
- Peak-period passenger counts, which are taken twice each year by consultants to MBCR, include inbound AM peak alightings and outbound PM peak boardings at North Station, South Station, Back Bay, and seven other stations in fare Zone 1A or with direct rapid transit system connections. These are reasonably accurate but do not provide any

information about off-peak ridership or ridership at any stations that are not included in the counts.

2 SUMMARY OF FINDINGS

As indicated above, the MBTA commuter rail system has no automatic devices for counting passengers. This necessitates using various manual counting methods or applying factors to monthly ticket and pass sales reports to measure ridership. Each of these methods has strengths and weaknesses. The CTPS 2012 passenger counts provide much more detail about ridership on the system than can be obtained from any other recent sources. However, ridership on any given day can vary from that on the day when counts for a particular train or station were conducted. Nonrepetitive, non-work trips account for a large share of ridership during off-peak hours, making counts for trains during those hours likely to vary much more from day to day than counts for peak-direction peak-period trains.

For the entire commuter rail system, the CTPS counts showed a total of 104,385 riders in both directions combined on a composite weekday. This figure appears to be somewhat below average when compared with revenue data. Estimates from ticket and pass revenue for the months when the counts were conducted indicate that ridership would have averaged around 112,000 per weekday. However, the latter figure includes some ridership on days with major sporting events or weather conditions likely to increase ridership, whereas CTPS avoided doing counts on such days. Revenue-based estimates also require some assumptions that cannot easily be verified about the frequency of trips made by pass users and the use of tickets on weekdays versus weekend days, because passes are valid for unlimited numbers of trips, and tickets are valid either on weekdays or on weekend days. It can, however, be stated with certainty that average ridership is lower than the total indicated by recent Train Audit reports, which indicate about 150,000 if outbound ridership, which is not included in those reports, is assumed to be about the same as inbound Train Audit totals.

3 RECOMMENDATIONS FOR FUTURE COUNTS

The level of accuracy required for passenger counts depends to some extent on the kinds of decisions that may be made on the basis of those counts. For purposes of allocating rolling stock by line and trip, peak-load-point counts such as those conducted regularly by consultants for the contract operator of the commuter rail system are sufficient. If consideration is being given to adding supplemental short-turnback trains on a particular line, the distribution of ridership over the length of that line becomes more important. For decisions

involving a major investment in upgrading station facilities or expanding parking capacity, it would be most desirable to have counts from several different days to determine the amount of typical day-to-day variation, seasonal variation, and variation due to extreme weather conditions or major events in Boston. Interzone ridership (that is trips not to, from, or via North Station, South Station, Back Bay, or another station in fare Zone 1A) account for a very small part of overall ridership on the commuter rail system. The CTPS counts showed that only 4.5% of the riders on the sample day were making such trips. Most interzone trips do not pass through the peak load points, so increasing interzone ridership could generate additional revenue without requiring additional train capacity. A detailed analysis of present interzone ridership could identify areas with the greatest potential for growth in such traffic.

The 2012 passenger counts were completed just prior to a fare increase that was expected to result in some loss in ridership. It will probably take several months until the long-run impact of the fare increase is known. The routine peak-load counts will show whether ridership has dropped at significantly different rates on different lines.

A major reason that passenger counts for the commuter rail system as detailed as those of the 2012 counts have not been done in the past is the expense of such a labor-intensive project. Unless ticket and pass sales figures or peak-load counts indicate that ridership is changing significantly, repetition on a regular basis of counts at the same level of detail as those of the 2012 counts is not recommended. Instead, until such time as other more accurate methods of monitoring ridership are in place, special counting projects should target specific lines or stations where better information is needed for planning purposes.

4 METHODS USED IN THE CTPS 2012 COMMUTER RAIL PASSENGER COUNTS

4.1 Counting Procedures

The CTPS 2012 passenger counts included a mix of on-platform and on-train counts. In general, counts for AM and PM peak trains were done by checkers on station platforms. One or two checkers were assigned to each station, depending on the station layout and approximate anticipated ridership levels. Midday and evening counts were mostly done by checkers riding on trains for the full route length. One checker was used for each onboard count assignment unless information from MBCR indicated that maximum loads would exceed 200; two checkers were assigned to the trains with the higher

expected maximum loads. However, most trains with such loads were operated during peak hours, when counts were being done from platforms.

4.2 Count Coverage

The combined platform and onboard counts included all trains at every station except for peak-period trains at North Station and South Station, in Boston. Experience from past CTPS count projects showed that the large number of inbound AM peak alighting volumes and outbound PM peak boarding volumes, and the simultaneous arrivals or departures of trains occurring on both sides of platforms shared by two tracks, make it much more difficult to get accurate counts at North and South Stations than at other locations. Therefore, instead of conducting direct counts, inbound AM peak alightings at North and South Stations were calculated as the difference between total inbound boardings and total inbound alightings at all other stations on its route for each train terminating there. Similarly, outbound PM peak boardings at North and South Stations were calculated as the difference between outbound boardings and outbound alightings at all other stations on its route for each train originating there.

Not all passenger trips are repeated every day, and even trips that are repeated are not always made on the same trains every day. Consequently, counts for any given train and station would be expected to show some day-to-day variation, even between representative days. Ideally counts would be repeated on several days and averaged, but the probable improvement in the results could not justify the much higher project cost this would have required.

4.3 Back Bay Station Count Methods

Of the lines terminating at South Station, the Framingham/Worcester, Needham, Franklin, and Providence/Stoughton lines also serve Back Bay Station, and have significant inbound alighting and outbound boarding activity there. AM and PM peak-period counts at Back Bay were done at each of the entry and exit points to the platforms, supplemented with direct observations of passenger flows on the platforms at times of closely spaced arrivals or departures. Platform entries and exits by passengers observed to have been going to or from Amtrak intercity trains were subtracted from the totals. Any errors in allocation of Back Bay riders among trains would be offset in the calculations of South Station boardings or alightings for the same trains, since those were done by subtracting total alightings from total boardings at all preceding stations inbound and subtracting total boardings from total alightings at all subsequent stations outbound.

4.4 Checks of CTPS Count Results

In most cases, there were no reliable sources of recent passenger boarding and alighting counts at individual stations to use as a basis of checking the accuracy of the CTPS 2012 counts. However, several reasonableness tests of the 2012 counts were conducted as the results for each station were completed. Based on past information on day-to-day ridership variation, if the total inbound boarding count at any station was more than 15% larger or smaller than the total outbound alighting count, the results were flagged for further scrutiny. Such imbalances occurred mostly between the AM peak inbound and PM peak outbound totals. If it appeared likely that the results in one direction were nonrepresentative or erroneous, a recount was done for either the AM peak or the PM peak, depending on which appeared least consistent with the overall ridership pattern on the line. If the recount agreed with the initial count, a recount was then done of the count in the other peak period. After all of the recounts, remaining imbalances of more than 15% in inbound boardings versus outbound alightings were mostly either at stations in the inner fare zones where passengers have options of alternating between commuter rail and other MBTA services, or at locations where passengers apparently use different stations on the same line for their inbound and outbound trips because not all trains stop at every station.

During the time that the 2012 CTPS counts were in progress, the most recent available MBCR peak-period passenger counts at North Station, South Station, Back Bay Station, and seven other stations had been done in the fall of 2011. Overall, the CTPS counts for the same stations were consistent with those MBCR counts, with the CTPS totals for all of these stations combined being about 4% lower than the MBCR totals. The CTPS and MBCR counts were both based on limited samples rather than averages over many days or weeks, and they were done in different months, so some differences between them would be expected. Because of the heavy peak-period passenger volumes, the MBCR counts at North and South stations may themselves have had some inaccuracies.

4.5 Limitations of Certain CTPS Count Results

Due to the need to complete all of the CTPS counts between January 2012 and July 1, 2012, when the new fares were implemented, counts on some lines had to be done when ridership was expected to be lower than normal. In particular, temporary schedules on the Old Colony and Greenbush lines required by a tie replacement project and on the Fairmount Line by bridge replacement work are believed to have reduced the ridership on those lines.

On the Providence Line, an extension of the outer terminal for some trains to a new station at Wickford Junction, Rhode Island, was implemented on April 23,

2012, after the counts at the other stations on that line had been completed. CTPS did not attempt to do counts at Wickford Junction because it was expected that ridership there would still be building up during May and June. Some of this ridership would be new, and some would be diverted from other stations. It would be expected that ridership at the TF Green Airport Station, Providence Station, and South Attleboro Station would have decreased somewhat from the CTPS counts as a result of such diversions.

The CTPS peak-period counts at Back Bay Station and some recounts on the Framingham/Worcester Line were done after the implementation of new schedules on the Providence/Stoughton and Framingham/Worcester lines in the spring of 2012. These schedule changes affected the arrival times of some trains, but they had not been in effect long enough to have made changes of any significance in total ridership. Furthermore, almost all of the counts at outlying stations were completed under the old schedules.

For consistency with the other counts, the summary tables accompanying this memorandum are organized by the train times in effect prior to the spring 2012 schedule changes. Most of the changes in train times were fairly minor, but in some cases departure or arrival times changed so much that the distribution of passengers among trains had apparently shifted. Evidence of such shifting in the PM peak period included an unusually high ratio of Back Bay boardings to other station alightings on one train and an unusually low ratio on the preceding or following train. In such cases, some riders were reallocated among trains in the final tables to make the results more consistent with counts that predated the schedule changes.

5 SYSTEM-LEVEL COUNT RESULTS

5.1 Systemwide Count Totals and Comparisons with Other Ridership Figures

The CTPS 2012 composite one-day counts of passengers on the MBTA commuter rail system showed a total of 104,385 passengers in both directions combined. For comparison, estimates based on pass and ticket sales for the same months in which the counts were conducted indicate an average of about 110,000 to 114,000 riders per weekday depending on the proportion of ticket riders allocated to weekdays versus weekends. These figures would be about 5% to 9% higher than the CTPS total. The variation from month to month in estimates based on pass and ticket sales, after taking into account differences in the number of weekdays, Saturdays, Sundays, and holidays, was not great enough to indicate that the CTPS counts need to be adjusted for the month in which they were conducted.

In comparing the CTPS peak-period totals with fall 2011 MBCR peak-period passenger counts at the downtown Boston terminals and eight other stations, it was found that the MBCR counts are about 4% higher. This suggests that the estimate based on ticket and pass sales should be closer to 110,000 than to 114,000.

The overall CTPS 2012 inbound and outbound count totals differed from each other by only about 1%, but results for individual stations showed larger variations. At most stations, the AM peak and PM peak counts, which included the majority of riders, were done on different days. Differences between boarding and alighting totals could reflect a combination of day-to-day variation and of actual directional imbalances in ridership. If the boardings and alightings at each station had both been equal to the higher of the two from the counts, this would have resulted in a total of 109,900 weekday riders for the entire system.

Most published reports of ridership on the commuter rail system are based on MBCR's Train Audit figures, which show far greater ridership than can be accounted for by ticket and pass sales, and are also much larger than independent counts for the same ridership subsets. For example, a May 2011 audit report shows a systemwide total of 74,373 inbound boardings on a weekday. With an equal level of outbound ridership, this would have made a two-way total of 148,746. Based on ticket and pass sales figures, average two-way weekday ridership in May 2011 would have been about 113,500 to 116,500, depending on the proportion of ticket riders allocated to weekdays. The audit report figure is 28% to 31% higher than these totals.

Comparisons of the May 2011 audit figures with the CTPS 2012 counts at the station level show no set pattern in their ratios. The CTPS counts exceeded the audit figures at a few stations, but overall the audit totals exceeded the CTPS inbound counts by 42.6%. Some data processing errors were found in this audit report. For example, in a few cases, the audit showed large numbers of boardings for trains at stations they did not serve or still showed boardings for trains that had been discontinued prior to the audit date. Offsetting these errors to some extent were missing figures for some trains at stations where they stopped and would have been expected to have some boardings. Overall, however, such errors alone could not explain the discrepancies between the audit figures and the count totals or the revenue-based estimates.

5.2 Split of North Side and South Side Ridership

Ridership is divided among four North Side routes terminating at North Station, and eight South Side routes, terminating at South Station. (In these totals the Rockport and Newburyport lines on the North Side are counted as one line, as are the Providence and Stoughton lines on the South Side.) Of the total

104,385 weekday riders observed in the CTPS counts, 38,545, or 36.9%, were on North Side lines and 65,840, or 63.1%, were on South Side lines.

Passengers transferring between any two commuter rail lines were included in the totals for both lines, as they could not be readily distinguished. The results of passenger surveys conducted by CTPS in 2008-09 indicate that only about 1% of all riders on the commuter rail system transfer either directly or indirectly between two commuter rail lines to complete their trips.

5.3 Ridership by Time of Day

5.3.1 *Definitions of Peak and Off-Peak*

For many years, the MBTA has designated certain inbound morning trains and certain outbound afternoon and evening trains as peak trains, with all others being designated as off-peak trains. These definitions have been used mostly in specifying when certain fares were valid. In recent years the surcharge for onboard ticket purchases was \$2.00 on peak trains but only \$1.00 on off-peak trains. Effective July 1, 2012, the surcharge was changed to \$3.00 on all trains at stations where off-train ticket purchase is available, so the distinction between peak and off-peak now serves mostly as an indication of how crowded trains are likely to be.

The limits of peak and off-peak hours are based on scheduled inbound arrival times or outbound departure times at the downtown Boston terminals, but the definitions are not rigidly defined. Some arrival or departure times are currently designated as peak times on some lines but as off-peak times on others. For purposes of discussion in this memorandum, the designations of inbound AM peak and outbound PM peak trains on each line are those that were used in the schedules that were in effect when the 2012 CTPS counts were conducted (for line-by-line schedules, see Appendix E).

Ridership volumes on outbound morning trains and inbound afternoon and evening trains have never been heavy enough to call for a distinction between peak and off-peak trains. For purposes of discussion in this memorandum, outbound trains departing the Boston terminal on each line during the span of inbound AM peak arrivals on that line are designated as outbound AM peak trains. Similarly, inbound trains arriving at the Boston terminal during the span of departure of PM peak trains on that line are designated as inbound PM peak trains. Each line then has two or three off-peak time intervals in each direction. Any trains arriving at or departing from the downtown Boston terminal before the start of the AM peak span on each line are designated as pre-AM-peak trains. Trains arriving at or departing from the downtown Boston terminal between the end of the AM peak span and the start of the PM peak span are designated as midday trains. Trains arriving at or departing from the

downtown Boston terminal after the end of the PM peak span are designated as evening trains.

5.3.2 *Peak-Direction Peak-Period Ridership*

Because of the importance of work trips in overall commuter rail patronage (as determined from passenger surveys), ridership is heavily concentrated on peak-direction peak-period trains. The 2012 CTPS counts found that for the commuter rail system overall, 81.2% of inbound ridership was on AM peak trains and 72.8% of outbound ridership was on PM peak trains. The lower concentration of PM peak ridership can be attributed to a combination of non-work trips made inbound during peak hours with outbound returns in off-peak hours, work trips to part-time jobs with early ending times, and work trips to jobs with long hours ending after the PM peak period.

During the 2012 CTPS counts, the first inbound train of the day on each North Side line was an AM peak train. Among South Side lines, the first trains of the day on the Middleborough/Lakeville Line and the Franklin Line were classified as pre-AM-peak, although their scheduled South Station arrivals were no earlier than the earliest scheduled AM peak arrivals on some North Side lines. The first Franklin train was routed via the Fairmount Line and was also classified as a pre-AM-peak train on that line. On each of the other South Side lines, the first inbound train of the day was an AM peak train. Ridership on all of the pre-AM-peak inbound trains combined accounted for only 0.7% of overall inbound ridership on the commuter rail system in the CTPS counts.

5.3.3 *Outbound AM Peak Ridership*

Outbound AM peak trips and inbound PM peak trips include some reverse-commuting work trips, but also include non-work trips such as going to and from suburban private schools and colleges. Outbound AM peak and pre-AM-peak trips also include some workers returning home from night-shift jobs. For the commuter rail system overall, the 2012 CTPS counts indicated that 5.1% of outbound ridership was on AM peak trains, but only 0.1% was on pre-AM-peak trains. The latter trains are operated primarily out of necessity for shifting equipment from yards in Boston to the outer ends of lines to cover inbound AM peak trips, and they might not be run if there were more layover facilities at outlying points.

5.3.4 *Inbound PM Peak Ridership*

The counts also indicated that overall 5.1% of inbound ridership was on PM peak trains. In addition to return halves of outbound trips made earlier in the day, inbound PM peak trips include passengers on the way to evening jobs or events. The CTPS PM peak and evening counts on North Side lines were

done on days when there were no events at the TD Garden, which is located at North Station. Most counts were completed before the start of the baseball season. After the start of that season, counts were scheduled to avoid times when they might be affected by passengers going to or from Fenway Park.

5.3.5 *Inbound Midday and Evening Ridership*

Outside of AM peak hours, the heaviest concentration of ridership on inbound trains was in the midday. For the system overall, 10.2% of inbound ridership was on midday trains. Only 2.8% of inbound system ridership was on inbound evening trains. Some of these trains are run mostly to bring equipment back to Boston yards for the night, and might not be run if there were more layover facilities at outlying points. The 2008–09 CTPS surveys of commuter rail passengers did not include evening coverage, so the trip purposes of passengers on trains during these hours were not determined. The 1993 commuter rail survey covered inbound service all day on all lines then in operation. For the system as a whole, inbound evening passengers reported a wide variety of trip purposes. The largest group was trips from work to home (40.0%) followed by trips from school to home (15.3%), trips from home to “other” (14.9%), trips from home to work (8.2%), and trips from “other” to home (5.2%) About half of the passengers making inbound trips from work to home in the evening boarded their trains between 6:00 and 7:00 PM.

5.3.6 *Outbound Midday and Evening Ridership*

Midday ridership accounted for only a slightly smaller share of total ridership on outbound trains than on inbound trains, at 10.1% versus 10.2%. However, evening ridership accounted for 11.9% of total outbound ridership compared with only 2.8% of inbound ridership. CTPS has not conducted any surveys of outbound evening commuter rail riders. The main trip purposes for such riders would be expected to be returning home from long work days and from events in downtown Boston. As noted, above, the counts were conducted on days without major sporting events in Boston, in order to capture base-level ridership.

5.4 *Split of Through and Interzone Ridership*

Under the fare structure in effect at the time of the counts, passengers traveling to or from North Station, South Station, Back Bay Station, or any other station in fare Zone 1A were classified as through passengers. Those making trips entirely between stations on the same line in Zones 1 through 9 were classified as interzone passengers. (Service to the only station in Zone 10, Wickford Junction in Rhode Island, began after the counts on the Providence Line were done.) For the commuter rail system overall, the 2012

counts found that 95.5% of riders were making through trips, and 4.5% were making interzone trips. These percentages varied among lines, depending partly on the number of intermediate stations and land use in proximity to these stations. On North Side lines overall, 5.9% of riders were making interzone trips. On South Side lines overall, only 3.7% of riders were making interzone trips.

Station-to-Station Ridership Estimates

Because of the low levels of interzone ridership found on most lines in the 2012 counts, as related above, the majority of passengers counted at individual outlying stations must have been riding to or from one of the downtown terminal stations or a station in Zone 1A. The counting methods used did not provide breakdowns of the specific number of riders traveling between each boarding station and each alighting station. However, these were estimated using a method similar to one used by CTPS to estimate station-to-station ridership on other services where direct information is not available. This method is described below.

The number of stations on MBTA commuter rail lines ranges from 5 on the Fairmount Line (including South Station) to 19 on the Newburyport/Rockport Line (including North Station). The more stations there are, the more potential station-to-station trip combinations there are. As distance from the starting point of a train increases, the number of possible boarding stations of the alighting passengers increases, and the number of possible alighting stations of boarding passengers decreases. For example, on the Framingham/Worcester Line, passengers boarding at Worcester, the first station, could be going to any of the 16 subsequent stations. Passengers boarding inbound at Grafton, the second station, could be going to any of 15 subsequent stations, but passengers alighting at Grafton inbound could only have boarded at Worcester. At the opposite end of the line, passengers alighting at South Station could have boarded at any of the 16 preceding stations. Passengers boarding at Back Bay Station could only be going to South Station, but passengers alighting at Back Bay could have boarded at any of the 15 preceding stations.

The method used to estimate station-to-station ridership was based on the relative number of boardings and alightings at each station, without regard to factors such as land use around stations that could make certain combinations more likely than others. Continuing with the example of the Framingham/Worcester Line, at the third inbound station, Westborough, alighting passengers could have boarded at either Worcester or Grafton. The estimation method divided the alightings at Westborough in proportion to the number of boardings at Grafton and the number of boardings from Worcester remaining after alightings at Grafton. Using actual all-day numbers from the

counts, there were 915 inbound boardings at Worcester. At Grafton there were 7 alightings, leaving 908 passengers remaining on board from Worcester. Another 358 passengers boarded at Grafton. There were 14 inbound alightings at Westborough. Worcester passengers on board trains arriving at Westborough accounted for $908/(908 + 358) = 72\%$ of the total on board. The estimation method allocated 72% of the 14 riders alighting at Westborough, or 10, to Worcester boardings, and the other 4 to Grafton boardings. This disregarded the possibility that passengers boarding at one of these stations might have been more likely than passengers boarding at the other station to alight at Westborough. Nevertheless, because of the small numbers involved, weighting the boarding stations differently would have had little impact on the absolute numbers.

The relatively small amount of Interzone ridership on each line was spread out over trips throughout the day. In many cases, the number of interzone alightings from an individual train at an individual station was too small for the station-to-station calculation method to be usable. For example, dividing a single alighting among 10 possible boarding stations would not produce meaningful results. Consequently, station-to-station totals were estimated only at the all-day level.

5.5 Split of South Side Downtown Boston Trips between South Station and Back Bay Station

On the Framingham/Worcester, Needham, Franklin, and Providence/Stoughton lines, riders with downtown Boston destinations have a choice of alighting at either Back Bay Station, which has a direct rapid transit connection with the Orange Line, or South Station, which has direct connections with the Red Line and the Silver Lines. For destinations about the same distance from either Back Bay or South Station, alighting at Back Bay inbound saves the additional six minutes of scheduled time on board the train to South Station. For outbound trips, boarding at South Station provides more choice of seats. It also allows passengers to wait in the food court or on the train before departure time rather than on the platform or in the relatively small waiting room at Back Bay. Imbalances in the inbound and outbound splits of ridership between Back Bay and South Station in the 2012 counts and other counts indicate that significant numbers of passengers who use Back Bay inbound use South Station outbound.

At Back Bay Station, the Needham, Franklin, and Providence/Stoughton trains all use Tracks 1, 2, and 3. Tracks 1 and 3 share an island platform, but Track 2 has a separate platform. Some closely spaced inbound arrivals on Tracks 1 and 3 in the AM peak and some closely spaced outbound departures on these tracks in the PM peak make it difficult to determine with certainty which trains

passengers are going to or from at some times. The CTPS totals for each train on these lines were calculated from the boarding and alighting totals at all stations other than Back Bay and South Station, so any misallocation of passengers among trains at Back Bay would result in an equal and opposite misallocation at South Station. For example, if a Needham train and a Franklin train were boarding at the same time at Back Bay and 25 of the riders included in the Needham train count were actually going to the Franklin Line, the calculated South Station total for the Needham train would be low by 25 and that for the Franklin Line would be high by 25.

For the Needham, Franklin, and Providence/Stoughton lines combined, Back Bay Station accounted for 41.2% of the Back Bay and South Station inbound alightings all day, but for only 34.1% of the outbound boardings. In addition to shifts between Back Bay and South Station, some passengers who alight at Back Bay inbound board at Ruggles outbound because more trains stop at Ruggles outbound than inbound. These shifts account for about 1% of the 7.1% difference between the inbound and outbound Back Bay/South Station splits.

When the 2012 count results for the Needham, Franklin, and Providence/Stoughton lines are separated, the Providence/Stoughton Line has the largest differential between the inbound and outbound Back Bay/South Station splits, with 45.1% of the combined inbound alightings but only 35.4% of the combined outbound boardings at the two stations taking place at Back Bay. For the Franklin Line, the Back Bay splits are 37.4% inbound and 34.4% outbound. For the Needham Line, they are 32.1% inbound and 30.1% outbound. The results of the 2008–09 passenger survey indicate that the small differential between inbound and outbound Back Bay shares on the Needham Line is partly a result of a smaller proportion of riders on that line having destinations accessed conveniently from both Back Bay and South Station.

On the Framingham/Worcester Line, 40.4% of the combined alightings at Back Bay and South Station in the 2012 counts took place at Back Bay, compared with 33.3% of the outbound boardings. The outbound Back Bay share was raised slightly by passengers who alighted at Yawkey Station inbound but boarded at Back Bay outbound because of the limited number of trains stopping at Yawkey.

6 LIMITATIONS OF OTHER COMMUTER RAIL RIDERSHIP INFORMATION SOURCES

6.1 Lack of Automatic Counting Devices on Commuter Rail

The MBTA's directly operated services now use an electronic fare collection system. Passengers can purchase either stored-value farecards or weekly or monthly passes valid for unlimited numbers of trips on specified services. At stations on the rapid transit system, the passes or farecards are used to open faregates, which record the exact time of each entry. On bus routes and surface segments of the light rail system, passes and farecards are used in conjunction with fareboxes on the vehicles, which also record the exact time of each fare transaction.

In contrast to the rapid transit and bus networks, the MBTA commuter rail system, operated under contract by MBCR, does not use mechanical fare-collection devices either at stations or on trains. Commuter rail passengers can pay their fares either on a per-ride basis with tickets or with unlimited-use monthly passes. All fare collection is done manually by conductors who walk through trains after each station stop, inspecting passes, collecting single-ride tickets from passengers who obtained them in advance, punching multiple-ride tickets, and selling tickets to passengers who do not have either tickets or passes. Of these fare transactions, the only kind that conductors are supposed to report on a daily basis is sales of tickets on board. Consequently, the commuter rail fare system does not generate information showing the number of riders using the system or any individual route or station on any given day.

6.2 Headcount and Train Audit Reports

Conductors are required to file headcount reports showing the total number of passengers on each trip each day, but these are usually estimates rather than actual counts. A few times a year, MBCR prepares more detailed ridership reports, called Train Audits. These are supposed to show the number of riders by type of fare payment boarding each inbound train at each station on one weekday, one Saturday, and one Sunday. To collect data for the Train Audits, the conductor on each inbound train is supposed to turn in a report showing the number of riders boarding that train at every station, as well as the type of fare paid by each boarding passenger. However it is not realistically possible for conductors to record all of this information in addition to their usual responsibilities of collecting tickets and monitoring doors at stops.

Assuming that Train Audits are done on days with average ridership, multiplying them by the respective number of weekdays, Saturdays, and Sundays in the audit month should provide monthly inbound ridership totals.

Surveys of pass users show that on the days that they ride they make an average of 1.9 to 2.0 one-way trips. Even making allowances for ticket users, it can reasonably be stated that the majority of all riders each day make one round-trip, so outbound totals should be similar to inbound totals. However, for many years, the monthly figures projected from Train Audit days have indicated ridership that is significantly greater than is consistent with that finding or with what would be accounted for by total ticket and pass sales figures for the same months. Anecdotal reports claim that there is substantial fare evasion on the system as a result of passengers reusing tickets that have not been collected or punched when conductors are unable to get through crowded trains. Nevertheless, the ticket and pass sales figures show that the proportion of passengers with tickets that could even potentially be misused is much too small to account for the discrepancies with the Train Audit totals. Likewise, past spot-checks by CTPS and others of boardings at individual outlying stations, of passenger alightings at the downtown Boston stations, and of train loads at the maximum load points, have indicated that the Train Audit and headcount reports overstate ridership.

6.3 MBCR Peak-Period Passenger Counts

During the spring and fall of each year, direct counts of passengers at selected stations during peak hours are conducted for MBCR by consultants. These counts include passenger alightings from each inbound train during AM peak hours and passenger boardings on each outbound train during PM peak hours at North Station, South Station, Back Bay, and seven other stations where commuter rail lines connect directly with rapid transit lines. The latter are Malden Center and Porter Square on the North Side, and Ruggles, Yawkey, JFK/UMass, Quincy Center, and Braintree on the South Side.

These selected station counts do not include any riders who do not either alight from inbound AM peak trips or board outbound PM peak trips at one of the 10 stations listed above, but as discussed further below, only about 5% of all passengers on the commuter rail system make such trips. A more significant omission is trips made outside of peak hours. In the CTPS counts, 19% of all-day inbound trips were made outside of AM peak hours and 27% of all-day outbound trips were made outside of PM peak hours. The selected stations counts also do not provide any information about the boarding locations of the alighting passengers or the alighting locations of the boarding passengers.

At North Station, South Station, and Back Bay, the MBCR AM peak counts are taken on two days, and the results are averaged. PM peak counts are taken on either two or three days, and the results are also averaged. Counts at the other seven stations are done on only one day. Counts for all of the lines

serving the same station are done on the same day, but counts at different stations on the same line are done on different days. The ridership patterns observed in the CTPS counts indicate that some passengers use one station for inbound alightings and another station for outbound boardings. If they make the same trade-offs each day, it does not matter if counts are done on the same day at every station. However passengers who use different stations on different days for either boardings or alightings, such as boarding at Back Bay on Tuesdays and South Station on Wednesdays, could be counted more than once or not at all. Compared with the MBCR counts, the CTPS counting method reduced the potential for such overcounting or undercounting at the inner stations by basing the North Station and South Station counts on the differences between boardings and alightings at all other stations.

6.4 Estimation of Ridership from Ticket and Pass Sales Figures

Ridership estimates can be made using data on the number of commuter rail tickets and passes sold. However, these estimates are based on assumptions regarding how many rides are taken for each ticket and pass sold. These assumptions are discussed in the following sections.

6.4.1 *Overview of Sales Figures*

The commuter rail system has a zone-fare structure with zone limits based more or less on the distance by rail from each station to North Station or South Station in Boston. Most zones include stations on more than one line. Tickets and passes are sold by zone rather than by station, so most sales records for tickets and pass sales do not reveal where they are used. Sales figures are reported on a monthly basis, with no separate breakdowns for weekdays, Saturdays, and Sundays, and tickets other than those purchased on board trains do not have to be used on the day of purchase. Tickets sold on board can be for one-way trips, round-trips, or for several people traveling together. The receipts for onboard ticket sales turned in by conductors each day along with the money collected can be used to determine the number of passengers and the number of zones traveled for each such ticket. However, with the ticket format that has been used historically, this would require manual tallying. With about 230,000 such receipts being turned in during a typical month, it would be prohibitively expensive to do such tallying. Consequently monthly reports of onboard ticket sales show only the number of transactions and the total dollar amount of sales.

6.4.2 *Rides per Onboard Ticket Sale*

Tickets sold on board commuter trains can be valid for one or more passengers who may be making one-way or round-trips, in any number of

zones. The information provided to the MBTA Revenue Department regarding ticket sales shows only the total number of tickets sold on board and the total amount of revenue from these sales; it does not indicate the number of one-way, round-trip, or multipassenger tickets sold, nor does it indicate the number of tickets by zone. The Revenue Department currently assumes that each ticket sold on board pays for an average of 1.5 one-way passenger trips and, therefore, applies a factor of 1.5 to the monthly number of onboard ticket sales to estimate the total number of rides that these represent. This factor is consistent with the results of a detailed examination by CTPS of all the receipts from onboard ticket sales from one sample weekday, Saturday, and Sunday in 2002, but the rate of rides per ticket was slightly lower on weekdays and slightly higher on weekend days. Comparisons with a similar ticket sample from 1994 showed that the rates of rides per ticket had not changed significantly between the two sample years. It seems reasonable to assume that these rates would have been similar in the first half of 2012.

6.4.3 *Splits of Weekday and Weekend Ridership*

For purposes of calculating ridership from ticket and pass sales data to compare with passenger counts, estimates of weekday ridership are needed. This requires estimating the percentages of sold tickets used for travel on weekdays and the number of weekday trips made by pass users.

About two out of every three commuter rail riders use prepaid monthly passes that allow unlimited riding within the zones for which they are valid. The actual number of trips made by pass users must be estimated by applying factors such as those derived from responses to passenger surveys. Such surveys have generally asked respondents how many days they will use passes in a typical week or how many times they will use them on a typical day, but not how much their use may vary. Because of the relatively long lengths of the commuter rail lines, few passengers make more than one round-trip per day on the system. Under the fare structure in effect from 2007 through June 2012, the price of a monthly pass was about equal to that of 16 full-fare round-trips using one-way tickets. The average number of non-holiday weekdays per month was 21, and some passes were used for both weekday and weekend travel, so it was not necessary for a pass to be used for a round-trip every weekday to attain savings compared with using single-ride tickets. Passengers with their pass costs partly or fully subsidized by employers had even less incentive to use their passes every weekday than those paying for their own passes.

6.4.4 *Pass-Use Rates from Survey Data*

The MBTA systemwide passenger survey conducted by CTPS in 2008 and 2009 did not ask specifically about the frequency of pass use, but did ask respondents what their method of fare payment was, how many days per week they used the service they were riding when surveyed, and whether they used the service regularly on Saturdays or Sundays. Commuter rail passengers with passes would presumably use them for all of their trips on the lines on which they were surveyed, so the overall trip frequency reported by these passengers should be the same as their pass-use frequency. Some commuters have work schedules that include working on weekends with some weekdays off. This has to be taken into account in calculating weekday travel frequency. For example, survey respondents who report riding regularly on Saturdays and Sundays and riding seven days a week can be assumed to ride on five weekdays. Those who report riding regularly on Saturdays and Sundays but riding a total of only five days a week implicitly ride on only three weekdays. Adjustments are also needed for passengers reporting regularly riding on one weekend day but fewer than six total days. After adjustments for weekend use, the 2008–09 survey results indicated that commuter rail riders in each zone used the line on which they were surveyed approximately 4.65 weekdays each week. (Only 1.3% of all commuter rail pass users transferred between two commuter rail lines.)

The 2008–09 survey did not ask respondents how many commuter rail trips they made on a typical day. In prior pass-user surveys, reported averages have ranged from about 1.9 to 2.0 trips per day. With a rate of 1.9, the estimated total number of pass-user trips would be 5% less than with a rate of 2.0. Overall, commuter rail survey respondents would be more likely to overstate than to understate their trip frequencies because there are more possibilities for omitting trips by using alternate means of travel or taking days off than there are for making extra trips. In a typical month, with 21 weekdays, a passenger making one round-trip per weekday would make 42 trips. Each one-way trip less than this would be a 2.4% reduction.

In the composite weekday from the 2012 CTPS passenger counts, total inbound and outbound ridership for the system as a whole differed by only 1%. However, almost no stations had exactly the same number of passengers boarding inbound and alighting outbound or vice versa. At some stations boardings exceeded alightings, and at others the opposite was true. In order to assess the reasonableness of the data, the boarding and alighting numbers were examined in the following way. They were separated into two sets. The first set contained the boardings number or the alightings number, whichever was higher, for each station, and the second set contained the lower of the two numbers for each station. The sum of the higher numbers for all stations

combined was about 12% greater than the sum of the lower numbers and was about 6% greater than the average of boardings and alightings. Because of logistical considerations, none of the stations had all boardings and all alightings counted on the same day, and at the majority of stations, AM and PM peak ridership was counted on different days. Differences between the inbound and outbound ridership totals at a given station could reflect day-to-day variation or actual imbalances between typical inbound and outbound ridership. Some of the latter could reflect shifts among stations, especially by passengers who are dropped off at one station on the initial trip of the day but picked up at a different station after the return trip.

6.4.5 *Calculations of Weekday Ticket Use*

Monthly passes are valid for unlimited numbers of trips, so the use of a pass on a weekend day does not reduce the number of trips for which it could be used on a weekday. In contrast, tickets are valid for only a specified numbers of trips. Except for improper reuse of tickets that have not been collected or punched on previous trips, each use of a ticket on a weekend day results in one less possible ticket use on a weekday. Under the rules in effect prior to July 2012, tickets sold on board trains were valid only on the day of purchase, but tickets bought at stations or other ticket outlets were valid for several months. Ticket sales figures show when tickets are sold rather than when they are used, but carryovers from one month to the next would be expected to be offset by carryovers from the previous month.

Weekend ridership consists largely of nonrepetitive non-work trips. Many of these are probably made by people who do not use the commuter rail system regularly on weekdays. Therefore, survey responses by weekday ticket users concerning their weekend use of commuter rail are likely to understate the overall weekend ticket use. (The cost of a monthly pass would not be justified for a passenger traveling only on weekend days, so it can be assumed that riders who use passes on weekend days are also among those using passes on weekdays.) In the absence of survey data or direct observations, Train Audit reports are the main data source from which the proportions of tickets used on weekdays versus weekend days can be calculated.

As noted above, Train Audit reports weighted by the number of weekdays, Saturdays, Sundays, and holidays in a month indicate far higher ridership than can be accounted for by ticket and pass sales. In the May 2011 audit, the largest discrepancies were in trips made with adult full-fare and 12-ride tickets. If the error rates in the audit reports are about the same on weekdays, Saturdays, and Sundays, the ratios of Saturday and Sunday to weekday ridership can be applied to the number of Saturdays and Sundays to calculate an equivalent number of weekdays over which to distribute ticket rides. For

example, in a month with 22 weekdays, 5 Saturdays, and 4 Sundays, if an audit report is correct in indicating that for one-way tickets the number of Saturday rides was 60% as great as the number of weekday rides, and the number of Sunday rides was 30% as great as the number of weekday rides, then for this ticket type monthly sales would have been the equivalent of $22 \times 1 + 5 \times 0.60 + 4 \times 0.30 = 26.2$ weekday sales. Continuing with this example, if the reported number of sales of this type of ticket during the month was 100,000, the average number of rides per weekday would have been $100,000/26.2 = 3,817$.

Because there are fewer Saturdays and Sundays than weekdays, and the number of weekend trips shown in the audit reports is smaller than the number of weekday trips, an error in the weekend ticket proportion would result in a smaller error in the weekday estimate. In the example above, if Saturday and Sunday sales were each underestimated by 50% relative to weekday sales and the true ratios should have been 90% on Saturdays and 45% on Sundays, then the equivalent number of weekdays would have been $22 \times 1 + 5 \times 0.90 + 4 \times 0.45 = 28.3$. The average number of weekday rides would then have decreased to $100,000/28.3 = 3,533$, or a reduction of 7.4% compared with the original calculation. Similarly, if Saturday and Sunday sales relative to weekday sales were reduced by 50% each, to 30% and 15%, the equivalent number of weekdays would be reduced to $22 \times 1 + 5 \times 0.30 + 4 \times 0.15 = 24.1$. The average number of weekday rides would then increase to $100,000/24.1 = 4,149$. This would be a gain of 8.7% compared with the original calculation.

Applying survey pass-use factors to pass sales figures, and factors from Train Audits to ticket sales figures, about 7% of weekday commuter rail trips in the first four months of 2012 were made using single-ride or round-trip full-fare tickets purchased off-train, and about 30% of weekday trips were made using all ticket forms combined. Each 1% increase or decrease in the number of off-train full-fare tickets allocated to weekday trips would therefore change total weekday ridership estimates by only 0.07%. An average change of 1% in all ticket forms combined allocated to weekdays would change total weekday ridership estimates by 0.3%. In the example above, reducing the estimated number of weekday rides on all ticket forms combined by 7.4% would reduce the total estimated number of weekday rides by 2.2%.

6.4.6 *Potential Impact of Fare Evasion*

Discrepancies between the number of passengers shown in Train Audit reports and the number who can be accounted for by ticket and pass sales are sometimes attributed to unauthorized free rides or fraudulent reuse of tickets that are not collected or punched because conductors may be unable to get to all passengers on heavily patronized trains. However, unless ticket collection

rates are always much higher on audit days than on other days, uncollected fares or reused tickets could not explain the large difference between ridership projected from ticket sales and that shown in the audit reports. A passenger who is checked by a conductor will either be found to have a pass or a through ticket to Boston purchased in advance and valid from the boarding zone, or will have to buy a ticket from the conductor. The volume of interzone riders is low enough that the conductor is not likely to forget that there are passengers who claim that they will be making interzone trips and notice that they ride through to Boston. A passenger paying the wrong fare would nevertheless be included in the total passenger count.

Passes are valid for unlimited riding, so pass users cannot get any extra rides as a result of not having their passes checked. As discussed above, pass rides account for about 70% of the weekday ridership estimated from combined monthly ticket and pass sales. About 12% of weekday rides would be taken on tickets sold on board trains. These are used at the time of purchase if they are for a one-way trip. If they are for a round-trip, the return half of the ticket is valid only on the day of purchase. Therefore, the only potential for fare evasion in this type of ticket is by passengers who board trains without tickets and are never seen by conductors.

With no fare evasion, about 8% of weekday rides would be taken on all forms of single-ride or round-trip tickets purchased prior to boarding, and about 10% would be taken on 12-ride tickets. Missed ticket collection is most likely to occur on peak-period peak-direction trains in the zones nearest to downtown Boston, where trains are most crowded. Based on survey data, about 35% of single-ride, round-trip, and 12-ride ticket trips are made on off-peak trains, and about 65% on peak trains. Based on ticket sales reports, about 17% of 12-ride tickets are for fare zones 1A, 1, or 2, and about 12% of single-ride and round-trip tickets sold off-train are for these zones. Therefore on an average weekday, out of all trips paid for with passes or tickets the percent accounted for by single-ride, round-trip, or 12-ride tickets for peak-period trips in Zones 1A, 1, or 2 can be calculated as $65\% \times (8\% \times 12\% + 10\% \times 17\%) = 1.7\%$.

It is improbable that on an average day, the number of peak-period Zone 1A, 1, or 2 riders who did not have their tickets collected or punched or who were reusing tickets that should have been collected or punched on a previous day would account for a greater percent of all riders than the 1.7% holding valid tickets for these zones that day. Consequently, fare evasion due to uncollected or unpunched tickets could not come close to accounting for the discrepancies of around 30% between ridership shown in Train Audit reports and ridership estimated from ticket and pass sales.

***APPENDIX A: LINE-BY-LINE COUNT RESULTS
AND TABLES OF BOARDINGS, ALIGHTINGS, AND LOADS
FOR EACH TRAIN AT EACH STATION***

The results of the CTPS 2012 passenger counts for individual lines are discussed in detail below. The lines are addressed in counterclockwise order, starting with the Newburyport/Rockport Line on the North Side and ending with the Greenbush Line on the South Side. In general, this is the same sequence as that of the train numbers used by the MBTA.

Following the line-by-line narrative is a series of tables that show the weekday boardings and alightings counted for each inbound and outbound train on each of the 12 MBTA commuter rail lines. The counts for any given train and station are observations from a single sample day; the counts were not done on all lines, nor at all stations on the same line, on the same day. In addition to the counts for individual trains, these tables summarize boardings and alightings by line for four time periods: AM peak, midday, PM peak, and evening. Where applicable, these summaries also include totals for pre-AM-peak trains. For each train, the loads when departing each station have been calculated. Also shown are the maximum load point and the ridership at that location, the percentages of passengers on each train going to or from North Station or South Station, and the percentages of passengers making interzone trips (trips not to or from North Station, South Station, or any other station in fare Zone 1A).

The tables are arranged in the same counterclockwise geographical order used in the text. The tables for each line take up several pages, with the number of pages for each line varying with the number of trains. To assist in finding the tables for an individual line, the tables have page numbers in separate series, as follows:

Newburyport/Rockport Line	NR-1 to NR-14
Haverhill Line	HV-1 to HV-12
Lowell Line	LO-1 to LO-13
Fitchburg Line	FI-1 to FI-8
Framingham/Worcester Line	WO-1 to WO-10
Needham Line	NE-1 to NE-8
Franklin (Forge Park) Line	FP-1 to FP-10
Providence/Stoughton Line	PS-1 to PS-16
Fairmount Line	FA-1 to FA-8
Middleborough/Lakeville Line	ML-1 to ML-6
Kingston/Plymouth Line	KP-1 to KP-6
Greenbush Line	GB-1 to GB-6

A.1 Newburyport/Rockport Line

A.1.1 *Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations*

In the CTPS 2012 counts, the Newburyport/Rockport Line had the highest ridership total among North Side lines and the second-highest total among system lines, with 6,958 riders inbound and 7,045 outbound. Of these riders, 78.1% inbound rode AM peak trains, and 69.4% outbound rode PM peak trains. Excluding North Station, the most heavily used stations on the line were Salem, with 1,914 inbound boardings, and Beverly, with 1,339. Swampscott was a distant third, with 670 inbound boardings. All three of these stations are served both by trains originating on the Rockport Line and by trains originating on the Newburyport Line. Of the stations served only by trains on one of these two lines, Newburyport had the highest inbound boarding total, at 538. The most heavily used station on the Rockport Line was Gloucester, with 341 inbound boardings. Divided by segments, the stations between Beverly and Chelsea, which are served by trains from both the Rockport and Newburyport branches, accounted for 63.6% of the inbound boardings, with 4,425. Stations from Newburyport through North Beverly, which are served only by Newburyport Line trains, accounted for 20.7% of the boardings, at 1,443. Stations from Rockport through Montserrat, which are served only by Rockport Line trains, accounted for 15.7% of the boardings, at 1,090.

A.1.2 *Interzone and Zone 1A Ridership*

The Newburyport/Rockport Line had the highest interzone trip rate among North Side lines and the second-highest rate in the entire system, at 9.2% for both directions combined. The most common inbound alighting and outbound boarding stations for interzone trips were Lynn, Salem, and Beverly. Inbound alightings and outbound boardings at Chelsea Station, in Zone 1A, are classified as through trips, but have more in common with interzone trips. They accounted for about 1.5% of all trips on the Newburyport/Rockport Line.

A.1.3 *Maximum Load Points and Ridership Not Included in Peak Load Totals*

The maximum load point on the Newburyport/Rockport Line varied among trains, mainly because of differences in turnover rates due to interzone travel. When the 2012 counts were conducted, the first 11 inbound trains of the day were classified as AM peak trains. Of these, 6 had maximum loads departing Lynn Station, including 5 that stopped at River Works and had more offs than ons there, and one that did not stop at River Works but had more offs than ons at Chelsea. Three trains had maximum loads between Chelsea and North

Station. The other 2 ran nonstop between Salem and North Station, and had their maximum loads when they left Salem. Among the trains that had maximum load points departing Lynn, the difference between the load there and the load arriving at North Station ranged from 4 to 15 riders, with an average of 8.5. Therefore, alighting counts at North Station would have been reasonably close to maximum load totals. Total alightings before North Station on the 11 inbound AM peak trains ranged from 11 to 96, with an average of 32.2. On the 18 inbound trains running through to Boston after the end of the AM peak, alightings before North Station ranged from 0 to 70 per train, with an average of 23.6.

Ten Newburyport/Rockport trains, departing North Station between 4:00 and 6:45 PM, were classified as outbound PM peak trains. Among these, maximum loads occurred on 4 leaving North Station and on 3 each leaving Chelsea and River Works. On the six trains with maximum loads greater than North Station departing loads, differences ranged from 3 to 14 riders, with an average of 7.8. Total boardings at stations after North Station on the 10 outbound PM peak trains ranged from 7 to 51, with an average of 24.8. On the 14 trains leaving Boston between the start of service and the start of the PM peak, boardings at stations after North Station ranged from 0 to 58, with an average of 26.2. On the 5 trains leaving Boston after the end of the PM peak, boardings at stations after North Station ranged from 4 to 27, with an average of 14.2.

A.2 Haverhill Line

A.2.1 *Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations*

The Haverhill Line had the lowest total ridership among North Side lines, but was seventh out of all 12 commuter rail system lines, with 3,489 riders inbound and 3,502 outbound. Of these riders, 81.2% inbound rode AM peak trains and 67.8% outbound rode PM peak trains. Excluding North Station, the most heavily used stations on the line were Reading, with 797 inbound boardings, and Lawrence, with 536. Wakefield was third, with 484 inbound boardings. The stations between Reading and Malden Center, which are served both by through trains from Haverhill and by peak-period short-turn trains from Reading, accounted for 51.5% of the inbound boardings, at 1,797. Stations between Haverhill and North Wilmington, served by through trains from Haverhill and one short-turn train from Andover, accounted for 48.5% of the inbound boardings, at 1,692.

Some Haverhill trains are routed via the Lowell Line south of Ballardvale Station. Passengers boarding these trains at stations on the Lowell Line are

included in the totals for that line. Passengers riding from Haverhill Station to North Station or the reverse can ride Amtrak Downeaster trains instead of MBTA trains. CTPS counted boardings on the one inbound AM peak Downeaster train and alightings from the 2 outbound PM peak Downeaster trains at Haverhill separately from the MBTA train counts, but did not count off-peak Downeaster riders. The inbound AM peak Downeaster train had 26 boardings at Haverhill, compared with 239 AM peak and 386 all-day boardings there on MBTA trains. The outbound PM peak Downeaster trains had a combined total of 51 alightings, compared with 190 PM peak and 336 all-day alightings there from MBTA trains. These peak imbalances suggest that some commuters ride MBTA trains from Haverhill to Boston but return on Downeaster trains to save time. At present, the Downeaster fare between Haverhill and Boston is \$13.00 for a single ride, \$96.00 for a 10-ride ticket, or \$259 for an unlimited-ride monthly pass. At the time the survey was conducted, the MBTA commuter rail fare between Haverhill and Boston was \$7.25 for a single ride, with the same unit cost for a 12-ride ticket, or \$235 for a monthly pass. Since July 1, 2012, the MBTA fare has been \$9.25 for a single ride or \$291 for a monthly pass.

A.2.2 Interzone and Zone 1A Ridership

On the Haverhill Line, only 2.6% of riders in both directions combined made interzone trips, but 5.2% of inbound alightings and 2.5% of outbound boardings took place at Malden Center Station, in Zone 1A. More detailed counts at Malden Center in the past have shown that imbalances between commuter rail inbound alightings and outbound boardings there resulted from some passengers transferring to the Orange Line to complete inbound trips but boarding outbound Haverhill Line trains at North Station. The percentage of inbound passengers alighting at Malden was much smaller in 2012 than in previous CTPS counts. This may have been partly because increased passenger volumes on the Orange Line north of North Station have reduced the attractiveness of transferring from commuter rail at Malden. The low inbound Malden alighting figure also appears to have been weather-related. The count at Malden was done on a day when the temperature was below freezing. Passengers transferring to the Orange Line there have to wait outdoors or rush up to the platform as the train is arriving. At North Station, the Orange Line platform is in the subway.

A.2.3 Maximum Load Points and Ridership Not Included in Peak Load Totals

On most trains on the Haverhill Line, the maximum load inbound was on trains approaching Malden Center Station, and the maximum load outbound was on trains departing that station. Because of the amount of passenger turnover at

Malden Center, it is necessary to have ridership figures for both there and North Station in order to calculate peak loads. A few Haverhill Line trains in each direction are routed over the Lowell Line between Wilmington and North Station and stop at some of the stations on that line. The maximum loads on those trains occur as they are approaching North Station inbound or departing outbound. The summary tables for the CTPS counts for these trains follow the MBCR convention of including only boardings and alightings north of Wilmington in the Haverhill Line totals and the rest in the Lowell Line totals.

Most of the limited interzone ridership on the Haverhill Line is on through trains to or from Haverhill rather than on Reading or Andover short-turns. When the 2012 counts were conducted, the first 8 inbound weekday trains were classified as AM peak trains, and 5 of these originated at Haverhill. On the 5 Haverhill trains, alightings before Malden Center ranged from 1 to 10 per train, with an average of 5.2. On the 8 inbound trains from Haverhill after the end of the AM peak, alightings before Malden Center ranged from 1 to 12 per train, with an average of 6.8.

Six Haverhill Line trains, departing North Station between 4:30 and 6:20 PM, were classified as outbound PM peak trains. On the 4 of these that ran through to Haverhill, boardings after Malden Center ranged from 6 to 17, with an average of 9.8. On the 5 trains to Haverhill leaving North Station between the start of service and the start of the PM peak, boardings after Malden Center ranged from 4 to 14 per train, with an average of 7.6. On the 4 trains to Haverhill leaving North Station after the end of the PM peak, boardings after Malden Center ranged from 2 to 7 per train, with an average of 4.3.

A.3 Lowell Line

A.3.1 *Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations*

The Lowell Line had the second-highest ridership total among North Side lines and the fifth-highest total among system lines, with 4,988 riders inbound and 4,639 outbound. (These totals include riders using Haverhill Line trains to travel between pairs of stations on the Lowell Line). Of the total riders on the Lowell Line, 79.3% inbound rode AM peak trains and 71.8% outbound rode PM peak trains. Excluding North Station, the most heavily used stations on the line were Lowell, with 1,590 inbound boardings, and Anderson/Woburn, with 857. North Billerica was a close third, with 786 inbound riders.

The stations from Anderson/Woburn to West Medford, which are served by through trains from Lowell, by peak-period short-turn trains from Anderson/Woburn, and by some Haverhill Line trains, accounted for 42.8% of the inbound boardings, at 2,136. Lowell, North Billerica, and Wilmington, which

are served by through trains from Lowell, and in the case of Wilmington by some trains from Haverhill, accounted for 57.2% of the inbound riders, with 2,852.

A.3.2 Interzone and Zone 1A Ridership

The Lowell Line has the fewest stations of all the North Side lines, with only eight if North Station is excluded. This limits the possibilities for interzone trips. Consistent with this, the Lowell Line had the lowest interzone trip rate on the North Side in the 2102 counts, at 1.9% in both directions combined. Another 1% of inbound alightings and outbound boardings on the Lowell Line took place at West Medford in Zone 1A.

A.3.3 Maximum Load Points and Ridership Not Included in Peak Load Totals

On most trains in either direction on the Lowell Line, the maximum load point was between West Medford and North Station. In a few cases, inbound alightings at West Medford exceeded inbound boardings there or outbound boardings exceeded outbound alightings, but the net turnover there was usually small. Therefore, for most trains, either boarding or alighting totals at North Station would suffice to determine peak loads.

From the start of service to the end of the AM peak, 6 trains originated at Lowell, and 2 short-turns originated at Anderson/Woburn. The Anderson/Woburn trains each had only 1 or 2 alightings before North Station. One of the Lowell trains ran nonstop between Anderson/Woburn and North Station. On the other 5 trains from Lowell, alightings before North Station ranged from 5 to 11 per train, with an average of 8.2. After the end of the AM peak, 16 inbound trains originated at Lowell and 2 at Anderson/Woburn. None of the latter had any alightings before North Station. The trains from Lowell had 1 to 13 alightings each before North Station, with an average of 5.4.

Seven Lowell Line trains, departing North Station from 4:10 to 6:25 PM, were classified as PM peak trains. One of these was an Anderson/Woburn short-turn, with 4 boardings after North Station. The other 6 were Lowell trains, of which 1 ran nonstop from North Station to Anderson/Woburn and had only 1 boarding after North Station. The other 5 had 5 to 11 boardings each after North Station, with an average of 8.4. Between the start of service and the start of the PM peak, 11 trains left North Station for Lowell. For these trains, boardings after North Station ranged from 3 to 11, with an average of 6.8. After the end of the PM peak, 5 trains left North Station for Lowell. For these trains, boardings after North Station ranged from 2 to 9, with an average of 4.2.

A.4 Fitchburg Line

A.4.1 *Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations*

The Fitchburg Line had the third-highest ridership total among North Side lines and the sixth-highest total among system lines, with 3,955 riders inbound and 3,969 outbound. Of these riders, 72.3% inbound rode AM peak trains and 64.1% outbound rode PM peak trains. These were the lowest concentrations of peak-direction peak-period ridership in the system. This reflected high rates of reverse-commuting on the Fitchburg Line, especially by college and private-school students. On the Fitchburg Line, 14.3% of outbound boardings were made in the AM peak and 14.0% of inbound boardings were made in the PM peak, compared with the system averages of 5.1% for each of these groups.

Excluding North Station, the most heavily used stations on the Fitchburg Line were South Acton, with 681 boardings, and Brandeis/Roberts, with 414. The stations between South Acton and Porter Square, which are served both by through trains from Fitchburg and by peak-period short-turn trains from South Acton, accounted for 72.0% of the inbound boardings, at 2,849. The stations between Fitchburg and Littleton/Rte. 495, which are served only by through trains from Fitchburg, accounted for 28.0% of the inbound boardings, at 1,106.

A.4.2 *Interzone and Zone 1A Ridership*

The Fitchburg Line had the second-highest interzone trip rate on the North Side, at 7.8% in both directions combined. The most common inbound alighting and outbound boarding stations for interzone trips were Waltham, Brandeis/Roberts, and Belmont, but in absolute terms they had much lower interzone activity than the most important interzone stations on the Newburyport/Rockport Line. Inbound alightings and outbound boardings at Porter Square Station, in Zone 1A, are classified as through trips. They accounted for 40.5% of inbound alightings and 33.6% of outbound boardings on the Fitchburg Line in the 2012 counts. Passengers using Porter Square Station can go either to or from locations in the station vicinity or transfer to or from the Red Line or MBTA buses. The difference between inbound alightings and outbound boardings in the 2012 counts is consistent with patterns observed in previous CTPS counts at this station. It is mostly attributable to inbound alighting passengers with destinations in Boston who complete their trips by transferring to the Red Line but make their outbound return trips by boarding Fitchburg Line trains at North Station.

A.4.3 Maximum Load Points and Ridership Not Included in Peak Load Totals

Despite the high interzone trip rate on the Fitchburg Line, there was little variation among trains in the location of the maximum load point. On all inbound trains between the start of service and late afternoon, the maximum load point was between Belmont Station and Porter Square. On the final seven trains of the day, maximum loads were after Waltham. However, 2 of those trains ran nonstop from Waltham to Porter Square. For the rest, the difference between the load leaving Waltham and that leaving Belmont was at most 6 riders per train. On most outbound trains all day, the maximum load point was departing Porter Square. On a few trains, the maximum load point was either leaving Belmont or leaving Waverley. In most of the latter cases, the maximum loads were only 1 to 3 riders greater than the loads leaving Porter Square, but the first train of the day had 31 more riders aboard after Waverley than after Porter Square because of reverse-commuters. With the amount of passenger turnover at Porter Square, it is necessary, at minimum, to have ridership totals both there and at North Station in order to calculate peak loads.

When the 2012 counts were conducted, the first 6 inbound weekday trains were classified as AM peak trains. The first 5 of these originated at Fitchburg, but the last was a South Acton short-turn. The number of alightings before Porter Square varied widely among trains. For the first 4 Fitchburg trips, these alightings ranged from 6 to 22 per train, with an average of 28, but the fifth train had 47. The South Acton train had 8 alightings before Porter Square. For the rest of the day, 8 inbound trains originated at Fitchburg and 3 at South Acton. On the Fitchburg trains, alightings before Porter Square ranged from 5 to 26, with an average of 13.1. On the South Acton trains, alightings before Porter Square ranged from 7 to 28, with an average of 17.0.

The 6 Fitchburg Line trains departing North Station between 4:00 and 6:25 PM were classified as PM peak trains. The first of these terminated at South Acton, and the rest ran through to Fitchburg. The South Acton train had 20 boardings after Porter Square. On 4 of the Fitchburg trains, boardings after Porter Square ranged from 9 to 18, with an average of 14.0, but the 4:50 Fitchburg train had 54 such boardings.

Between the start of the service day and the start of the PM peak, 3 outbound trains were South Acton short-turns and 4 were through trains to Fitchburg. The first outbound train of the day, which was a South Acton trip, had 72 boardings after Porter Square. The other 2 South Acton trains had only 12 and 10 boardings after Porter. On the outbound Fitchburg trains, boardings after Porter ranged from 14 to 38, with an average of 24.3. All 4 outbound trains after the end of the PM peak ran through to Fitchburg. On these trains, boardings after Porter Square ranged from 2 to 13, with an average of 7.8.

A.5 Framingham/Worcester Line

A.5.1 *Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations*

The Framingham/Worcester Line had the second-highest ridership among South Side lines and the third-highest among total system lines, with 6,451 riders inbound and 6,336 outbound. Of these riders, 81.1% inbound rode AM peak trains and 74.3% outbound rode PM peak trains. Excluding South Station and Back Bay, the most heavily used stations on the line were Worcester, with 915 inbound boardings, Framingham, with 886, and West Natick, with 780. The stations between Framingham and Yawkey, which are served by through trains from Worcester and short-turns from Framingham, accounted for 58.7% of the inbound boardings, with 3,786. Stations between Worcester and Ashland, which are served only by Worcester trains, served 40.0% of the inbound boardings, at 2,581. Back Bay Station had 1.3% of the inbound boardings, at 84.

A.5.2 *Interzone and Zone 1A Ridership*

The Framingham/Worcester Line had the third-highest interzone trip rates among South Side lines, at 4.7% for both directions combined, but had a higher absolute number of interzone trips than either of the South Side lines, with higher rates of such trips. Framingham Station alone was the inner endpoint for one quarter of the interzone trips on the Framingham/Worcester Line. Framingham was probably also one of the more important outer endpoints for interzone trips, but in the counts those could not be distinguished directly from through trips to and from Framingham.

Yawkey Station, in Zone 1A, accounted for 6.9% of inbound alightings and 5.5% of outbound boardings on the Framingham/Worcester Line. The main inbound destinations and outbound origins of riders using this station are the Longwood Medical Area and Boston University. Because of very limited outbound midday service at Yawkey, some passengers who alight there inbound may take the Green Line to Copley Station and walk to Back Bay Station to catch outbound trains. Yawkey Station does not have a direct connection with the Green Line, but it is within walking distance of Kenmore Station, which is on the B, C, and D lines, and Fenway Station, which is on the D Line.

A.5.3 *Maximum Load Points and Ridership Not Included in Peak Load Totals*

On the Framingham/Worcester Line, service at the time of the 2012 counts was provided by trains originating or terminating either at Worcester or at

Framingham, with various combinations of local stops and express service. With few exceptions, the maximum load point on inbound trains was approaching Yawkey Station on trains that stopped there, or approaching Back Bay Station on trains that didn't stop at Yawkey. For trains with maximum loads farther out than Yawkey, those loads and the loads at Yawkey or Back Bay differed by only 1 to 3 riders. Similarly, for almost all outbound trains, the maximum load point was departing Yawkey on trains that stopped there, or departing Back Bay on trains that did not stop at Yawkey. When the peak load point was west of Yawkey, the difference between that load and the load at Yawkey was negligible. Because of the high passenger turnover volumes at Back Bay and Yawkey, it is necessary to have ridership totals at these stations and at South Station in order to calculate peak loads.

When the 2012 counts were conducted, the first 8 inbound weekday Framingham/Worcester trains were classified as AM peak trains. Six of these trains originated at Worcester and 2 were Framingham short-turns. The number of alightings before Yawkey varied widely among trains. For 3 trains from Worcester that stopped at all stations, such alightings ranged from 15 to 42 per train, with an average of 26.7. For the 3 Worcester trains that omitted some stops, alightings before Yawkey ranged from 7 to 21, with an average of 12.0. The 2 Framingham trains had 12 and 14 alightings before Yawkey. For the rest of the day. Seven inbound trains originated at Worcester and 6 at Framingham. On the Worcester trains, alightings before Yawkey ranged from 2 to 36, with an average of 20.0. On the Framingham trains, alightings before Yawkey ranged from 2 to 8, with an average of 5.2.

The 7 Framingham/Worcester Line trains that departed South Station between 4:05 and 6:30 PM were classified as PM peak trains. Of these trains, 4 ran through to Worcester and 3 terminated at Framingham. Only the fourth Worcester trains made all stops; the other 3 ran nonstop between Back Bay and West Natick. The first 2 Worcester express trains had 23 and 30 boardings at West Natick and beyond, but the third express train, had only 2. The Worcester local train had 26 boardings after Yawkey, with 19 of these at stations before West Natick. On the Framingham trains, boardings after Yawkey ranged from 5 to 28, with an average of 18.0. Some passengers who boarded the 4:27 Framingham train west of Back Bay may have transferred to the 5:00 Worcester train at West Natick or Framingham, putting them among the 24 boardings on that train at those stations.

Between the start of service and the start of the PM peak, there were 5 outbound trains to Worcester and 4 to Framingham. The first Worcester train was run mostly for equipment shifting. It left South Station at 4:00 AM, with no stops between Back Bay and Worcester except at Framingham and Grafton. It had no boardings at Grafton and only 4 alightings at Worcester, assumed to have boarded in Boston. For the other 4 Worcester trains, none of which

stopped at Yawkey, boardings after Back Bay ranged from 18 to 29, with an average of 23.0. On the 4 Framingham trains, only 1 of which stopped at Yawkey, boardings west of Yawkey ranged from 3 to 8, with an average of 4.5.

After the end of the PM peak, 3 outbound trains ran through to Worcester and 1 terminated at Framingham. On the Worcester trains, boardings after Yawkey ranged from 10 to 20, with an average of 14.3. The Framingham train had only 2 boardings after Yawkey.

A.6 Needham Line

A.6.1 *Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations*

The Needham Line had the fourth-highest ridership among South Side lines and the eighth-highest total among system lines, with 2,724 riders inbound and 3,090 outbound. Most of the stations on this line are also served by feeder bus routes to MBTA rapid transit lines or have direct rapid transit service. The imbalance between inbound and outbound ridership appears to have been largely attributable to passengers who used bus and rapid transit inbound but commuter rail outbound. Of the riders on the Needham Line, 87.5% inbound rode AM peak trains and 74.3% outbound rode PM peak trains.

Excluding South Station and Back Bay, the most heavily used stations on the line were Hersey, with 518 inbound boardings, Needham Junction, with 386, Roslindale Village, with 353, and West Roxbury, with 347. All trains on this line run through, to, or from Needham Heights. The outer four stations from Needham Heights through Hersey are all in the town of Needham. These stations accounted for 48.9% of the inbound boardings, at 1,333. The six stations from West Roxbury through Ruggles are all within the city of Boston. They accounted for 48.1% of the inbound boardings, at 1,309. Back Bay Station, also in Boston accounted for 3.0% of the inbound boardings, at 82.

A.6.2 *Interzone and Zone 1A Ridership*

Only 1.3% of the Needham Line riders in each direction were making interzone trips. The inner stations for the majority of these trips were Roslindale Village or West Roxbury. Trips to and from Ruggles Station, in Zone 1A, accounted for 9.7% of inbound alightings and 8.9% of outbound boardings on the Needham Line. The main inbound destinations and outbound origins of riders using this station are the Longwood Medical Area and Northeastern University. Forest Hills Station, also in Zone 1A, accounted for 1.4% of inbound alightings and 1.0% of outbound boardings on the Needham Line. The 2008–09 commuter rail survey had too few responses from Needham Line passengers alighting at Forest Hills to determine where they were going. Connections can

be made at Forest Hills with the Orange Line and with several MBTA local bus lines.

A.6.3 Maximum Load Points and Ridership Not Included in Peak Load Totals

At the time of the 2012 counts, all service on the Needham Line was provided by trains running through between Needham Heights and South Station. Most of these trains stopped at all intermediate stations, but inbound trains due at South Station at 3:50 to 6:17 PM and outbound trains leaving South Station before noon did not stop at Ruggles. Inbound trains due at South Station at 6:17 and 8:36 PM omitted stops at Highland, Bellevue, and Roslindale Village, as did the outbound train leaving South Station at 7:25 AM. The outbound train leaving South Station at 8:40 AM did not stop at Forest Hills.

Of the 16 inbound trains a day on the Needham Line, 8 had maximum loads leaving Forest Hills, with the next stop for each of these trains being Ruggles. Another 5 trains had maximum loads leaving Roslindale Village, but the differences between these loads and those leaving Forest Hills on the same trains ranged from only 2 to 5, with an average of 3.2. On 2 trains, the maximum loads were on board leaving Bellevue. On 1 of these this load was greater than that at Forest Hills by 4, but on the other it was greater by 12. One inbound train, in the PM peak, had its maximum load between Back Bay and South Station.

On all 12 of the outbound Needham Line trains that stopped at Ruggles Station, the maximum loads were on board leaving Ruggles. None of the 4 outbound Needham trains leaving South Station before noon stopped at Ruggles. On the first of these, the maximum load was reached leaving Highland Station mostly because of students going to schools near West Roxbury Station and it exceeded the load leaving Back Bay by 21. On the second and third outbound morning trains, maximum loads occurred between South Station and Back Bay. On the fourth outbound morning train, the peak load was reached leaving Roslindale Village, but it exceeded the load leaving Back Bay by only 4 passengers. Because of the high passenger turnover volumes at Back Bay and Ruggles, it is necessary at minimum to have ridership totals at these 2 stations and at South Station in order to calculate peak loads.

When the 2012 counts were conducted, the first 5 inbound weekday trains were classified as AM peak trains. The number of inbound alightings from these trains before Ruggles ranged from 1 to 7, with an average of 3.8. During the rest of the day, there were 11 inbound trains. For 10 of these, alightings before Ruggles ranged from 0 to 9, with an average of 4.2. The train due at

South Station at 5:50 PM had 14 alightings before Ruggles, including 9 at Forest Hills.

The 5 Needham trains departing South Station between 4:00 and 6:25 PM were classified as PM peak trains. On these trains, boardings after Ruggles ranged from 2 to 8, with an average of 3.6. Between the start of service and the start of the PM peak, there were 7 outbound Needham trains. The first of these, which carried students to West Roxbury, as noted above, did not stop at Ruggles and had 22 boardings after Back Bay. The other 6 had 4 to 6 boardings after Ruggles if they stopped there, or after Back Bay if they did not, with an average of 5.0. After the end of the PM peak, there were 4 outbound Needham trains, of which 3 had no boardings after Ruggles and 1 had only 1 boarding.

A.7 Franklin Line

A.7.1 Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations

The Franklin Line had the third-highest ridership among South Side lines, and the fourth-highest among total system lines, with 4,959 riders inbound and 5,121 outbound. To avoid double counting, inbound boardings or outbound alightings at Fairmount Line stations for Franklin Line trains routed over the Fairmount Line north of Readville are included in the Fairmount Line totals but not the Franklin Line totals. Of the Franklin Line riders, 83.7% inbound rode AM peak trains and 78.2% outbound rode PM peak trains. Another 2.5% rode the first inbound train of the day, which was due at South Station at 6:15 AM but was classified as an off-peak train in the published schedule.

Excluding Back Bay and South Station, the most heavily used stations on the Franklin Line were Norwood Central, with 928 inbound boardings, Forge Park/495, with 674, Walpole, with 635, and Norfolk, with 618. Most of the trains on this line run through, to, or from Forge Park, but there are a few short-turns from Norwood Central and Walpole. Stations from Norwood Central through Ruggles accounted for 43.6% of the inbound boardings, with 2,162. Stations from Forge Park through Windsor Gardens accounted for 55.0% of the inbound boardings, with 2,730. Back Bay Station had 1.4% of the inbound boardings, at 68.

A.7.2 Interzone and Zone 1A Ridership

The Franklin Line had the third-lowest interzone trip rate among South Side lines, at 1.6% for both directions combined. The only stations that were the inner ends of more than 10 interzone trips each were Norwood Central, Dedham Corporate Center, Readville, and Islington. Most of the interzone

ridership at Islington consisted of students going to and from Xaverian Brothers High School in Westwood, and was concentrated on one inbound AM peak train and one outbound afternoon train.

Ruggles Station, in Zone 1A, accounted for 9.6% of the inbound alightings and 9.8% of the outbound boardings on the Franklin Line. The main inbound destinations and outbound origins of riders using this station are the Longwood Medical Area and Northeastern University.

A. 7.3 Maximum Load Points and Ridership Not Included in Peak Load Totals

At the time of the 2012 counts, most Franklin Line trains originated or terminated at Forge Park/ 495 Station, but there was one round-trip between South Station and Walpole Station in the AM peak, and between South Station and Norwood Central, there was one round-trip in the AM peak and one in the PM peak. Most of the Franklin Line trains were routed over the Providence Line via Ruggles and Back Bay stations between Readville and South Station, but 4 inbound trains and 3 outbound trains were routed over the Fairmount Line north of Readville.

On all 15 inbound Franklin Line trains routed via the Providence Line, the maximum load was approaching Ruggles if the train stopped there, or approaching Back Bay if it did not stop at Ruggles. The last stop before the maximum load point was Readville for 10 of these trains, Dedham Corporate Center for 3, Endicott for 1, and Hyde Park for 1. Of the 4 Franklin Line trains routed via the Fairmount Line tracks, only the first, due at South Station at 6:15 AM, stopped at all stations on that line. That train had its maximum load as it approached South Station, and its maximum load of Franklin Line passengers as it approached Readville. Of the other 3 Franklin Line trains routed via the Fairmount Line tracks, 1 did not serve any stations on that line, 1 stopped only at Readville, and 1 stopped at Readville and Fairmount Station. The maximum load point for all of these trains was approaching South Station.

Of 15 outbound Franklin trains routed via the Providence Line, 12 stopped at Ruggles and had maximum loads leaving that station. Of the others, 2 had maximum loads leaving Back Bay and 1 had a slightly higher load leaving South Station than leaving Back Bay. Of the 3 outbound trains routed via the Fairmount Line tracks, 1 served no Fairmount Line stations and 2 served no Fairmount Line stations except Readville. All 3 had maximum loads leaving South Station. Because of the high passenger turnover volumes at Back Bay and Ruggles, it is necessary at minimum to have ridership totals at these stations and at South Station in order to calculate peak loads for Franklin Line trains routed via the Providence Line north of Readville.

When the 2012 counts were conducted, the first inbound Franklin Line train of the day, which was routed via the Fairmount Line tracks and was due at South Station at 6:15 AM, was classified as an off-peak train. This train had its maximum load approaching South Station, and only 3 passengers alighted at previous stations on either the Franklin Line or the Fairmount Line. The next 7 inbound weekday trains were classified as AM peak trains. Of these, 5 originated at Forge Park, 1 at Walpole, and 1 at Norwood Central, and all were routed via the Providence Line tracks north of Readville. The train from Forge Park due at South Station at 7:59 AM made limited stops, and had only 1 alighting before Ruggles. On the other 4, inbound alightings before the peak load point ranged from 4 to 17, with an average of 8.0. The train from Walpole and the train from Norwood Central each had only 1 alighting before the peak load point.

Between the last inbound AM peak train and 5:08 PM, all 5 inbound trains from Forge Park were routed via Back Bay. Alightings from these trains before the peak load point ranged from 2 to 8, with an average of 4.8. The inbound train from Norwood Central, due at South Station at 6:05 PM, had no alightings before South Station. The Forge Park trains due at South Station at 6:50 and 8:45 PM and routed via the Fairmount Line tracks had 9 and 4 alightings before the peak load point. The last 3 inbound trains from Forge Park were routed via Back Bay with no stop at Ruggles. Of these trains, 1 had a single alighting before Back Bay and the others had none.

The 6 Franklin Line trains departing South Station between 3:55 and 6:15 PM were classified as PM peak trains. All of these were routed via the Providence Line tracks north of Readville, with 5 running through to Forge Park/ 495 and 1 terminating at Norwood Central. The Forge Park trains had 2 to 11 boardings each after the peak load point, with an average of 6.8. The Norwood Central train had 4 boardings after the peak load point.

Between the start of the service day and the start of the PM peak, there were 6 outbound trains to Forge Park along with 1 to Walpole and 1 to Norwood Central. The first Forge Park train was run mostly for equipment shifting. It left South Station at 4:00 AM, with no intermediate stops except at Norwood Central, Walpole, Franklin, and Forge Park. This train had only two passenger boardings: 1 at South Station and 1 at Franklin. The next 4 Forge Park trains had 2 to 5 boardings each after the peak load point, with an average of 3.3. The Forge Park train leaving South Station at 2:40 PM had 27 boardings after the PM peak, with most of these being students from Xaverian Brothers High School boarding at Islington Station. The Walpole train had no boardings after the peak load point, and the Norwood Central train had only 1. After the end of the PM peak there were 4 trains to Forge Park, all stopping at Back Bay and Ruggles. Boardings after Ruggles on these trains ranged from 0 to 5, with an average of 2.3.

A.8 Providence/Stoughton Line

A.8.1 *Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations*

The Providence/Stoughton Line includes the main line from Boston to Providence and beyond, and the Stoughton Branch, which diverges from the main line at Canton Junction and serves the Canton Center and Stoughton Stations. Trains on the main line and Stoughton Branch combined had the highest ridership among all MBTA commuter rail lines, with 10,887 riders inbound and 10,610 outbound. The counts were done prior to the extension of the line to Wickford Junction in Rhode Island, so they do not reflect any changes in ridership or ridership distribution related to it. Of the inbound riders on the line, 81.3% rode AM peak trains, and of the outbound riders, 71.3% rode PM peak trains. The PM peak concentration was the lowest among all South Side lines, but was higher than the average for North Side lines. In general, the lowest concentrations of ridership in PM peak hours were found on the lines with above-average service frequency in midday and evening hours, providing outbound riders with more opportunity to travel outside of peak hours.

Excluding South Station and Back Bay, the most heavily used stations on the Providence/Stoughton Line were Mansfield, with 1,734 inbound boardings, Providence, with 1,374, Attleboro, with 1,335, and Route 128, with 1,286. When the 2012 counts were conducted, some Providence Line trains originated at Providence and some at TF Green Airport Station. There was also one Mansfield short-turn and one Attleboro short-turn. Most Stoughton Line trains originated at Stoughton Station, but there was one Canton Center short-turn train (subsequently replaced with a Providence train). Stations from Canton Junction to Ruggles were served partly by Providence Line trains and partly by Stoughton Line trains. Stoughton and Canton Center were served only by Stoughton Line trains. Stations between TF Green Airport and Sharon were served only by Providence Line trains. Stations from Canton Junction through Ruggles accounted for 26.8% of Providence/Stoughton Line boardings, at 2,917. Slightly over half of the riders boarding at stations on this segment used trains originating on the Stoughton Line. Stations from TF Green through Sharon accounted for 61% of the inbound boardings, at 6,641. Stoughton and Canton Center accounted for 10.6% of the inbound boardings, at 1,156. Back Bay Station had 1.6% of the inbound boardings, at 173.

A.8.2 *Interzone and Zone 1A Ridership*

The interzone trip rate on the Providence/Stoughton Line was below the overall average for South Side lines, at 3.2% of both directions combined.

However, with the heaviest total ridership of any line, the Providence/Stoughton Line had the largest absolute number of interzone riders on the South Side, with 378 inbound and 310 outbound. The largest concentrations of inner endpoints for interzone trips were at Mansfield, Attleboro, and Route 128.

Ruggles Station, in Zone 1A, accounted for 6.0% of the inbound alightings and 8.5% of the outbound boardings on the Providence/Stoughton Line. The higher outbound percentage reflected the greater percentage of outbound trains stopping at Ruggles. The main inbound destinations and outbound origins of riders using this station are the Longwood Medical Area and Northeastern University.

A.8.3 Maximum Load Points and Ridership Not Included in Peak Load Totals

The passenger counts on the Providence/Stoughton Line preceded the opening of the extension to Wickford Junction Station in Rhode Island. Most trains that served stations south of Canton Junction on the main line originated or terminated either at the TF Green Airport Station or at Providence Station, but there was 1 round-trip each to Mansfield Station and to Attleboro Station. Most Stoughton Line trains ran to or from Stoughton, but there was 1 Canton Center round-trip.

On almost all inbound trains from either the main line or the Stoughton Line, the maximum load point was leaving the last station before Ruggles if the train stopped there or the last station before Back Bay if the train did not stop at Ruggles. Some trains ran nonstop through some stations, so the last stop before Ruggles varied among Hyde Park, Route 128, Canton Junction, and Mansfield. On one train that stopped at Hyde Park, the maximum load was higher by 1 leaving Canton Junction. On the inbound train due in Boston at 6:20 PM, the maximum load was between South Attleboro and Attleboro because of Providence reverse-commuters returning home to stations near the south end of the line. Similarly the maximum loads on the trains due in Boston at 7:03, 10:15, and 11:42 PM were all between Attleboro and Mansfield.

On 26 of the 34 outbound trains, the maximum load was leaving either Ruggles, if the train stopped there, or Back Bay, if it did not. On 4 trains, the maximum load point was leaving South Station because there were more alightings than boardings at Back Bay. On the first outbound Stoughton train of the day, the only boarding was at South Station. On 2 trains, the peak load point was leaving Hyde Park, but each of these trains had a net gain of only 2 riders at that station. On the first outbound main line train, the peak load point was leaving Attleboro, due to reverse-commuters going to Providence. Because of the high passenger turnover volumes at Back Bay and Ruggles, it

is necessary at minimum to have ridership totals at these stations and at South Station in order to calculate peak loads on Providence/Stoughton Line trains.

When the 2012 counts were conducted, the first 12 inbound Providence/Stoughton Line trains of the day were classified as AM peak trains. Of these, 4 originated at the TF Green Airport Station, 3 at Providence, 1 at Mansfield, and 4 at Stoughton. The number of inbound alightings from the TF Green trains before the peak load point ranged from 10 to 21, with an average of 15.0. From the Providence trains, the range was 8 to 18, with an average of 13.3. From the Stoughton trains, the range was 1 to 16, with an average of 6.8. The Mansfield train had 6 alightings before the peak load point.

During the rest of the day there were 22 inbound trains, including 5 from TF Green, 3 from Providence, 1 from Attleboro, 12 from Stoughton, and 1 from Canton Center. From the TF Green trains, alightings before the peak load point ranged from 10 to 47, with an average of 22.4. From the Providence trains, the range was 16 to 64, with an average of 36.3. From the Stoughton trains and the Canton Center train, the range was 0 to 6, with an average of 1.2. The Attleboro train had 4 alightings before the peak load point.

The 10 Providence/Stoughton Line trains departing Boston between 3:45 and 6:30 PM were classified as PM peak trains. These included 2 trains to TF Green, 3 to Providence, and 5 to Stoughton. The number of boardings after the peak load point varied greatly among trains. The 2 TFGreen trains had 8 and 9 such boardings, or an average of 8.5. For the Providence trains, the range was 6 to 42, with an average of 22.0. For the Stoughton trains, the range was 1 to 11, with an average of 5.2.

Between the start of service and the start of the PM peak there were 16 outbound trains on the Providence/Stoughton Line, including 3 to the TF Green Airport Station, 2 to Providence, 1 each to Attleboro, Mansfield, and Canton Center, and 8 to Stoughton. As was the case in the PM peak, the number of boardings after the peak load point varied widely among trains. For the TF Green trains, such boardings ranged from 5 to 36, with an average of 19.3. The Providence trains had 36 and 28 boardings after the peak load point, for an average of 32, but the Mansfield train had none and the Attleboro train had only 2. For the Stoughton trains, boardings after the peak load point ranged from 0 to 4, with an average of 0.8, but the Canton Center train had 20.

After the end of the PM peak there were 8 outbound trains on the Providence/Stoughton Line, including 2 to TF Green Airport Station and 3 each to Providence and to Stoughton. The 2 TF Green trains had 9 and 13 boardings after the peak load point, for an average of 11.0. The Providence trains each had 8 or 9 such boardings, with an average of 8.3. Of the 3 Stoughton trains, 2 had no boardings after the peak load point, and 1 had 2 making the 3-train average 0.7 boardings after the peak load point.

A.9 Fairmount Line

A.9.1 *Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations*

The Fairmount Line had by far the lowest ridership of any route in the MBTA commuter rail system, with 376 riders inbound and 413 outbound in the 2012 counts. Of these riders, 80.1% inbound rode AM peak trains and 78.9% outbound rode PM peak trains. Another 7.2% rode the first inbound train of the day, which was due at South Station at 6:15 AM but was not classified as a peak train in the published schedule.

This is the only commuter rail line located entirely within Boston city limits. It currently has four stations, excluding South Station. Readville, the outermost station on the line, is also served by Franklin Line trains routed to South Station via Back Bay. Ridership on the Fairmount Line has been negatively impacted for the past several years by ongoing construction projects that have required reduced service frequency and longer running times. These projects have included replacement of six bridges and repairs to four others. In the spring of 2012, three additional stations were under construction on the Fairmount Line, with projected completion in 2013, and a fourth new station was under design. Ridership on the line is expected to increase significantly when all of the construction work has been completed. Of the four existing stations on the line, Readville had the highest ridership in the 2012 counts, with 141 inbound boardings, followed by Fairmount, with 123. (Another 189 inbound riders boarding at Readville took Franklin Line trains routed via Back Bay.)

A.9.2 *Interzone and Zone 1A Ridership*

Of the four existing stations on the Fairmount Line, excluding South Station, Uphams Corner and Morton Street are in Zone 1A, so interzone trips are possible only between Readville and Fairmount. The 2012 counts showed only one inbound interzone rider and two outbound, for a two-way rate of 0.4%. Uphams Corner and Morton Street combined had 8 outbound boardings and 11 inbound alightings.

A.9.3 *Maximum Load Points and Ridership Not Included in Peak Load Totals*

On almost all of the inbound trains on the Fairmount Line, the maximum loads were on board as the trains arrived at South Station. One evening train had a peak load of 5 entering Uphams Corner, but only 1 passenger continuing to South Station. On the majority of outbound trains, maximum loads were on board departing South Station. On 3 trains, the maximum load exceeded the

load out of South Station by 1 rider each, and on 1 train the maximum load was 3 greater than at South Station.

When, the 2012 counts were conducted, the first inbound Fairmount Line train, due at South Station at 6:15 AM, was a through train from the Franklin Line. This train had its maximum load approaching South Station, but 3 passengers had alighted before that. The next 4 trains were classified as AM peak trains. Of these, 3 had 1 alighting each before South Station and 1 had no alightings, for an average of 0.8. After the end of the AM peak, excluding Franklin Line trains routed over the Fairmount Line, there were 10 inbound Fairmount Line trains. Of these, 7 had no alightings before South Station and the others had 1, 2, and 5. For all 10 of these trains combined, the average number of alightings before South Station was 0.8.

The 4 Fairmount Line trains departing South Station between 4:30 and 6:30 PM were classified as PM peak trains. Of these, 3 had no boardings after South Station and 1 had 3 boardings, for an average of 0.8. Between the start of service and the start of the PM peak there were 8 outbound Fairmount Line trains, excluding a through-routed Franklin Line train. Of these, 4 had no boardings after South Station, 3 had 1 boarding each, and 1 had 3. The overall average number of boardings after South Station for these 8 trains was 0.8. After the end of the PM peak there were only 2 outbound Fairmount Line trains, of which 1 had 1 boarding after South Station and the other had none.

A.10 Middleborough/Lakeville Line

A.10.1 Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations

The Middleborough/Lakeville Line ranked sixth in ridership among the eight South Side lines, with 2,461 riders inbound and 2,545 outbound in the CTPS counts. Of these riders, 72.8% inbound rode AM peak trains and 76.7% outbound rode PM peak trains. Another 9.1% rode the first inbound train of the day, which was due at South Station at 6:15 AM but was not classified as a peak train in the published schedule.

Excluding South Station, the most heavily used stations on the Middleborough/Lakeville Line were Middleborough/Lakeville, with 616 inbound boardings, Bridgewater, with 550, and Holbrook/Randolph, with 338. All of the trains on this line run through, to, or from Middleborough/Lakeville, providing no obvious breakpoints for discussing ridership by segment. However, it is interesting to note that almost half (47.3%) of the inbound boardings took place at the two outermost stations, Middleborough/Lakeville and Bridgewater, combined. Ridership on this line has been negatively impacted recently, including during the time that the counts were conducted, by an emergency tie

replacement program that required some temporary service reductions and lengthened running times.

A. 10.2 Interzone and Zone 1A Ridership

The Middleborough/Lakeville Line had the highest interzone trip rate for the entire commuter rail system, at 9.4% for both directions combined, but several other lines had higher absolute numbers of interzone trips. About one-third of the interzone activity was accounted for by trips to or from Quincy Center Station. These would have included some transfers to or from the Red Line or buses. The 2008–09 survey results for passengers alighting from Middleborough/Lakeville trains at Quincy Center included some responses from passengers making such transfers, but the sample size was too small to allow statistically significant conclusions about the relative importance of transfers and final exits. The 1998 passenger survey on this line, which obtained a much larger sample of passengers alighting at Quincy Center from a larger all-day total, showed that at that time 46% of the riders alighting there were transferring to the Red Line and 9% to MBTA buses. About one-third of those transferring to the Red Line were going to JFK/UMass Station, which is now served directly by most Middleborough/Lakeville Line trains. Most of the rest were going to Red Line stations in Quincy.

In the 2012 counts, JFK/UMass Station, in Zone 1A, had 6.4% of the inbound alightings but only 3.1% of the outbound boardings on the Middleborough/Lakeville Line. Ridership at this station is made up largely of students going to or from UMass Boston or Boston College High School. Most inbound AM peak trains on the Middleborough/Lakeville Line stop at JFK/UMass, but there is very limited outbound service on that line during the afternoon hours, when some students would be going home. Imbalances between all-day inbound alightings and outbound boardings indicate that some of the JFK/UMass alighting passengers make their outbound trips using other alternatives, such as taking the Red Line to South Station and boarding outbound Middleborough/Lakeville trains there after a stopover in downtown Boston.

A. 10.3 Maximum Load Points and Ridership Not Included in Peak Load Totals

At the time of the 2012 counts, all service on the Middleborough/Lakeville Line was provided by trains running between Middleborough/Lakeville Station and South Station. All trains in both directions stopped at all stations between Middleborough/Lakeville and Holbrook/Randolph, inclusive. The Braintree, Quincy Center, and JFK/UMass stations were served in various combinations by some, but not all, Middleborough/Lakeville trains. There was more variation

in the location of the maximum load point on this line than there was on most of the other lines in the system. On 6 of the 12 inbound weekday trains, the maximum loads were on board leaving Holbrook/Randolph Station, with the next stop being either Braintree or Quincy Center. Three trains had peak loads leaving Montello Station, and 1 each had peak loads leaving Campello, Brockton, and Braintree. However, on each train where the maximum load occurred at a location other than leaving Holbrook/Randolph, it exceeded the load there by only 1 to 3 passengers.

The maximum load points on outbound Middleborough/Lakeville Line trains showed similar variation in location. Of the 12 outbound weekday trains, 6 had maximum loads leaving Quincy Center, 2 each had maximum loads leaving Holbrook/Randolph and JFK/UMass, and 1 each had maximum loads leaving South Station and Montello. On the trains with maximum loads leaving Holbrook/Randolph, these loads exceeded those leaving Quincy Center by 4 and 7. The train with the maximum load leaving Montello, did not stop at Quincy Center, but the load leaving Montello exceeded the load leaving Braintree by 11. Because of the turnover in riders at Braintree, Quincy Center, and JFK/UMass, it is necessary to have ridership totals there as well as at South Station to be sure of finding the maximum loads on all trains. When the 2012 counts were conducted, the first inbound Middleborough/Lakeville train of the day, due at South Station at 6:15 AM, was classified as an off-peak train. It had only 2 alightings before Braintree. The next 4 trains were classified as AM peak trains. The first 3 of these stopped at Quincy Center but not Braintree, and the last stopped at Braintree but not Quincy Center. Alightings from these trains before Quincy Center or Braintree ranged from 6 to 11, with an average of 8.5. During the rest of the day, there were 7 inbound Middleborough/Lakeville trains of which 2 stopped at both Quincy Center and Braintree, 2 at Quincy Center but not Braintree, and 3 at Braintree but not Quincy Center. On 6 of these, alightings before Braintree ranged from 4 to 15 per train, with an average of 8.3. The train leaving Middleborough/Lakeville at 4:54 PM had 31 alightings before Braintree, with Bridgewater Station accounting for the largest share of boardings for these trips.

The 4 Middleborough/Lakeville trains departing Boston between 3:38 and 5:57 PM were classified as PM peak trains. All of these stopped at Quincy Center but not Braintree. On 3 of these there were only 3 or 4 boardings after Quincy Center, but the train leaving Boston at 4:40 PM had 24 such boardings. Between the start of service and the start of the PM peak there were 5 outbound trains on the Middleborough/Lakeville Line, of which 1 stopped at both Quincy Center and Braintree, 3 stopped at Quincy Center but not Braintree, and 1 stopped at Braintree but not Quincy Center. Boardings after Braintree on these trains ranged from 4 to 16, with an average of 10. After the end of the PM peak there were 3 outbound trains on the

Middleborough/Lakeville Line, all of which stopped at Quincy Center but not Braintree. Boardings after Quincy Center on these trains ranged from 1 to 5, with an average of 2.3.

A.11 Kingston/Plymouth Line

A.11.1 Rank, Peak, and Off-Peak Ridership Splits, and Most Heavily Used Stations

The Kingston/Plymouth Line ranked fifth in ridership among the 8 South Side lines, with 2,802 riders inbound and 2,711 outbound in the CTPS counts. Of these riders, 93.3% inbound rode AM peak trains and 78.8% outbound rode PM peak trains. The high concentration of ridership on inbound AM peak trains was partly a reflection of the relatively limited off-peak service provided on this line.

Excluding South Station, the most heavily used stations on the Kingston/Plymouth Line were Kingston, with 682 inbound riders, Abington, with 572, Whitman, with 415, and South Weymouth, with 413. All trains on the Kingston/Plymouth Line run through, to, or from either Kingston or Plymouth, providing no obvious breakpoints for discussing ridership by segment. Nearly half (47.2%) of the inbound boardings took place at the four outermost stations (Plymouth, Kingston, Halifax, and Hanson). Ridership on this line has been negatively impacted recently, including during the time that the counts were conducted, by an emergency tie replacement program that required some temporary service reductions and lengthened running times.

Plymouth Station, which had no inbound AM peak service and only one outbound train in the PM peak, had only 21 inbound boardings and 22 outbound alightings all day. Three of the four outbound Plymouth trains ran first to Kingston Station, which is on a separate branch that requires a back-up move before continuing to Plymouth. This added 24 to 25 minutes to the running time to Plymouth compared with a trip omitting Kingston.

A.11.2 Interzone and Zone 1A Ridership

The Kingston/Plymouth Line had the second-highest interzone trip rate among South Side lines, at 5.5%. Another 6.5% of the inbound alightings and outbound boardings on this line were made at JFK/UMass Station. Most of the interzone trips were to or from Braintree Station, and many of them were probably by riders transferring to or from the Red Line rather than having final destinations in the station vicinity. The 2008–09 survey did not get a large enough sample of passengers alighting at Braintree to determine egress modes, but the 1998 survey showed that 60% of the Kingston/Plymouth Line passengers alighting at Braintree were transferring to the Red Line. Of these,

80% were going to other Red Line stations in Quincy and only 13% to JFK/UMass.

A.11.3 Maximum Load Points and Ridership Not Included in Peak Load Totals

At the time of the 2012 counts, 8 of the 12 round-trips on this line ran between Kingston and Boston without serving Plymouth. Another 3 trips ran outbound from Boston to Plymouth with a side trip to Kingston on the way, but returned to Boston from Plymouth without stopping at Kingston. One round-trip ran between Boston and Plymouth without serving Kingston in either direction. On 9 of the inbound trains, the maximum loads were on board leaving South Weymouth. For 8 of these the next stop was Braintree, but for 1 it was JFK/UMass. On 2 trains, the maximum loads were departing Braintree, and on 1 it was departing Abington. Because of the turnover in riders at Braintree, Quincy Center, and JFK/UMass, it is necessary to have ridership totals there as well as at South Station to calculate maximum loads. If these loads occur north of Braintree, the calculations will show that. On the train that had its maximum load leaving Abington, the load there was only 2 greater than the load leaving South Weymouth. On 8 of the outbound Kingston/Plymouth Line trains, the maximum load point was leaving Braintree. On the other 4 it was leaving South Station.

When the 2012 counts were conducted, the first 5 inbound trains of the day were classified as AM peak trains. Each of these trains had either 1 alighting or none before Braintree, for an average of 0.4. During the rest of the day alightings before Braintree ranged from 0 to 4, with an average of 2.4.

The 4 Kingston/Plymouth trains departing South Station between 4:20 and 6:20 PM were classified as PM peak trains. Three of these stopped at Braintree but not Quincy, and 1 stopped at both. Boardings after Braintree on these trains ranged from 0 to 2, with an average of 1.3. Between the start of service and the start of the PM peak there were 5 outbound trains on the Kingston/Plymouth Line. Boardings after Braintree on these trains ranged from 1 to 5, with an average of 3.4. After the end of the PM peak there were 3 outbound trains, none of which had any boardings after Braintree. For trains that ran to Plymouth with a side trip to Kingston, passengers who boarded at Kingston, remained on board at Plymouth, and traveled inbound, were counted as inbound Kingston boardings.

A.12 Greenbush Line

A.12.1 Rank, Peak, and Off-Peak Ridership Splits and Most Heavily Used Stations

The Greenbush Line ranked second-lowest in ridership among South Side lines and in the entire commuter rail system, with 2,191 riders inbound and 2,162 outbound. Of these riders, 92.9% inbound rode AM peak trains, and 88.0% outbound rode PM peak trains. These high concentrations reflect the limited amount of off-peak service operated on the line. The most heavily used stations on the line were East Weymouth, with 464 inbound riders, Greenbush, with 405, and North Scituate, with 336. This line attracts riders from the same towns as the Hingham commuter boat. Weather conditions can significantly impact the relative ridership shares of these two services, with good weather favoring the boat and bad weather favoring the train.

All trains on the Greenbush Line run through, to, or from Greenbush, providing no obvious breakpoints for discussing ridership by segment. Slightly over half (53.0%) of the total daily boardings took place at the four outermost stations—Greenbush, North Scituate, Cohasset, and Nantasket Junction.

A.12.2 Interzone and Zone 1A Ridership

The interzone trip rate on the Greenbush Line was below the South Side average, at 2.5% for both directions combined. Quincy Center Station alone was the inner endpoint for 1.4% of all trips on the line. Many of these probably included transfers to or from the Red Line or buses. The 2009 passenger survey on this line was the first survey taken after it opened in 2007, but the sample of passengers alighting at Quincy Center was too small to allow reliable conclusions about their egress modes.

In the 2012 counts, JFK/UMass Station, in Zone 1A, had 12.0% of the inbound alightings but only 7.6% of the outbound boardings on the Greenbush Line. Only two trips on this line in each direction stopped at JFK/UMass. For many of the students who used this station to go to UMass Boston or Boston College High School in the morning, the earlier of the two outbound trips, at 4:06 PM, would have been too late to use conveniently. They may have taken the Red Line inbound to South Station or outbound to Quincy Center to connect with an earlier Greenbush train.

A.12.3 Maximum Load Points and Ridership Not Included in Peak Load Totals

At the time of the 2012 counts, all 12 round-trips on the Greenbush Line ran all the way between Greenbush and Boston. All but 2 of the inbound trains and 3

of the outbound trains stopped at Quincy Center. For 6 of the inbound trains, the maximum load was on board leaving Weymouth Landing, with the next station being Quincy Center, JFK/UMass, or South Station. The other 6 had maximum loads leaving Quincy Center. Outbound maximum loads were leaving Quincy Center outbound on 6 trains, leaving South Station on 3 trains, and leaving JFK/UMass on 2 trains. On 1 outbound train the maximum load point was Weymouth Landing, but the volume there exceeded that at South Station (the only preceding stop) by only 2. Because of the turnover in riders at Quincy Center and JFK/UMass, it is necessary to obtain ridership totals there as well as at South Station to calculate maximum loads. If these loads occur north of Quincy Center, the calculations will show that.

When the 2012 counts were conducted, the first 5 inbound trains of the day on this line were classified as AM peak trains. All but 1 of these stopped at Quincy Center. Alightings before Quincy Center ranged from 0 to 4, with an average of 1.8. During the rest of the day, alightings before Quincy Center ranged from 0 to 4, with an average of 1.1

The 5 Greenbush trains departing South Station between 4:00 and 6:38 PM were classified as PM peak trains. Boardings on these trains after Quincy Center ranged from 3 to 6, with an average of 3.8. The largest share of these boardings took place at Weymouth Landing. Between the start of service and the start of the PM peak there were 5 outbound trains on the Greenbush Line. Boardings on these trains after Quincy Center ranged from 0 to 3, with an average of 1.6. After the end of the PM peak there were 2 outbound trains, of which 1 had no boardings after Quincy Center and the other had 2.

A.13 Stations Used Primarily for Inbound Alightings and Outbound Boardings

Published ridership figures for the commuter rail system usually include only inbound boardings. This significantly understates the importance of stations that are used predominantly for inbound alightings and outbound boardings, and does not provide any information on ridership at the inner terminal stations. All South Side lines terminate at South Station. The 2012 counts showed a total of 19,942 inbound alightings and 21,772 outbound boardings there, making it by far the most heavily used station in the commuter rail system. The counts did not include riders on Amtrak intercity trains that also terminate there.

All North Side lines terminate at North Station. The 2012 counts showed a total of 16,321 inbound alightings and 16,436 outbound boardings there, making it the second most heavily used station in the commuter rail system. As at South Station, the counts did not include riders on Amtrak intercity trains that terminate at North Station.

Back Bay Station is served by four of the eight South Side lines. It had a combined total of 407 inbound boardings and 408 outbound alightings in the 2012 counts, but had 9,156 inbound alightings and 7,588 outbound boardings. This made it the third-most-heavily used station in the commuter rail system.

Published ridership figures that show only inbound boardings also substantially understate the usage at several other stations in fare Zone 1A. Although all of them have much lower ridership than South Station, Back Bay, or North Station, they are nevertheless much more important than the inbound boardings alone reveal.

On the South Side lines, Yawkey, Ruggles, and JFK/UMass are three such stations. In absolute numbers, in the 2012 counts, Yawkey had 446 inbound alightings and 349 outbound boardings, compared with 13 inbound boardings and 19 outbound alightings. (These counts were done on a day when there was no ballgame at Fenway Park.) At Ruggles Station, the three lines stopping there had a combined 1,392 inbound alightings and 1,673 outbound boardings, versus 17 inbound boardings and 38 outbound alightings. At JFK/UMass Station, the three lines stopping there had a combined 602 inbound alightings and 419 outbound boardings, but only 2 inbound boardings and 2 outbound alightings.

On the North Side, Malden Center Station, on the Haverhill Line, had only 16 inbound boardings in the 2012 counts, but had 182 inbound alightings and 86 outbound boardings. Porter Square Station, on the Fitchburg Line, had 281 inbound boardings and 209 outbound alightings, but had 1,600 inbound alightings and 1,335 outbound boardings.

MBTA NEWBURYPORT/ROCKPORT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 102				Train 152				Train 154				Train 106				Train 156			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Rockport	5:05	17		17	--	--	--	--	--	--	--	--	6:10	24		24	--	--	--	--
Gloucester	5:13	16	1	32	--	--	--	--	--	--	--	--	6:18	39	0	63	--	--	--	--
West Gloucester	f 5:18	2	1	33	--	--	--	--	--	--	--	--	6:23	5	0	68	--	--	--	--
Manchester	5:24	21	1	53	--	--	--	--	--	--	--	--	6:30	33	1	100	--	--	--	--
Beverly Farms	5:29	3	0	56	--	--	--	--	--	--	--	--	6:35	16	0	116	--	--	--	--
Prides Crossing	--	--	--	56	--	--	--	--	--	--	--	--	f 6:37	1	1	116	--	--	--	--
Montserrat	5:35	12	0	68	--	--	--	--	--	--	--	--	6:42	43	0	159	--	--	--	--
Newburyport	--	--	--	--	5:22	45		45	5:50	49		49	--	--	--	--	6:30	73		73
Rowley	--	--	--	--	5:29	6	0	51	5:57	6	0	55	--	--	--	--	6:37	13	0	86
Ipswich	--	--	--	--	5:34	26	1	76	6:02	43	0	98	--	--	--	--	6:42	64	0	150
Hamilton/ Wenham	--	--	--	--	5:41	13	0	89	6:09	30	0	128	--	--	--	--	6:49	45	0	195
North Beverly	--	--	--	--	5:45	15	2	102	6:13	18	3	143	--	--	--	--	6:53	38	3	230
Beverly	5:39	65	0	133	5:50	26	1	127	6:18	113	1	255	6:46	91	0	250	6:58	83	2	311
Salem	5:43	114	2	245	5:54	31	1	157	6:22	147	2	400	6:50	125	4	371	7:03	120	9	422
Swampscott	5:50	50	1	294	6:01	27	0	184	6:29	51	0	451	6:57	80	0	451	7:10	82	3	501
Lynn	5:53	27	8	313	6:04	15	2	197	6:32	27	6	472	7:00	33	10	474	7:13	31	7	525
River Works	5:56	0	2	311	6:07	0	3	194	6:35	0	10	462	7:03	0	10	464	7:16	0	7	518
Chelsea	6:03	2	6	307	f 6:13	0	1	193	6:43	2	0	464	7:11	7	4	467	7:24	7	11	514
North Station	6:16		307		6:27		193		6:55		464		7:24		467		7:38		514	
Total Riders		329	329			204	204			486	486			497	497			556	556	
Maximum Load				313				197				472				474				525
Max. Load Point				Lynn				Lynn				Lynn				Lynn				Lynn
N. Sta. Offs/Max. Load				95.1%				98.0%				98.3%				98.5%				97.9%
Interzone Pct.				4.9%				4.9%				4.5%				5.2%				5.6%

Notes: Times are based on schedule effective 11/21/11
“f” before time indicates train stops only on request

“--” indicates train does not serve this station
“N. Sta. Offs/Max. Load” = North Station alightings/maximum load on train

Interzone Pct. = Percent of offs before Chelsea

MBTA NEWBURYPORT/ROCKPORT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 108				Train 158				Train 198				Train 110				Train 62			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Rockport	6:44	44		44	--	--	--	--	--	--	--	--	7:25	41		41	--	--	--	--
Gloucester	6:52	63	1	106	--	--	--	--	--	--	--	--	7:33	84	0	125	--	--	--	--
West Gloucester	6:57	12	1	117	--	--	--	--	--	--	--	--	7:38	16	0	141	--	--	--	--
Manchester	7:04	41	1	157	--	--	--	--	--	--	--	--	7:44	41	3	179	--	--	--	--
Beverly Farms	7:08	37	1	193	--	--	--	--	--	--	--	--	7:49	37	1	215	--	--	--	--
Prides Crossing	7:11	6	1	198	--	--	--	--	--	--	--	--	7:51	5	0	220	--	--	--	--
Montserrat	7:16	66	1	263	--	--	--	--	--	--	--	--	7:56	64	3	281	--	--	--	--
Newburyport	--	--	--	--	7:00	154		154	--	--	--	--	--	--	--	--	--	--	--	--
Rowley	--	--	--	--	7:07	25	0	179	--	--	--	--	--	--	--	--	--	--	--	--
Ipswich	--	--	--	--	7:12	83	2	260	--	--	--	--	--	--	--	--	--	--	--	--
Hamilton/ Wenham	--	--	--	--	7:19	31	6	285	7:37	29		29	--	--	--	--	--	--	--	--
North Beverly	--	--	--	--	7:23	17	3	299	7:42	52	0	81	--	--	--	--	--	--	--	--
Beverly	7:20	186	2	447	7:30	86	31	354	7:46	103	0	184	8:01	136	11	406	8:15	90		90
Salem	7:25	396	9	834	7:34	89	7	436	7:50	187	4	367	8:06	142	13	535	8:19	136	5	221
Swampscott	--	--	--	834	7:41	99	2	533	7:57	111	0	478	--	--	--	535	8:26	65	0	286
Lynn	--	--	--	834	7:45	44	27	550	8:00	55	15	518	--	--	--	535	8:29	46	16	316
River Works	--	--	--	834	--	--	--	550	f 8:03	0	0	518	--	--	--	535	--	--	--	316
Chelsea	--	--	--	834	7:54	3	18	535	8:11	9	6	521	--	--	--	535	8:38	5	4	317
North Station	7:58		834		8:10		535		8:25		521		8:33		535		8:51		317	
Total Riders		851	851			631	631			546	546			566	566			342	342	
Maximum Load				834				550				521				535				317
Max. Load Point				Salem				Lynn				Chelsea				Salem				Chelsea
N. Sta. Offs/Max. Load				100%				97.3%				100%				100%				100%
Interzone Pct.				2.0%				12.4%				3.5%				5.5%				6.1%

MBTA NEWBURYPORT/ROCKPORT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 162				Train 64				Train 114				Train 164				Train 116			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Rockport	--	--	--	--	--	--	--	--	9:10	18		18	--	--	--	--	10:05	8		8
Gloucester	--	--	--	--	--	--	--	--	9:18	22	1	39	--	--	--	--	10:13	22	0	30
West Gloucester	--	--	--	--	--	--	--	--	f 9:23	11	0	50	--	--	--	--	10:18	1	0	31
Manchester	--	--	--	--	--	--	--	--	9:29	19	0	69	--	--	--	--	10:24	8	0	39
Beverly Farms	--	--	--	--	--	--	--	--	9:34	10	2	77	--	--	--	--	10:29	3	0	42
Prides Crossing	--	--	--	--	--	--	--	--	--	--	--	77	--	--	--	--	--	--	--	42
Montserrat	--	--	--	--	--	--	--	--	9:40	15	1	91	--	--	--	--	f 10:35	4	0	46
Newburyport	7:55	99		99	--	--	--	--	--	--	--	--	9:36	28		28	--	--	--	--
Rowley	8:02	14	0	113	--	--	--	--	--	--	--	--	9:43	4	0	32	--	--	--	--
Ipswich	8:07	56	5	164	--	--	--	--	--	--	--	--	9:48	12	0	44	--	--	--	--
Hamilton/ Wenham	8:14	47	0	211	--	--	--	--	--	--	--	--	9:55	5	0	49	--	--	--	--
North Beverly	8:18	38	3	246	--	--	--	--	--	--	--	--	f 9:59	2	1	50	--	--	--	--
Beverly	8:23	75	1	320	9:20	51		51	9:44	9	3	97	10:04	14	4	60	10:40	13	0	59
Salem	8:27	61	16	365	9:24	47	2	96	9:48	10	0	107	10:08	25	5	80	10:45	26	5	80
Swampscott	8:34	30	1	394	9:31	20	1	115	9:55	6	2	111	10:15	11	2	89	10:52	0	1	79
Lynn	8:37	8	7	395	9:34	19	4	130	9:58	9	1	119	10:18	6	4	91	10:55	14	3	90
River Works	8:40	0	0	395	--	--	--	130	--	--	--	119	--	--	--	91	--	--	--	90
Chelsea	8:48	0	0	395	f 9:42	1	2	129	f 10:06	8	0	127	f 10:26	0	1	90	f 11:03	3	5	88
North Station	9:01		395		9:54		129		10:18		127		10:38		90		11:15		88	
Total Riders		428	428			138	138			137	137			107	107			102	102	
Maximum Load				395				130				127				91				90
Max. Load Point				Chelsea				Lynn				Chelsea				Lynn				Lynn
N. Sta. Offs/Max. Load				100%				99.2%				100%				98.9%				97.8%
Interzone Pct.				7.7%				5.1%				7.3%				15.0%				8.8%

MBTA NEWBURYPORT/ROCKPORT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 168				Train 120				Train 172				Train 124				Train 176			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Rockport	--	--	--	--	12:00	5		5	--	--	--	--	2:00	5		5	--	--	--	--
Gloucester	--	--	--	--	12:08	18	1	22	--	--	--	--	2:08	17	1	21	--	--	--	--
West Gloucester	--	--	--	--	f 12:13	1	0	23	--	--	--	--	f 2:13	1	3	19	--	--	--	--
Manchester	--	--	--	--	12:19	2	2	23	--	--	--	--	2:19	2	1	20	--	--	--	--
Beverly Farms	--	--	--	--	12:24	2	0	25	--	--	--	--	2:24	1	2	19	--	--	--	--
Prides Crossing	--	--	--	--	--	--	--	25	--	--	--	--	--	--	--	19	--	--	--	--
Montserrat	--	--	--	--	f 12:30	2	2	25	--	--	--	--	f 2:30	1	0	20	--	--	--	--
Newburyport	11:06	20		20	--	--	--	--	1:06	12		12	--	--	--	--	2:45	12		12
Rowley	11:13	3	0	23	--	--	--	--	1:13	0	0	12	--	--	--	--	2:52	4	0	16
Ipswich	11:18	6	0	29	--	--	--	--	1:18	11	0	23	--	--	--	--	2:57	9	0	25
Hamilton/ Wenham	11:25	8	0	37	--	--	--	--	1:25	9	0	32	--	--	--	--	3:04	10	0	35
North Beverly	f 11:29	3	0	40	--	--	--	--	f 1:29	6	1	37	--	--	--	--	3:08	7	0	42
Beverly	11:35	17	6	51	12:34	10	2	33	1:34	18	5	50	2:34	5	5	20	3:13	13	4	51
Salem	11:40	31	3	79	12:38	15	7	41	1:38	46	3	93	2:38	33	4	49	3:17	26	8	69
Swampscott	11:47	9	2	86	12:45	10	2	49	1:45	2	4	91	2:45	0	1	48	f 3:24	6	2	73
Lynn	11:50	6	6	86	12:49	12	10	51	1:48	9	19	81	2:48	6	6	48	3:27	6	9	70
River Works	--	--	--	86	--	--	--	51	--	--	--	81	f 2:52	0	0	48	f 3:30	2	0	72
Chelsea	f 11:58	4	1	89	f 12:57	0	2	49	f 1:56	1	4	78	f 2:58	1	2	47	f 3:37	5	6	71
North Station	12:11 PM		89		1:08		49		2:07		78		3:10		47		3:49		71	
Total Riders		107	107			77	77			114	114			72	72			100	100	
Maximum Load				89				51				93				49				73
Max. Load Point				Chelsea				Lynn				Salem			Swampscott					Swampscott
N. Sta. Offs/Max. Load				100%				96.1%				83.9%			95.9%					97.3%
Interzone Pct.				15.9%				33.8%				28.1%			31.9%					23.0%

MBTA NEWBURYPORT/ROCKPORT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 126				Train 178				Train 68				Train 130				Train 182			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Rockport	3:58	3		3	--	--	--	--	--	--	--	--	5:25	3		3	--	--	--	--
Gloucester	4:06	17	0	20	--	--	--	--	--	--	--	--	5:33	15	1	17	--	--	--	--
West Gloucester	f 4:11	1	0	21	--	--	--	--	--	--	--	--	f 5:38	0	1	16	--	--	--	--
Manchester	4:17	10	3	28	--	--	--	--	--	--	--	--	5:44	3	2	17	--	--	--	--
Beverly Farms	f 4:22	2	1	29	--	--	--	--	--	--	--	--	f 5:49	2	0	19	--	--	--	--
Prides Crossing	--	--	--	29	--	--	--	--	--	--	--	--	--	--	--	19	--	--	--	--
Montserrat	f 4:28	0	0	29	--	--	--	--	--	--	--	--	f 5:55	0	0	19	--	--	--	--
Newburyport	--	--	--	--	4:35	21		21	--	--	--	--	--	--	--	--	5:45	11		11
Rowley	--	--	--	--	4:42	2	0	23	--	--	--	--	--	--	--	--	f 5:52	0	0	11
Ipswich	--	--	--	--	4:47	42	5	60	--	--	--	--	--	--	--	--	5:57	19	0	30
Hamilton/ Wenham	--	--	--	--	4:54	7	1	66	--	--	--	--	--	--	--	--	6:12	2	1	31
North Beverly	--	--	--	--	4:58	9	0	75	--	--	--	--	--	--	--	--	f 6:16	4	0	35
Beverly	4:32	23	9	43	5:03	20	5	90	5:40	22		22	5:59	15	6	28	6:21	10	8	37
Salem	4:36	9	35	17	5:07	30	7	113	--	--	--	22	f 6:04	15	3	40	6:30	11	20	28
Swampscott	4:43	6	1	22	5:14	3	0	116	--	--	--	22	f 6:11	0	6	34	--	--	--	28
Lynn	f 4:46	18	14	26	5:17	2	15	103	--	--	--	22	f 6:14	4	9	29	--	--	--	28
River Works	f 4:49	8	0	34	5:21	12	0	115	--	--	--	22	f 6:17	1	0	30	f 6:42	0	0	28
Chelsea	f 4:56	6	7	33	5:27	1	4	112	--	--	--	22	f 6:23	1	7	24	f 6:49	0	3	25
North Station	5:10		33		5:41		112		6:15		22		6:40		24		7:02		25	
Total Riders		103	103			149	149			22	22			59	59			57	57	
Maximum Load				43				116				22				40				37
Max. Load Point				Beverly				Swampscott				Beverly			Salem					Beverly
N. Sta. Offs/Max. Load				76.7%				96.6%				100%			60.0%					67.6%
Interzone Pct.				61.2%				22.1%				0.0%			47.5%					50.9%

MBTA NEWBURYPORT/ROCKPORT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 72				Train 94				Train 136				Train 186				Train 98			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Rockport	--	--	--	--	6:55	1		1	7:45	4		4	--	--	--	--	--	--	--	--
Gloucester	--	--	--	--	f 7:03	4	1	4	7:53	14	0	18	--	--	--	--	--	--	--	--
West Gloucester	--	--	--	--	--	--	--	4	f 7:58	1	2	17	--	--	--	--	--	--	--	--
Manchester	--	--	--	--	f 7:14	1	1	4	8:05	1	1	17	--	--	--	--	--	--	--	--
Beverly Farms	--	--	--	--	--	--	--	4	f 8:10	5	1	21	--	--	--	--	--	--	--	--
Prides Crossing	--	--	--	--	--	--	--	4	--	--	--	21	--	--	--	--	--	--	--	--
Montserrat	--	--	--	--	--	--	--	4	f 8:16	1	0	22	--	--	--	--	--	--	--	--
Newburyport	--	--	--	--	--	--	--	--	--	--	--	--	9:00	12		12	10:45	2		2
Rowley	--	--	--	--	--	--	--	--	--	--	--	--	9:07	0	0	12	f 10:51	0	0	2
Ipswich	--	--	--	--	--	--	--	--	--	--	--	--	9:12	7	0	19	f 10:55	2	0	4
Hamilton/ Wenham	--	--	--	--	--	--	--	--	--	--	--	--	f 9:19	1	0	20	f 11:01	1	1	4
North Beverly	--	--	--	--	--	--	--	--	--	--	--	--	f 9:23	1	0	21	f 11:06	0	0	4
Beverly	7:00	8		8	f 7:27	4	1	7	8:20	12	2	32	9:28	15	1	35	11:11		4	
Salem	7:04	9	0	17	7:31		7	0	f 8:24	18	4	46	9:32	11	13	33	Train terminates at Beverly			
Swampscott	f 7:11	1	0	18	Train terminates at Salem				f 8:31	1	2	45	f 9:39	0	1	32	--	--	--	--
Lynn	f 7:14	2	1	19	--	--	--	--	f 8:34	3	7	41	f 9:42	7	8	31	--	--	--	--
River Works	--	--	--	19	--	--	--	--	--	--	--	41	f 9:44	0	0	31	--	--	--	--
Chelsea	f 7:22	1	3	17	--	--	--	--	f 8:42	0	1	40	f 9:51	0	2	29	--	--	--	--
North Station	7:34		17		--	--	--	--	8:54		40		10:02		29		--	--	--	--
Total Riders		21	21			10	10			60	60			54	54			5	5	
Maximum Load				19				7				46				35				4
Max. Load Point				Lynn				Beverly				Salem				Beverly				North Beverly
N. Sta. Offs/Max. Load				89.5%		See Note above							87.0%			82.9%		See Note above		
Interzone Pct.				4.8%				100%				31.7%				42.6%				100%

MBTA NEWBURYPORT/ROCKPORT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 142				AM Peak		Midday		PM Peak		Evening		All Day	
	Scheduled	Ons	Offs	Load	Trains 102–162		Trains 64–176		Trains 126–130		Trains 182–142		Trains 102–142	
	Time (PM)				Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Rockport	10:45	1		1	126		36		6		6		174	
Gloucester	f 10:53	10	1	10	202	2	79	3	32	1	28	2	341	8
West Gloucester	f 10:58	0	1	9	35	2	14	3	1	1	1	3	51	9
Manchester	f 11:05	4	0	13	136	6	31	3	13	5	6	2	186	16
Beverly Farms	f 11:10	0	0	13	93	2	16	4	4	1	5	1	118	8
Prides Crossing	--	--	--	13	12	2	0	0	0	0	0	0	12	2
Montserrat	f 11:16	0	0	13	185	4	22	3	0	0	1	0	208	7
Newburyport	--	--	--	--	420	0	72	0	21	0	25	0	538	0
Rowley	--	--	--	--	64	0	11	0	2	0	0	0	77	0
Ipswich	--	--	--	--	272	8	38	0	42	5	28	0	380	13
Hamilton/ Wenham	--	--	--	--	195	6	32	0	7	1	4	2	238	9
North Beverly	--	--	--	--	178	14	18	2	9	0	5	0	210	16
Beverly	11:20	6	0	19	1,054	49	150	29	80	20	55	16	1,339	114
Salem	11:24	4	4	19	1,548	72	259	37	54	45	53	48	1,914	202
Swampscott	f 11:31	0	0	19	595	7	64	17	9	7	2	3	670	34
Lynn	f 11:34	2	8	13	286	98	87	62	24	38	14	24	411	222
River Works	f 11:37	1	0	14	0	32	2	0	21	0	1	0	24	32
Chelsea	f 11:44	0	2	12	35	50	23	23	8	18	1	11	67	102
North Station	11:56		12			5,082		768		191		123		6,164
Total Riders		28	28		5,436	5,436	954	954	333	333	235	235	6,958	6,958
Maximum Load				19										
Max. Load Point				Salem										
N. Sta. Offs/Max. Load				63.2%										
Interzone Pct.				50.0%										
INTERZONE PERCENT (Percent of Offs before Chelsea)														
					AM Peak	Midday		PM Peak		Evening		All Day		
					5.6%	17.1%		37.2%		43.0%		9.9%		

MBTA NEWBURYPORT/ROCKPORT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 151				Train 191				Train 61				Train 103				Train 153			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
North Station	6:30	25		25	6:42	25		25	7:10	46		46	7:37	51		51	8:08	69		69
Chelsea	--	--	--	25	f 6:52	2	4	23	7:20	3	6	43	7:47	1	2	50	f 8:19	8	5	72
River Works	--	--	--	25	f 6:59	0	6	17	7:27	0	16	27	7:55	0	2	48	f 8:26	1	7	66
Lynn	--	--	--	25	--	--	--	17	7:30	6	3	30	7:58	8	6	50	f 8:29	4	11	59
Swampscott	--	--	--	25	--	--	--	17	7:33	2	2	30	f 8:01	3	1	52	f 8:32	6	1	64
Salem	6:54	17	4	38	f 7:08	4	4	17	7:41	5	13	22	8:09	6	21	37	8:39	15	11	68
Beverly	--	--	--	38	f 7:12	5	9	13	7:47			22	8:13	3	20	20	8:43	4	11	61
North Beverly	--	--	--	38	7:17	2	3	12	--	--	--	--	--	--	--	20	f 8:48	2	4	59
Hamilton/ Wenham	--	--	--	38	7:29		12		--	--	--	--	--	--	--	20	f 8:52	2	6	55
Ipswich	7:17	1	23	16	--	--	--	--	--	--	--	--	--	--	--	20	9:00	0	43	12
Rowley	7:22	0	0	16	--	--	--	--	--	--	--	--	--	--	--	20	9:05	1	2	11
Newburyport	7:29		16		--	--	--	--	--	--	--	--	--	--	--	20	9:14		11	
Montserrat	--	--	--	--	--	--	--	--	--	--	--	--	8:17	0	3	17	--	--	--	--
Prides Crossing	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	17	--	--	--	--
Beverly Farms	--	--	--	--	--	--	--	--	--	--	--	--	8:23	0	3	14	--	--	--	--
Manchester	--	--	--	--	--	--	--	--	--	--	--	--	8:29	1	3	12	--	--	--	--
West Gloucester	--	--	--	--	--	--	--	--	--	--	--	--	f 8:36	0	0	12	--	--	--	--
Gloucester	--	--	--	--	--	--	--	--	--	--	--	--	8:41	0	12	0	--	--	--	--
Rockport	--	--	--	--	--	--	--	--	--	--	--	--	8:51		0		--	--	--	--
Total Riders		43	43			38	38			62	62			73	73			112	112	
Maximum Load				38				25				46				52				72
Max. Load Point				Salem				North Station				North Station				Swampscott				Chelsea
N. Sta. Ons/Max. Load				65.8%				100%				100%				98.1%				95.8%
Interzone Pct.				41.9%				28.9%				21.0%				28.8%				31.3%

Notes: Times are based on schedule effective 11/21/11
 " f " before time indicates train stops only on request

" -- " indicates train does not serve this station
 "N. Sta. Ons/Max. Load" = North Station boardings/maximum load on train

Interzone Pct. = Percent of ons after Chelsea

MBTA NEWBURYPORT/ROCKPORT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 63				Train 109				Train 161				Train 113				Train 165			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
North Station	8:25	27		27	8:40	28		28	9:40	36		36	10:20	37		37	11:20	79		79
Chelsea	--	--	--	27	f 8:51	4	4	28	f 9:51	4	3	37	f 10:31	1	0	38	11:31	5	4	80
River Works	--	--	--	27	--	--	--	28	--	--	--	37	--	--	--	38	--	--	--	80
Lynn	--	--	--	27	8:59	2	3	27	9:59	5	2	40	10:39	9	1	46	11:39	4	12	72
Swampscott	--	--	--	27	9:02	5	2	30	10:02	1	6	35	10:42	2	5	43	11:42	2	0	74
Salem	8:56	0	17	10	9:09	3	20	13	10:09	7	12	30	10:49	4	12	35	11:49	4	31	47
Beverly	9:00		10		9:13	4	4	13	10:13	5	17	18	10:53	2	8	29	11:53	2	17	32
North Beverly	--	--	--	--	--	--	--	13	f 10:18	1	4	15	--	--	--	29	f 11:58	0	3	29
Hamilton/ Wenham	--	--	--	--	--	--	--	13	f 10:22	0	2	13	--	--	--	29	f 12:02 PM	1	5	25
Ipswich	--	--	--	--	--	--	--	13	10:29	0	5	8	--	--	--	29	12:09	0	12	13
Rowley	--	--	--	--	--	--	--	13	10:34	0	1	7	--	--	--	29	12:14	0	3	10
Newburyport	--	--	--	--	--	--	--	13	10:41		7		--	--	--	29	12:21		10	
Montserrat	--	--	--	--	f 9:16	1	0	14	--	--	--	--	10:56	1	0	30	--	--	--	--
Prides Crossing	--	--	--	--	--	--	--	14	--	--	--	--	--	--	--	30	--	--	--	--
Beverly Farms	--	--	--	--	f 9:22	1	2	13	--	--	--	--	f 11:01	1	4	27	--	--	--	--
Manchester	--	--	--	--	f 9:28	1	1	13	--	--	--	--	11:07	2	8	21	--	--	--	--
West Gloucester	--	--	--	--	f 9:35	0	1	12	--	--	--	--	f 11:14	1	1	21	--	--	--	--
Gloucester	--	--	--	--	9:40	1	12	1	--	--	--	--	11:19	0	7	14	--	--	--	--
Rockport	--	--	--	--	9:48		1		--	--	--	--	11:27		14		--	--	--	--
Total Riders		27	27			50	50			59	59			60	60			97	97	
Maximum Load				27				30				40				46				80
Max. Load Point				North Station				Swampscott				Lynn				Lynn				Chelsea
N. Sta. Ons/Max. Load				100%				93.3%				90.0%				80.4%				98.8%
Interzone Pct.				0.0%				36.0%				32.2%				36.7%				13.4%

MBTA NEWBURYPORT/ROCKPORT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 117				Train 169				Train 125				Train 175				Train 127			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	12:20	73		73	1:20	106		106	2:20	160		160	3:20	233		233	4:00	389		389
Chelsea	12:31	2	0	75	1:31	4	3	107	f 2:31	3	2	161	f 3:31	8	4	237	4:12	11	4	396
River Works	--	--	--	75	--	--	--	107	f 2:38	3	0	164	f 3:38	17	0	254	4:20	7	0	403
Lynn	12:39	22	5	92	1:39	6	5	108	2:41	6	14	156	3:41	2	23	233	4:23	7	22	388
Swampscott	12:42	0	11	81	1:42	2	5	105	2:44	1	12	145	3:44	0	23	210	4:26	1	67	322
Salem	12:49	9	30	60	1:49	18	8	115	2:51	5	72	78	3:51	14	70	154	4:33	6	146	182
Beverly	12:53	4	18	46	1:53	4	63	56	2:55	4	35	47	3:55	12	73	93	4:37	8	59	131
North Beverly	--	--	--	46	f 1:58	0	2	54	--	--	--	--	f 4:00	3	17	79	--	--	--	--
Hamilton/ Wenham	--	--	--	46	f 2:02	0	11	43	--	--	--	--	4:04	1	11	69	--	--	--	--
Ipswich	--	--	--	46	2:09	4	8	39	--	--	--	--	4:11	1	9	61	--	--	--	--
Rowley	--	--	--	46	2:14	0	2	37	--	--	--	--	4:16	0	8	53	--	--	--	--
Newburyport	--	--	--	46	2:22		37		--	--	--	--	4:23		53		--	--	--	--
Montserrat	f 12:56	0	4	42	--	--	--	--	f 2:58	0	6	41	--	--	--	--	4:41	5	27	109
Prides Crossing	--	--	--	42	--	--	--	--	f 3:02	1	4	38	--	--	--	--	--	--	--	109
Beverly Farms	f 1:01	0	4	38	--	--	--	--	f 3:04	0	2	36	--	--	--	--	4:47	1	11	99
Manchester	1:07	1	6	33	--	--	--	--	3:09	6	3	39	--	--	--	--	4:52	1	26	74
West Gloucester	f 1:14	1	2	32	--	--	--	--	f 3:16	0	1	38	--	--	--	--	4:59	0	6	68
Gloucester	1:19	2	27	7	--	--	--	--	3:21	3	30	11	--	--	--	--	5:04	4	42	30
Rockport	1:27		7		--	--	--	--	3:29		11		--	--	--	--	5:12		30	
Total Riders		114	114			144	144			192	192			291	291			440	440	
Maximum Load				92				115				164				254				403
Max. Load Point				Lynn				Salem				River Works			River Works					River Works
N. Sta. Ons/Max. Load				79.3%				92.2%				97.6%			91.7%					96.5%
Interzone Pct.				34.2%				23.6%				15.1%			17.2%					9.1%

MBTA NEWBURYPORT/ROCKPORT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 177				Train 67				Train 129				Train 181				Train 131			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	4:20	463		463	4:45	426		426	5:00	415		415	5:15	648		648	5:30	565		565
Chelsea	4:31	5	4	464	4:56	8	4	430	--	--	--	415	5:26	15	5	658	--	--	--	565
River Works	4:39	9	0	473	--	--	--	430	--	--	--	415	--	--	--	658	--	--	--	565
Lynn	4:42	5	31	447	5:05	5	34	401	--	--	--	415	5:36	8	48	618	--	--	--	565
Swampscott	4:45	1	69	379	5:08	1	89	313	--	--	--	415	5:39	2	103	517	--	--	--	565
Salem	4:52	10	106	283	5:15	3	148	168	5:25	7	95	327	5:46	1	148	370	5:56	8	198	375
Beverly	4:56	7	73	217	5:19		168		5:29	2	115	214	5:50	3	107	266	6:01	2	175	202
North Beverly	5:02	0	35	182	--	--	--	--	--	--	--	--	5:55	1	28	239	--	--	--	--
Hamilton/ Wenham	5:06	6	26	162	--	--	--	--	--	--	--	--	5:59	0	56	183	--	--	--	--
Ipswich	5:14	6	40	128	--	--	--	--	--	--	--	--	6:07	0	60	123	--	--	--	--
Rowley	5:19	0	15	113	--	--	--	--	--	--	--	--	6:12	0	21	102	--	--	--	--
Newburyport	5:26		113		--	--	--	--	--	--	--	--	6:20		102		--	--	--	--
Montserrat	--	--	--	--	--	--	--	--	5:33	0	51	163	--	--	--	--	6:06	0	55	147
Prides Crossing	--	--	--	--	--	--	--	--	5:38	0	3	160	--	--	--	--	6:11	0	4	143
Beverly Farms	--	--	--	--	--	--	--	--	5:40	1	22	139	--	--	--	--	6:13	1	36	108
Manchester	--	--	--	--	--	--	--	--	5:45	3	32	110	--	--	--	--	6:18	0	34	74
West Gloucester	--	--	--	--	--	--	--	--	5:52	0	14	96	--	--	--	--	6:25	0	8	66
Gloucester	--	--	--	--	--	--	--	--	5:57	1	49	48	--	--	--	--	6:30	0	43	23
Rockport	--	--	--	--	--	--	--	--	6:06		48		--	--	--	--	6:40		23	
Total Riders		512	512			443	443			429	429			678	678			576	576	
Maximum Load				473				430				415				658				565
Max. Load Point				River Works				Chelsea				North Station				Chelsea				North Station
N. Sta. Ons/Max. Load				97.9%				99.1%				100%				98.5%				100%
Interzone Pct.				8.6%				2.0%				3.3%				2.2%				1.9%

MBTA NEWBURYPORT/ROCKPORT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 183				Train 69				Train 133				Train 185				Train 95			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	5:40	567		567	5:55	348		348	6:15	425		425	6:45	396		396	--	--	--	--
Chelsea	5:51	7	6	568	6:06	2	3	347	6:26	3	5	423	6:56	5	2	399	--	--	--	--
River Works	f 5:59	5	0	573	--	--	--	347	6:34	0	0	423	7:03	0	0	399	--	--	--	--
Lynn	6:02	9	47	535	6:16	1	20	328	6:37	8	29	402	7:06	7	24	382	--	--	--	--
Swampscott	6:05	4	99	440	6:19	1	57	272	6:40	3	49	356	7:09	6	53	335	Train originates at Salem			
Salem	6:13	1	100	341	6:26	3	171	104	6:47	1	118	239	7:16	5	138	202	7:41	12		12
Beverly	6:17	0	77	264	6:30		104		6:52	1	97	143	7:20	1	79	124	7:45	7	2	17
North Beverly	6:22	1	33	232	--	--	--	--	--	--	--	--	f 7:25	0	23	101	--	--	--	--
Hamilton/ Wenham	6:26	0	72	160	--	--	--	--	--	--	--	--	7:29	0	27	74	--	--	--	--
Ipswich	6:34	0	71	89	--	--	--	--	--	--	--	--	7:37	0	35	39	--	--	--	--
Rowley	6:39	0	11	78	--	--	--	--	--	--	--	--	7:42	0	4	35	--	--	--	--
Newburyport	6:46		78		--	--	--	--	--	--	--	--	7:49		35		--	--	--	--
Montserrat	--	--	--	--	--	--	--	--	6:55	0	39	104	--	--	--	--	f 7:48	1	2	16
Prides Crossing	--	--	--	--	--	--	--	--	7:00	0	2	102	--	--	--	--	f 7:53	0	0	16
Beverly Farms	--	--	--	--	--	--	--	--	7:02	0	14	88	--	--	--	--	f 7:55	0	1	15
Manchester	--	--	--	--	--	--	--	--	7:07	0	19	69	--	--	--	--	f 8:00	0	1	14
West Gloucester	--	--	--	--	--	--	--	--	7:14	0	5	64	--	--	--	--	f 8:07	0	1	13
Gloucester	--	--	--	--	--	--	--	--	7:19	2	47	19	--	--	--	--	8:12	0	9	4
Rockport	--	--	--	--	--	--	--	--	7:27		19		--	--	--	--	8:20		4	0
Total Riders		594	594			355	355			443	443			420	420			20	20	
Maximum Load				573				348				425				399				17
Max. Load Point				River Works				North Station				North Station				Chelsea				Beverly
N. Sta. Ons/Max. Load				99.0%				100%				100%				99.2%			See Note above	
Interzone Pct.				3.4%				1.4%				3.4%				4.5%				100%

MBTA NEWBURYPORT/ROCKPORT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 187				Train 137				Train 189				Train 143				Train 97			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	7:40	289		289	8:30	144		144	9:35	137		137	10:40	79		79	--	--	--	--
Chelsea	--	--	--	289	f 8:41	9	4	149	9:46	1	0	138	f 10:51	2	0	81	--	--	--	--
River Works	--	--	--	289	--	--	--	149	--	--	--	138	f 10:58	0	0	81	--	--	--	--
Lynn	7:58	1	26	264	8:49	7	13	143	9:54	4	5	137	11:01	4	11	74	--	--	--	--
Swampscott	8:01	2	39	227	8:52	3	16	130	9:57	0	12	125	11:04	1	8	67	--	--	--	--
Salem	8:08	2	100	129	8:59	4	43	91	10:04	6	47	84	11:11	8	40	35	Train originates at Beverly			
Beverly	8:12	0	78	51	9:03	2	41	52	10:08	1	38	47	11:15	3	23	15	11:30	7		7
North Beverly	8:17	0	7	44	--	--	--	52	f 10:13	3	4	46	--	--	--	15	f 11:35	0	0	7
Hamilton/ Wenham	8:21	0	14	30	--	--	--	52	10:16	0	11	35	--	--	--	15	f 11:39	0	0	7
Ipswich	8:29	1	14	17	--	--	--	52	10:24	0	11	24	--	--	--	15	11:46	0	4	3
Rowley	8:34	0	3	14	--	--	--	52	10:29	0	0	24	--	--	--	15	f 11:51	0	0	3
Newburyport	8:41		14		--	--	--	52	10:35		24		--	--	--	15	11:58		3	
Montserrat	--	--	--	--	f 9:06	0	9	43	--	--	--	--	11:18	0	0	15	--	--	--	--
Prides Crossing	--	--	--	--	--	--	--	43	--	--	--	--	--	--	--	15	--	--	--	--
Beverly Farms	--	--	--	--	9:12	0	4	39	--	--	--	--	f 11:24	1	0	16	--	--	--	--
Manchester	--	--	--	--	9:17	2	10	31	--	--	--	--	11:29	0	1	15	--	--	--	--
West Gloucester	--	--	--	--	f 9:24	0	1	30	--	--	--	--	f 11:36	0	0	15	--	--	--	--
Gloucester	--	--	--	--	9:29	0	23	7	--	--	--	--	11:41	0	12	3	--	--	--	--
Rockport	--	--	--	--	9:37		7		--	--	--	--	11:49		3		--	--	--	--
Total Riders		295	295			171	171			152	152			98	98			7	7	
Maximum Load				289				149				138				81				7
Max. Load Point				North Station				Chelsea				Chelsea				Chelsea				Beverly
N. Sta. Ons/Max. Load				100%				96.6%				99.3%				97.5%				See Note above
Interzone Pct.				2.0%				10.5%				9.2%				17.3%				100%

MBTA NEWBURYPORT/ROCKPORT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 145				AM Peak		Midday		PM Peak		Evening		All Day		
	Scheduled	Ons	Offs	Load	Trains 151–109		Trains 161–175		Trains 127–185		Trains 95–145		Trains 151–145		
	Time (AM)				Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons
North Station	12:10	46		46	271		724		4,642		695		6,332		
Chelsea	f 12:21	2	1	47	18	21	27	16	56	33	14	5	115	75	
River Works	--	--	--	47	1	31	20	0	21	0	0	0	42	31	
Lynn	12:29	0	7	40	20	23	54	62	50	255	16	62	140	402	
Swampscott	12:32	0	6	34	16	6	8	62	19	586	6	81	49	735	
Salem	12:38	2	22	14	50	90	61	235	45	1,368	34	252	190	1,945	
Beverly	12:42	0	6	8	16	76	33	231	24	1,054	20	188	93	1,549	
North Beverly	--	--	--	8	4	7	4	26	2	119	3	11	13	163	
Hamilton/ Wenham	--	--	--	8	2	18	2	29	6	181	0	25	10	253	
Ipswich	--	--	--	8	1	66	5	34	6	206	1	29	13	335	
Rowley	--	--	--	8	1	2	0	14	0	51	0	3	1	70	
Newburyport	--	--	--	8	0	27	0	107	0	328	0	41	0	503	
Montserrat	f 12:46	0	2	6	1	3	1	10	5	172	1	13	8	198	
Prides Crossing	--	--	--	6	0	0	1	4	0	9	0	0	1	13	
Beverly Farms	f 12:51	0	1	5	1	5	1	10	3	83	1	6	6	104	
Manchester	12:56	0	0	5	2	4	9	17	4	111	2	12	17	144	
West Gloucester	f 1:02	0	0	5	0	1	2	4	0	33	0	2	2	40	
Gloucester	1:07	0	4	1	1	24	5	64	7	181	0	48	13	317	
Rockport	1:16		1			1		32		120		15		168	
Total Riders		50	50		405	405	957	957	4,890	4,890	793	793	7,045	7,045	
Maximum Load				47											
Max. Load Point				Chelsea											
N. Sta. Ons/Max. Load				97.9%											
Interzone Pct.				4.0%											
INTERZONE PERCENT (Percent of Ons after Chelsea)															
					AM Peak	Midday		PM Peak		Evening		All Day			
					28.6%	21.5%		3.9%		10.6%		8.5%			

MBTA HAVERHILL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 202				Train 204				Train 206				Train 208				Train 258			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Haverhill	5:05	20		20	5:38	23		23	6:10	33		33	6:46	89		89	--	--	--	--
Bradford	5:08	14	0	34	5:41	15	0	38	6:13	26	0	59	6:49	70	0	159	--	--	--	--
Lawrence	5:19	29	1	62	5:52	44	1	81	6:24	54	1	112	7:00	123	1	281	--	--	--	--
Andover	5:24	27	0	89	5:57	30	0	111	6:29	33	0	145	7:06	116	0	397	--	--	--	--
Ballardvale	f 5:30	4	0	93	6:03	19	2	128	6:35	15	0	160	7:12	57	0	454	--	--	--	--
North Wilmington	f 5:37	12	0	105	6:11	18	0	146	6:43	27	1	186					--	--	--	--
Reading	5:44	39	0	144	6:19	80	1	225	6:51	99	3	282	'Train 208 is routed via the Lowell Line south of Ballardvale. Ons and offs at stations on that line are shown only in the Lowell Line tables				7:30	257		257
Wakefield	5:50	32	0	176	6:25	44	1	268	6:57	63	3	342					7:36	113	0	370
Greenwood	f 5:53	9	0	185	6:28	9	0	277	7:00	21	0	363					7:39	30	0	400
Melrose Highlands	5:55	11	0	196	6:30	17	0	294	7:03	43	0	406					7:42	30	0	430
Melrose/Cedar Park	5:57	8	1	203	6:32	13	0	307	7:05	22	1	427					7:44	26	0	456
Wyoming Hill	5:59	6	0	209	6:36	6	0	313	7:07	6	1	432					7:46	13	0	469
Malden Center	6:02	0	19	190	6:38	2	28	287	7:11	2	37	397					7:50	2	19	452
North Station	6:14		190		6:50		287		7:25		397		7:48		454		8:00		452	
Total Riders		211	211			320	320			444	444			455	455			471	471	
Maximum Load				209				313				432	See note above							469
Max. Load Point				Wyoming				Wyoming				Wyoming								Wyoming
N. Sta. Offs/Max. Load				90.9%				91.7%				91.9%								96.4%
Interzone Pct.				0.9%				1.6%				2.3%								0.0%

Notes: Times are based on schedule effective 11/22/10
 " f " before time indicates train stops only on request

" -- " indicates train does not serve this station
 "N. Sta. Offs/Max. Load" = North Station alightings/maximum load on train

Interzone Pct = Percent of offs before Malden

MBTA HAVERHILL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 260				Train 212				Train 262				Train 214				Train 266			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Haverhill	--	--	--	--	7:30	74		74	--	--	--	--	9:05	34		34	--	--	--	--
Bradford	--	--	--	--	7:33	48	0	122	--	--	--	--	9:08	9	0	43	--	--	--	--
Lawrence	--	--	--	--	7:44	111	5	228	--	--	--	--	9:19	31	5	69	--	--	--	--
Andover	--	--	--	--	7:51	85	1	312	--	--	--	--	9:24	11	2	78	--	--	--	--
Ballardvale	--	--	--	--	7:57	31	2	341	--	--	--	--	f 9:29	9	0	87	--	--	--	--
North Wilmington	--	--	--	--					--	--	--	--	f 9:37	0	0	87	--	--	--	--
Reading	8:00	158		158	'Train 212 is routed via the				8:30	92		92	9:44	12	3	96	10:05	9		9
Wakefield	8:06	103	0	261	Lowell Line south of Ballardvale.				8:36	49	0	141	9:50	11	2	105	10:11	8	0	17
Greenwood	8:09	30	0	291	Ons and offs at stations on that				8:39	18	0	159	9:53	2	0	107	f 10:14	4	0	21
Melrose Highlands	8:12	32	0	323	line are shown only in the				8:42	24	0	183	9:55	7	0	114	10:16	3	0	24
Melrose/Cedar Park	8:14	30	0	353	Lowell Line tables				8:44	23	0	206	9:57	1	0	115	f 10:18	1	0	25
Wyoming Hill	8:16	17	0	370					8:46	7	0	213	9:59	2	0	117	f 10:20	1	0	26
Malden Center	8:20	1	13	358					8:50	0	12	201	10:03	0	12	105	10:24	0	0	26
North Station	8:30		358		8:39		341		9:00		201		10:14		105		10:35		26	
Total Riders		371	371			349	349			213	213			129	129			26	26	
Maximum Load				370	See note above							213				117				26
Max. Load Point				Wyoming				West Medford				Wyoming				Wyoming				Malden
N. Sta. Offs/Max. Load				96.8%				100%				94.4%				89.7%				100%
Interzone Pct.				0.0%				2.3%				0.0%				9.3%				0.0%

MBTA HAVERHILL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 218				Train 220				Train 222				Train 274				Train 226			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Haverhill	10:00	21		21	12:00	43		43	--	--	--	--	--	--	--	--	2:40	11		11
Bradford	f 10:03	5	0	26	f 12:03	10	0	53	--	--	--	--	--	--	--	--	f 2:43	3	0	14
Lawrence	10:14	38	2	62	12:14	21	1	73	--	--	--	--	--	--	--	--	2:54	30	0	44
Andover	10:19	9	0	71	12:19	12	5	80	1:20	11		11	--	--	--	--	2:59	4	5	43
Ballardvale	f 10:25	2	1	72	f 12:25	1	0	81	1:26	2	0	13	--	--	--	--	f 3:05	3	0	46
North Wilmington	f 10:32	0	0	72	f 12:32	2	1	82					--	--	--	--	f 3:12	3	0	49
Reading	10:39	12	0	84	12:39	19	2	99	'Train 222 is routed via the Lowell Line south of Ballardvale. Ons and offs at stations on that line are shown only in the Lowell Line tables				3:00	4		4	3:19	4	2	51
Wakefield	10:45	9	1	92	12:45	5	1	103					3:05	2	0	6	3:25	0	0	51
Greenwood	f 10:48	1	0	93	f 12:48	1	0	104					f 3:08	1	1	6	f 3:28	0	0	51
Melrose Highlands	10:50	6	0	99	12:50	0	0	104					3:10	2	0	8	3:30	1	0	52
Melrose/Cedar Park	f 10:52	4	1	102	f 12:52	4	0	108					f 3:12	1	0	9	f 3:32	0	1	51
Wyoming Hill	f 10:54	0	0	102	f 12:54	1	0	109					f 3:14	0	0	9	f 3:34	0	0	51
Malden Center	10:58	1	6	97	12:58	0	12	97					3:18	0	1	8	3:38	6	0	57
North Station	11:09		97		1:09		97		2:07		13		3:29		8		3:49		57	
Total Riders		108	108			119	119			13	13			10	10			65	65	
Maximum Load				102				109	See note above							9				57
Max. Load Point				Wyoming				Wyoming				16				Wyoming				Malden
N. Sta. Offs/Max. Load				95.1%				89.0%				100%				88.9%				100%
Interzone Pct.				4.6%				8.4%				0.0%				10.0%				12.3%

MBTA HAVERHILL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 280				Train 232				Train 282				Train 284				Train 236			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Haverhill	--	--	--	--	4:30	16		16	--	--	--	--	--	--	--	--	6:25	3		3
Bradford	--	--	--	--	f 4:33	4	0	20	--	--	--	--	--	--	--	--	f 6:28	0	0	3
Lawrence	--	--	--	--	f 4:44	25	3	42	--	--	--	--	--	--	--	--	6:39	10	1	12
Andover	--	--	--	--	f 4:49	5	0	47	--	--	--	--	--	--	--	--	f 6:44	10	1	21
Ballardvale	--	--	--	--	f 4:55	2	1	48	--	--	--	--	--	--	--	--	f 6:50	1	0	22
North Wilmington	--	--	--	--					--	--	--	--	--	--	--	--				
Reading	4:32	5		5	'Train 232 is routed via the				5:35	3		3	6:38	0		0	'Train 236 is routed via the			
Wakefield	4:38	12	0	17	Lowell Line south of Ballardvale.				5:40	22	0	25	6:44	6	0	6	Lowell Line south of Ballardvale.			
Greenwood	--	--	--	17	Ons and offs at stations on that				5:43	0	0	25	f 6:47	0	0	6	Ons and offs at stations on that			
Melrose Highlands	f 4:41	1	0	18	line are shown only in the				5:45	0	0	25	f 6:49	0	1	5	line are shown only in the			
Melrose/Cedar Park	--	--	--	18	Lowell Line tables				5:47	1	0	26	f 6:51	0	0	5	Lowell Line tables			
Wyoming Hill	--	--	--	18					5:49	1	0	27	f 6:53	1	0	6				
Malden Center	4:47	0	1	17					5:53	1	4	24	6:57	1	1	6				
North Station	4:58		17		5:32		48		6:04		24		7:08		6		7:25		22	
Total Riders		18	18			52	52			28	28			8	8			24	24	
Maximum Load				18	See note above							27				6	See note above			
Max. Load Point				Wyoming				53				Wyoming			Wyoming					25
N. Sta. Offs/Max. Load				94.4%				100%				88.9%			100%					88.0%
Interzone Pct.				0.0%				7.7%				0.0%			12.5%					8.3%

MBTA HAVERHILL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 288				Train 238				Train 292				Train 244			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Haverhill	--	--	--	--	8:25	13		13	--	--	--	--	10:15	6		6
Bradford	--	--	--	--	f 8:28	1	0	14	--	--	--	--	f 10:18	1	0	7
Lawrence	--	--	--	--	f 8:39	19	2	31	--	--	--	--	f 10:29	1	3	5
Andover	--	--	--	--	f 8:44	1	1	31	--	--	--	--	f 10:34	0	2	3
Ballardvale	--	--	--	--	f 8:50	0	1	30	--	--	--	--	f 10:40	0	0	3
North Wilmington	--	--	--	--	8:57	2	1	31	--	--	--	--	f 10:47	0	0	3
Reading	8:00	3		3	9:04	1	0	32	10:14	0		0	10:54	0	0	3
Wakefield	8:05	0	0	3	9:09	4	2	34	10:19	0	0	0	10:59	1	0	4
Greenwood	f 8:08	0	0	3	f 9:12	0	0	34	f 10:22	0	0	0	f 11:02	0	0	4
Melrose Highlands	f 8:10	0	0	3	f 9:14	1	1	34	f 10:24	0	0	0	f 11:04	0	0	4
Melrose/Cedar Park	f 8:12	0	0	3	f 9:16	0	0	34	f 10:26	1	0	1	f 11:06	0	0	4
Wyoming Hill	f 8:14	0	0	3	f 9:18	0	0	34	f 10:28	0	0	1	f 11:08	0	0	4
Malden Center	8:17	0	1	2	9:22	0	15	19	10:31	0	0	1	11:12	0	1	3
North Station	8:28		2		9:33		19		10:42		1		11:23		3	
Total Riders		3	3			42	42			1	1			9	9	
Maximum Load				3				34				1				7
Max. Load Point				Wyoming				Wyoming				Wyoming				Bradford
N. Sta. Offs/Max. Load				66.7%				55.9%				100%				42.9%
Interzone Pct.				0.0%				19.0%				0.0%				55.6%

MBTA HAVERHILL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	AM Peak Trains 202–262		Midday Trains 214–226		PM Peak Trains 280–282		Evening Trains 284–244		All Day Trains 202–244	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Haverhill	239		109		16		22		386	
Bradford	173	0	27	0	4	0	2	0	206	0
Lawrence	361	9	120	8	25	3	30	6	536	26
Andover	291	1	47	12	5	0	11	4	354	17
Ballardvale	126	4	17	1	2	1	1	1	146	7
North Wilmington	57	1	5	1	0	0	2	1	64	3
Reading	725	4	60	7	8	0	4	0	797	11
Wakefield	404	4	35	4	34	0	11	2	484	10
Greenwood	117	0	9	1	0	0	0	0	126	1
Melrose Highlands	157	0	19	0	1	0	1	2	178	2
Melrose/Cedar Park	122	2	11	2	1	0	1	0	135	4
Wyoming Hill	55	1	4	0	1	0	1	0	61	1
Malden Center	7	128	7	31	1	5	1	18	16	182
North Station		2,680		403		89		53		3,225
Total Riders	2,834	2,834	470	470	98	98	87	87	3,489	3,489

INTERZONE PERCENT (Percent of Offs before Malden Center)

AM Peak	Midday	PM Peak	Evening	All Day
0.9%	7.7%	4.1%	18.4%	2.4%

MBTA HAVERHILL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 253				Train 255				Train 205				Train 257				Train 209			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
North Station	6:45	4		4	7:15	5		5	7:35	32		32	7:50	0		0	8:04	45		45
Malden Center	6:55	1	0	5	f 7:25	2	1	6	7:45	5	0	37	--	--	--	0	f 8:14	5	1	49
Wyoming Hill	f 6:59	0	0	5	f 7:28	0	0	6	f 7:49	0	0	37	--	--	--	0	--	--	--	49
Melrose Cedar Park	f 7:01	0	0	5	f 7:30	0	0	6	f 7:51	0	1	36	--	--	--	0	f 8:19	1	0	50
Melrose Highlands	f 7:03	0	0	5	f 7:32	0	0	6	f 7:53	0	0	36	--	--	--	0	f 8:21	1	1	50
Greenwood	--	--	--	5	--	--	--	6	--	--	--	36	--	--	--	0	f 8:23	0	0	50
Wakefield	f 7:07	0	2	3	f 7:36	0	5	1	7:58	1	3	34	--	--	--	0	8:28	0	23	27
Reading	7:14		3		7:43		1		8:05	0	0	34	8:17		0		8:36	0	2	25
North Wilmington	--	--	--	--	--	--	--	--	8:12	0	5	29	--	--	--	--	f 8:43	0	0	25
Ballardvale	--	--	--	--	--	--	--	--	f 8:20	1	2	28	--	--	--	--	f 8:51	1	3	23
Andover	--	--	--	--	--	--	--	--	f 8:27	2	6	24	--	--	--	--	f 8:58	0	7	16
Lawrence	--	--	--	--	--	--	--	--	f 8:33	2	17	9	--	--	--	--	f 9:04	1	11	6
Bradford	--	--	--	--	--	--	--	--	8:42	0	2	7	--	--	--	--	9:13	0	0	6
Haverhill	--	--	--	--	--	--	--	--	8:45		7		--	--	--	--	9:16		6	
Total Riders		5	5			7	7		43	43			0	0			54	54		
Maximum Load				5				6				37				0				50
Max. Load Point				Malden				Malden				Malden				North Station				Melrose/Cedar Park
N. Sta. Ons/Max. Load				80.0%				83.3%				86.5%				100%				90.0%
Interzone Pct.				0.0%				0.0%				14.0%				0.0%				7.4%

Notes: Times are based on schedule effective 11/22/10
“f” before time indicates train stops only on request

“--” indicates train does not serve this station
“N. Sta. Ons/Max. Load” = North Station boardings/maximum load on train

Interzone Pct. = Percent of offs
before Malden

MBTA HAVERHILL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 261				Train 213				Train 215				Train 217				Train 269			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	9:25	5		5	10:30	46		46	12:20	25		25	1:10	75		75	2:20	38		38
Malden Center	f 9:35	1	1	5	10:40	4	1	49	12:30	1	0	26	1:20	2	0	77	2:30	1	2	37
Wyoming Hill	f 9:38	0	0	5	f 10:43	0	1	48	f 12:33	0	3	23	f 1:23	0	2	75	f 2:33 flag	0	2	35
Melrose Cedar Park	f 9:40	1	1	5	f 10:45	0	0	48	f 12:35	0	1	22	f 1:25	0	1	74	f 2:35 flag	0	4	31
Melrose Highlands	f 9:42	0	0	5	f 10:47	1	0	49	f 12:37	0	2	20	1:27	0	3	71	2:37	0	7	24
Greenwood	f 9:44	0	0	5	f 10:49	0	1	48	f 12:39	0	1	19	f 1:29	0	1	70	f 2:39 flag	0	0	24
Wakefield	9:47	0	1	4	10:52	0	6	42	12:42	0	3	16	1:32	0	7	63	2:42	0	14	10
Reading	9:53		4		10:58	0	5	37	12:48	0	4	12	1:38	2	8	57	2:48		10	
North Wilmington	--	--	--	--	f 11:05	1	0	38	f 12:55	0	1	11	f 1:45	0	0	57	--	--	--	--
Ballardvale	--	--	--	--	f 11:13	0	2	36	f 1:03	0	0	11	f 1:53	0	3	54	--	--	--	--
Andover	--	--	--	--	f 11:20	5	8	33	1:10		11		f 2:00	2	6	50	--	--	--	--
Lawrence	--	--	--	--	f 11:26	5	17	21	--	--	--	--	2:06	0	36	14	--	--	--	--
Bradford	--	--	--	--	11:35	2	4	19	--	--	--	--	2:15	1	3	12	--	--	--	--
Haverhill	--	--	--	--	11:38		19		--	--	--	--	2:18		12		--	--	--	--
Total Riders		7	7			64	64			26	26			82	82			39	39	
Maximum Load				5			49				26				77				38	
Max. Load Point				North Station			Malden				Malden				Malden				North Station	
N. Sta. Ons/Max. Load				100%			93.9%				96.2%				97.4%				100%	
Interzone Pct.				14.3%			21.9%				0.0%				6.1%				0.0%	

MBTA HAVERHILL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 223				Train 275				Train 227				Train 279				Train 231			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	3:00	139		139	3:50	120		120	4:30	488		488	4:49	229		229	5:15	514		514
Malden Center	3:10	1	3	137	4:01	5	1	124	4:41	18	3	503	4:59	3	1	231	5:25	8	4	518
Wyoming Hill	f 3:13	2	0	139	4:04	0	10	114	--	--	--	503	5:02	0	16	215	--	--	--	518
Melrose Cedar Park	f 3:15	0	1	138	4:06	1	7	108	4:45	0	7	496	5:04	0	20	195	--	--	--	518
Melrose Highlands	3:17	1	4	135	4:08	0	15	93	4:47	0	30	466	5:07	0	29	166	--	--	--	518
Greenwood	f 3:19	0	4	131	4:10	0	14	79	--	--	--	466	5:09	0	26	140	--	--	--	518
Wakefield	3:22	1	18	114	4:14	0	31	48	4:53	4	49	421	5:14	0	46	94	5:35	4	92	430
Reading	3:28	2	13	103	4:20		48		4:59	5	72	354	5:20		94		5:42	0	111	319
North Wilmington	f 3:35	0	4	99	--	--	--	--	5:06	1	23	332	--	--	--	--	5:49	2	20	301
Ballardvale	f 3:43	0	8	91	--	--	--	--	5:15	2	44	290	--	--	--	--	5:58	2	25	278
Andover	3:50	0	20	71	--	--	--	--	5:23	2	71	221	--	--	--	--	6:06	2	72	208
Lawrence	3:56	5	34	42	--	--	--	--	5:29	3	103	121	--	--	--	--	6:12	0	107	101
Bradford	4:05	0	8	34	--	--	--	--	5:38	0	57	64	--	--	--	--	6:22	0	40	61
Haverhill	4:08		34		--	--	--	--	5:41		64		--	--	--	--	6:25		61	
Total Riders		151	151			126	126			523	523			232	232			532	532	
Maximum Load				139				124				503				231				518
Max. Load Point				North Station				Malden				Malden				Malden				Malden
N. Sta. Ons/Max. Load				100%				96.8%				97.0%				99.1%				99.2%
Interzone Pct.				7.3%				0.8%				3.3%				0.0%				1.9%

MBTA HAVERHILL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 233				Train 281				Train 235				Train 237				Train 287			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	5:35	480		480	5:55	205		205	6:20	372		372	6:55	110		110	7:20	115		115
Malden Center	5:45	5	4	481	6:05	3	1	207	6:30	10	3	379	--	--	--	--	7:30	1	0	116
Wyoming Hill	5:48	1	22	460	6:08	0	6	201	6:33	1	12	368	'Train 237 is routed via the Lowell Line south of Ballardvale. Ons and offs at stations on that line are shown only in the Lowell Line tables				f 7:33	0	13	103
Melrose Cedar Park	5:50	1	33	428	6:10	0	18	183	6:35	1	14	355					7:35	0	13	90
Melrose Highlands	5:53	0	26	402	6:12	0	18	165	6:37	0	21	334					7:38	0	18	72
Greenwood	5:55	0	43	359	6:15	0	14	151	6:40	1	18	317					f 7:40	0	12	60
Wakefield	6:00	0	38	321	6:19	0	68	83	6:43	1	39	279					7:44	0	21	39
Reading	6:06	3	122	202	6:25			83	6:49	0	73	206	--	--	--	--	7:50			39
North Wilmington	6:13	0	13	189	--	--	--	--	6:56	1	8	199	--	--	--	110	--	--	--	--
Ballardvale	6:21	0	31	158	--	--	--	--	7:04	0	31	168	7:34	0	17	93	--	--	--	--
Andover	6:28	1	46	113	--	--	--	--	7:11	1	52	117	7:41	0	23	70	--	--	--	--
Lawrence	6:34	0	55	58	--	--	--	--	7:17	0	52	65	7:47	2	33	39	--	--	--	--
Bradford	6:44	0	33	25	--	--	--	--	7:27	0	25	40	7:56	0	11	28	--	--	--	--
Haverhill	6:47		25		--	--	--	--	7:30		40		7:59		28		--	--	--	--
Total Riders		491	491			208	208			388	388			112	112			116	116	
Maximum Load				481				207				379	See note above							116
Max. Load Point				Malden				Malden				Malden				226			North Station	Malden
N. Sta. Ons/Max. Load				99.8%				99.0%				98.2%				100%				99.1%
Interzone Pct.				1.2%				0.0%				1.5%				1.8%				0.0%

MBTA HAVERHILL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 239				Train 291				Train 243				Train 245			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
North Station	8:40	135		135	9:35	38		38	10:35	66		66	12:10	31		31
Malden Center	8:50	4	0	139	9:45	2	0	40	10:45	3	0	69	12:20	1	0	32
Wyoming Hill	f 8:53	0	6	133	f 9:48	1	1	40	f 10:48	0	3	66	f 12:23	0	1	31
Melrose Cedar Park	8:55	0	1	132	f 9:50	0	6	34	f 10:50	1	1	66	f 12:25	0	0	31
Melrose Highlands	8:57	0	9	123	9:52	0	5	29	10:52	0	2	64	12:27	0	2	29
Greenwood	f 8:59	1	6	118	f 9:54	0	2	27	f 10:54	0	3	61	f 12:29	0	1	28
Wakefield	9:04	0	15	103	9:58	0	9	18	10:59	1	6	56	12:33	0	4	24
Reading	9:10	1	14	90	10:04		18		11:05	1	4	53	12:39	2	4	22
North Wilmington	9:16	0	4	86	--	--	--	--	f 11:11	0	1	52	f 12:45	0	1	21
Ballardvale	9:24	0	9	77	--	--	--	--	f 11:17	0	2	50	f 12:51	0	0	21
Andover	9:30	0	16	61	--	--	--	--	f 11:23	0	6	44	f 12:57	0	8	13
Lawrence	9:36	5	45	21	--	--	--	--	f 11:29	3	19	28	1:03	0	8	5
Bradford	9:45	0	8	13	--	--	--	--	f 11:38	0	5	23	f 1:12	0	1	4
Haverhill	9:48		13		--	--	--	--	11:41		23		1:15		4	
Total Riders		146	146			41	41			75	75			34	34	
Maximum Load				139				40				69				32
Max. Load Point				Malden				Malden				Malden				Malden
N. Sta. Ons/Max. Load				97.1%				95.0%				95.7%				96.9%
Interzone Pct.				4.8%				2.4%				8.0%				5.9%

MBTA HAVERHILL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	AM Peak Trains 253–209		Midday Trains 261–275		PM Peak Trains 227–235		Evening Trains 237–245		All Day Trains 253–245	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
North Station	86		448		2,288		495		3,317	
Malden Center	13	2	15	8	47	16	11	0	86	26
Wyoming Hill	0	0	2	18	2	56	1	24	5	98
Melrose Cedar Park	1	1	2	15	2	92	1	21	6	129
Melrose Highlands	1	1	2	31	0	124	0	36	3	192
Greenwood	0	0	0	21	1	101	1	24	2	146
Wakefield	1	33	1	80	9	332	1	55	12	500
Reading	0	6	4	92	8	555	4	79	16	732
North Wilmington	0	5	1	5	4	64	0	6	5	80
Ballardvale	2	5	0	13	4	131	0	28	6	177
Andover	2	13	7	45	6	241	0	53	15	352
Lawrence	3	28	10	87	3	317	10	105	26	537
Bradford	0	2	3	15	0	155	0	25	3	197
Haverhill		13		65		190		68		336
Total Riders	109	109	495	495	2,374	2,374	524	524	3,502	3,502

INTERZONE PERCENT (Percent of Ons after Malden Center)

AM Peak	Midday	PM Peak	Evening	All Day
9.2%	6.5%	1.6%	3.4%	2.8%

MBTA LOWELL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 302				Train 304				Train 352				Train 306				Train 208				
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	
Lowell	5:35	104		104	6:18	183		183	--	--	--	--	6:51	209		209	From Haverhill Line. Ons and offs on that line are in Haverhill tables				
North Billerica	5:43	73	0	177	6:26	101	0	284	--	--	--	--	6:59	126	0	335	7:22	128	1	127	
Wilmington	5:51	36	0	213	6:34	80	2	362	--	--	--	--	7:06	87	3	419	--	--	--	127	
Anderson/ Woburn	5:55	34	4	243	6:38	68	7	423	6:55	74		74	7:13	57	5	471	--	--	--	127	
Mishawum	--	--	--	243	--	--	--	423	--	--	--	74	--	--	--	471	--	--	--	127	
Winchester Center	6:02	21	3	261	6:46	29	2	450	7:04	43	1	116	7:21	39	1	509	--	--	--	127	
Wedgemere	6:04	27	0	288	6:49	51	0	501	7:06	62	0	178	7:24	29	0	538	--	--	--	127	
West Medford	6:08	30	2	316	6:53	40	0	541	7:10	45	1	222	7:28	43	1	580	--	--	--	127	
North Station	6:22		316		7:05		541		7:22		222		7:40		580		7:48		127		
Total Riders		325	325			552	552			224	224			590	590			128	128		
Maximum Load				316				541				222				580	See note above				581
Max. Load Point				West Medford				West Medford				West Medford				West Medford				Wilmington	
N. Sta. Offs/Max. Load				100%				100%				100%				100%				1	
Interzone Pct.				2.2%				2.0%				0.4%				1.5%				0.8%	

Notes: Times are based on schedule effective 11/22/10
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“N. Sta. Offs/Max. Load” = North Station alightings/maximum load on train

Interzone Pct. = Percent of offs before West Medford

MBTA LOWELL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 308				Train 310				Train 212				Train 356				Train 312			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Lowell	7:18	206		206	7:46	266		266	From Haverhill Line. Ons and offs on that line are in Haverhill tables				--	--	--	--	8:25	155		155
North Billerica	7:26	124	0	330	7:54	185	0	451					--	--	--	--	8:33	62	0	217
Wilmington	--	--	--	330	--	--	--	451	8:07	51	1	50	--	--	--	--	8:41	26	2	241
Anderson/ Woburn	7:38	133	2	461	8:05	143	2	592	8:12	40	3	87	8:30	104		104	8:45	46	1	286
Mishawum	--	--	--	461	--	--	--	592	--	--	--	87	--	--	--	104	--	--	--	286
Winchester Center	7:46	94	1	554	--	--	--	592	8:20	61	1	147	8:39	59	0	163	8:52	24	2	308
Wedgemere	7:49	42	0	596	--	--	--	592	8:23	30	0	177	8:41	6	0	169	8:54	13	0	321
West Medford	7:53	103	2	697	--	--	--	592	8:27	95	2	270	8:45	38	1	206	8:58	28	1	348
North Station	8:05		697		8:26		592		8:39		270		8:57		206		9:10		348	
Total Riders		702	702			594	594			277	277			207	207			354	354	
Maximum Load				697				592	See note above							206				348
Max. Load Point				West Medford				Anderson/Woburn				611				West Medford				West Medford
N. Sta. Offs/Max. Load				100%				100%				100%				100%				100%
Interzone Pct.				0.4%				0.3%				1.8%				0.0%				1.4%

MBTA LOWELL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 358				Train 314				Train 316				Train 318				Train 320			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Lowell	--	--	--	--	9:15	73		73	10:15	41		41	11:15	28		28	12:15	48		48
North Billerica	--	--	--	--	9:23	41	0	114	10:23	9	0	50	11:23	8	0	36	12:23	7	0	55
Wilmington	--	--	--	--	9:31	6	1	119	10:31	5	1	54	11:31	4	2	38	12:31	8	0	63
Anderson/ Woburn	9:15	37		37	9:35	23	0	142	10:35	7	1	60	11:35	0	0	38	12:35	3	3	63
Mishawum	--	--	--	37	--	--	--	142	--	--	--	60	--	--	--	38	--	--	--	63
Winchester Center	9:23	24	0	61	9:42	10	1	151	10:42	5	0	65	11:42	2	0	40	12:42	6	3	66
Wedgemere	9:26	4	0	65	f 9:44	7	0	158	f 10:44	2	0	67	f 11:44	1	0	41	f 12:44	5	0	71
West Medford	9:30	17	0	82	f 9:48	16	2	172	f 10:48	18	1	84	f 11:48	0	0	41	f 12:48	2	3	70
North Station	9:42		82		9:59		172		10:59		84		11:59		41		12:59		70	
Total Riders		82	82			176	176			87	87			43	43			79	79	
Maximum Load				82				172				84				41				71
Max. Load Point				West Medford				West Medford				West Medford				West Medford				Wedgemere
N. Sta. Offs/Max. Load				100%				100%				100%				100%				98.6%
Interzone Pct.				0.0%				1.1%				2.3%				4.7%				7.6%

MBTA LOWELL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 322				Train 222				Train 324				Train 326				Train 328			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Lowell	1:15	35		35	From Haverhill Line. Ons and offs on that line are in Haverhill tables				2:15	30		30	3:15	30		30	4:15	55		55
North Billerica	1:23	5	0	40					2:23	6	0	36	3:23	9	0	39	4:23	7	0	62
Wilmington	1:31	9	1	48	1:37	0	0	0	2:31	4	1	39	3:31	6	1	44	4:31	14	0	76
Anderson/ Woburn	1:35	6	4	50	1:43	0	0	0	2:35	6	3	42	3:35	14	1	57	4:35	6	2	80
Mishawum	--	--	--	50	--	--	--	0	--	--	--	42	--	--	--	57	4:36	13	0	93
Winchester Center	1:42	3	2	51	1:50	3	0	3	2:42	2	1	43	3:42	5	1	61	4:42	6	0	99
Wedgemere	f 1:44	0	0	51	f 1:52	0	0	3	f 2:44	1	0	44	f 3:44	1	0	62	f 4:44	1	0	100
West Medford	f 1:48	6	0	57	f 1:56	0	0	3	f 2:48	6	2	48	f 3:48	4	5	61	f 4:48	10	2	108
North Station	1:59		57		2:07		3		2:59		48		3:59		61		4:59		108	
Total Riders		64	64			3	3			55	55			69	69			112	112	
Maximum Load				57	See note above							48				62				108
Max. Load Point				West Medford				West Medford				West Medford				Wedgemere				West Medford
N. Sta. Offs/Max. Load				100%				100%				100%				98.4%				100%
Interzone Pct.				10.9%				0.0%				9.1%				4.3%				1.8%

MBTA LOWELL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 360				Train 232				Train 330				Train 334				Train 336			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Lowell	--	--	--	--	From Haverhill Line. Ons and offs on that line are in Haverhill tables				5:10	40		40	5:45	22		22	6:10	13		13
North Billerica	--	--	--	--					5:18	7	0	47	5:53	4	0	26	6:18	0	0	13
Wilmington	--	--	--	--	--	--	--	--	5:26	2	3	46	6:01	5	1	30	6:26	1	0	14
Anderson/ Woburn	4:55	3		3	f 5:11	8	3	5	5:30	2	3	45	6:05	13	0	43	6:30	13	0	27
Mishawum	--	--	--	3	--	--	--	5	5:31	8	1	52	6:06	8	0	51	--	--	--	27
Winchester Center	--	--	--	3	--	--	--	5	5:37	8	0	60	6:12	5	1	55	6:37	4	0	31
Wedgemere	--	--	--	3	--	--	--	5	f 5:39	2	0	62	f 6:14	0	0	55	f 6:39	0	0	31
West Medford	--	--	--	3	--	--	--	5	f 5:43	5	6	61	f 6:14	0	6	49	f 6:43	0	1	30
North Station	5:15			3	5:32			5	5:56			61	6:31			49	6:54			30
Total Riders		3	3			8	8		74	74			57	57			31	31		
Maximum Load				3	See note above							62				55				31
Max. Load Point				West Medford				Anderson/Woburn				Wedgemere				Wedgemere				Wedgemere
N Sta. Offs/Max. Load				100%				100%				98.4%				89.1%				96.8%
Interzone Pct.				0.0%				37.5%				9.5%				3.5%				0.0%

MBTA LOWELL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 236				Train 338				Train 340				Train 342				Train 344			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Lowell	From Haverhill Line. Ons and offs on that line are in Haverhill tables				6:55	13		13	7:25	6		6	8:30	14		14	9:30	10		10
North Billerica					7:03	3	0	16	7:33	2	0	8	8:38	2	0	16	9:38	2	0	12
Wilmington	7:00	0	0	0	7:11	0	1	15	7:41	1	1	8	8:46	1	0	17	9:46	1	0	13
Anderson/ Woburn	7:04	3	0	3	7:15	0	4	11	7:45	3	0	11	8:50	3	0	20	9:50	7	2	18
Mishawum	--	--	--	3	--	--	--	11	--	--	--	11	--	--	--	20	--	--	--	18
Winchester Center	--	--	--	3	7:22	0	0	11	7:52	0	0	11	8:57	0	0	20	9:57	2	1	19
Wedgemere	--	--	--	3	f 7:24	0	1	10	f 7:54	0	0	11	f 8:59	1	0	21	f 9:59	0	0	19
West Medford	--	--	--	3	f 7:28	0	4	6	f 7:58	2	1	12	f 9:03	0	1	20	f 10:03	1	1	19
North Station	7:25			3	7:41			6	8:09			12	9:14			20	10:14			19
Total Riders		3	3			16	16			14	14			21	21			23	23	
Maximum Load	See note above							25				12				21				19
Max. Load Point								Anderson/Woburn				West Medford				Wedgemere				West Medford
N. Sta. Offs/Max. Load								88.0%				100%				95.2%				100%
Interzone Pct.								0.0%				7.1%				0.0%				13.0%

MBTA LOWELL LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 346				AM Peak		Midday		PM Peak		Evening		All Day	
	Scheduled	Ons	Offs	Load	Trains 302–312		Trains 358–324		Trains 326–334		Trains 336–346		Trains 302–346	
	Time (PM)				Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Lowell	10:35	9		9	1,123		255		147		65		1,590	
North Billerica	10:43	3	0	12	671	0	76	0	27	0	12	0	786	0
Wilmington	10:51	1	0	13	408	9	36	6	27	5	5	2	476	22
Anderson/ Woburn	10:55	1	1	13	699	24	82	11	46	9	30	7	857	51
Mishawum	--	--	--	13	0	0	0	0	29	1	0	0	29	1
Winchester Center	11:02	0	2	11	370	11	55	7	24	2	6	3	455	23
Wedgemere	f 11:04	0	0	11	260	0	20	0	4	0	1	1	285	1
West Medford	f 11:08	1	1	11	422	10	65	8	19	19	4	9	510	46
North Station	11:20		11			3,899		557		287		101		4,844
Total Riders		15	15		3,953	3,953	589	589	323	323	123	123	4,988	4,988
Maximum Load				13										
Max. Load Point				Anderson/Woburn										
N. Sta. Offs/Max. Load				84.6%										
Interzone Pct.				20.0%										
INTERZONE PERCENT (Percent of Offs before West Medford)														
					AM Peak		Midday		PM Peak		Evening		All Day	
					1.1%		4.1%		5.3%		10.6%		2.0%	

MBTA LOWELL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 301				Train 351				Train 305				Train 307				Train 355			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
North Station	5:45	18		18	6:25	6		6	6:45	37		37	7:25	42		42	7:55	13		13
West Medford	5:57	2	0	20	--	--	--	6	f 6:57	3	1	39	f 7:37	4	0	46	--	--	--	13
Wedgemere	f 6:01	0	0	20	--	--	--	6	--	--	--	39	f 7:41	1	1	46	--	--	--	13
Winchester Center	f 6:03	0	1	19	--	--	--	6	7:01	2	1	40	7:43	1	1	46	--	--	--	13
Mishawum	--	--	--	19	--	--	--	6	7:07	0	4	36	7:49	0	8	38	--	--	--	13
Anderson/ Woburn	f 6:10	1	5	15	6:45		6		7:08	3	2	37	7:50	4	5	37	8:17		13	
Wilmington	f 6:14	1	1	15	--	--	--	--	7:13	1	4	34	7:54	1	2	36	--	--	--	--
North Billerica	f 6:22	0	1	14	--	--	--	--	f 7:21	0	4	30	f 8:02	0	7	29	--	--	--	--
Lowell	6:29		14		--	--	--	--	7:30		30		8:11		29		--	--	--	--
Total Riders		22	22			6	6			46	46			53	53			13	13	
Maximum Load				20				6				40				46				13
Max. Load Point				West Medford				North Station				Winchester Center				West Medford				North Station
N. Sta. Ons/Max. Load				90.0%				100%				92.5%				91.3%				100%
Interzone Pct.				9.1%				0.0%				13.0%				13.2%				0.0%

Notes: Times are based on schedule effective 11/22/10
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“N. Sta. Ons/Max. Load” = North Station boardings/maximum load on train

Interzone Pct. = Percent of ons after West Medford

MBTA LOWELL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 309				Train 357				Train 311				Train 315				Train 317			
Station	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
North Station	8:10	59		59	8:40	8		8	9:10	40		40	10:10	42		42	11:10	45		45
West Medford	f 8:22	5	3	61	--	--	--	8	f 9:22	2	2	40	f 10:22	3	5	40	f 11:22	2	4	43
Wedgemere	f 8:26	0	0	61	--	--	--	8	f 9:26	0	0	40	f 10:26	0	1	39	f 11:26	0	1	42
Winchester Center	8:28	1	7	55	--	--	--	8	9:28	0	3	37	10:28	1	3	37	11:28	0	3	39
Mishawum	8:34	0	14	41	--	--	--	8	--	--	--	37	--	--	--	37	--	--	--	39
Anderson/ Woburn	f 8:35	1	3	39	9:02		8		9:35	0	4	33	10:35	2	3	36	11:35	2	5	36
Wilmington	8:39	1	1	39	--	--	--	--	9:39	0	4	29	10:39	0	5	31	11:39	0	2	34
North Billerica	f 8:47	0	9	30	--	--	--	--	f 9:47	1	1	29	f 10:47	1	2	30	11:47	0	6	28
Lowell	8:56		30		--	--	--	--	9:54		29		10:54		30		11:54		28	
Total Riders		67	67			8	8			43	43			49	49			49	49	
Maximum Load				61				8				40				42				45
Max. Load Point				West Medford				North Station				North Station				North Station				North Station
N. Sta. Ons/Max. Load				96.7%				100%				100%				100%				100%
Interzone Pct.				4.5%				0.0%				2.3%				8.2%				4.1%

MBTA LOWELL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 319				Train 321				Train 323				Train 325				Train 327			
Station	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	12:10	68		68	1:10	80		80	2:10	125		125	3:10	199		199	4:10	440		440
West Medford	f 12:22	0	7	61	f 1:22	2	6	76	2:22	2	11	116	3:22	0	16	183	4:23	5	41	404
Wedgemere	f 12:26	0	1	60	f 1:26	0	1	75	2:26	0	8	108	3:26	0	5	178	4:27	0	20	384
Winchester Center	12:28	3	3	60	1:28	0	9	66	2:28	0	15	93	3:28	3	20	161	4:30	2	27	359
Mishawum	--	--	--	60	--	--	--	66	--	--	--	93	--	--	--	161	--	--	--	359
Anderson/ Woburn	12:35	0	14	46	1:35	2	12	56	2:35	3	8	88	3:35	4	44	121	4:38	2	74	287
Wilmington	12:39	6	13	39	1:39	0	7	49	2:39	0	15	73	3:39	2	15	108	4:43	1	55	233
North Billerica	12:47	0	13	26	1:47	1	12	38	2:47	0	14	59	3:47	1	39	70	4:51	1	86	148
Lowell	12:54		26		1:54		38		2:54		59		3:54		70		4:58		148	
Total Riders		77	77			85	85			130	130			209	209			451	451	
Maximum Load				68				80				125				199				440
Max. Load Point				North Station				North Station				North Station				North Station				North Station
N. Sta. Ons/Max. Load				100%				100%				100%				100%				100%
Interzone Pct.				11.7%				3.5%				2.3%				4.8%				1.3%

MBTA LOWELL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 359				Train 329				Train 331				Train 333				Train 335			
Station	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	4:20	104		104	4:40	418		418	5:10	647		647	5:30	616		616	5:50	588		588
West Medford	4:32	3	30	77	4:53	4	28	394	5:23	3	93	557	--	--	--	616	6:03	3	113	478
Wedgemere	4:36	0	9	68	4:57	0	33	361	5:27	0	65	492	--	--	--	616	6:07	0	58	420
Winchester Center	4:38	1	14	55	5:00	3	16	348	5:30	1	93	400	--	--	--	616	6:10	0	105	315
Mishawum	--	--	--	55	--	--	--	348	--	--	--	400	--	--	--	616	--	--	--	315
Anderson/ Woburn	4:45		55		5:08	2	48	302	5:38	0	96	304	5:50	1	163	454	6:18	2	83	234
Wilmington	--	--	--	--	5:13	1	62	241	5:43	2	69	237	5:55	0	84	370	6:23	0	35	199
North Billerica	--	--	--	--	5:21	0	98	143	5:52	0	71	166	6:03	0	135	235	6:32	0	73	126
Lowell	--	--	--	--	5:31		143		5:59		166		6:10		235		6:39		126	
Total Riders		108	108			428	428			653	653			617	617			593	593	
Maximum Load				104				418				647				616				588
Max. Load Point				North Station				North Station				North Station				North Station				North Station
N. Sta. Ons/Max. Load				100%				100%				100%				100%				100%
Interzone Pct.				0.9%				1.4%				0.5%				0.2%				0.3%

MBTA LOWELL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 337				Train 237				Train 339				Train 341				Train 343			
Station	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	6:25	469		469	6:55	116		116	7:30	181		181	8:30	117		117	9:40	130		130
West Medford	6:37	3	47	425	f 7:06	0	28	88	7:42	1	25	157	8:42	2	13	106	9:52	0	9	121
Wedgemere	6:41	0	41	384	f 7:10	0	14	74	7:46	0	14	143	8:46	0	10	96	9:56	0	1	120
Winchester Center	6:44	1	61	324	7:12	0	23	51	7:48	1	25	119	8:48	0	4	92	9:58	0	27	93
Mishawum	--	--	--	324	--	--	--	51	--	--	--	119	--	--	--	92	--	--	--	93
Anderson/ Woburn	6:52	4	72	256	7:19	0	31	20	7:55	3	37	85	8:55	1	21	72	10:05	1	16	78
Wilmington	6:57	2	41	217	7:23	0	20	0	8:00	4	15	74	9:00	1	13	60	10:09	2	8	72
North Billerica	7:05	0	61	156	To Haverhill Line. Ons and offs on that line are in Haverhill tables				8:08	0	30	44	9:07	0	16	44	10:17	0	28	44
Lowell	7:12		156						8:15		44		9:14		44		10:24		44	
Total Riders		479	479			116	116			190	190			121	121			133	133	
Maximum Load				469	See note above							181				117				130
Max. Load Point				North Station				North Station				North Station				North Station				North Station
N. Sta. Ons/Max. Load				100%				100%				100%				100%				100%
Interzone Pct.				1.5%				0.0%				4.2%				1.7%				2.3%

MBTA LOWELL LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 345				Train 347				Pre-AM Peak		AM Peak		Midday		PM Peak		Evening		All Day	
	Scheduled	Ons	Offs	Load	Scheduled	Ons	Offs	Load	Train 301		Trains 351–311		Trains 315–325		Trains 327–337		Trains 237–347		Trains 301–347	
	Time (PM)				Time (AM)				Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
North Station	10:40	39		39	12:10	39		39	18		205		559		3,282		441		4,505	
West Medford	10:52	0	2	37	12:22	1	3	37	2	0	14	6	9	49	21	352	3	55	49	462
Wedgemere	10:56	0	1	36	12:26	0	0	37	0	0	1	1	0	17	0	226	0	26	1	270
Winchester Center	10:58	0	7	29	12:28	0	3	34	0	1	4	12	7	53	8	316	0	64	19	446
Mishawum	--	--	--	29	--	--	--	34	0	0	0	26	0	0	0	0	0	0	0	26
Anderson/ Woburn	11:05	1	2	28	12:35	2	1	35	1	5	8	41	13	86	11	591	5	71	38	794
Wilmington	11:09	0	4	24	12:39	0	8	27	1	1	3	11	8	57	6	346	3	53	21	468
North Billerica	11:17	1	3	22	12:47	0	2	25	0	1	1	21	3	86	1	524	1	49	6	681
Lowell	11:24		22		12:54		25			14		118		251		974		135		1,492
Total Riders		41	41			42	42		22	22	236	236	599	599	3,329	3,329	453	453	4,639	4,639
Maximum Load				39				39												
Max. Load Point				North Station				North Station												
N. Sta. Ons/Max. Load				100%				100%												
Interzone Pct.				4.9%				4.8%												

INTERZONE PERCENT (Percent of Ons after West Medford)					
Pre-AM Peak	AM Peak	Midday	PM Peak	Evening	All Day
9.1%	7.2%	5.2%	0.8%	2.0%	1.8%

MBTA FITCHBURG LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 404				Train 406				Train 408				Train 410				Train 412			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Fitchburg	5:15	23		23	6:00	27		27	6:30	56		56	6:55	49		49	7:20	45		45
North Leominster	5:22	23	0	46	6:07	20	0	47	6:37	64	0	120	7:02	43	0	92	7:27	23	0	68
Shirley	5:29	29	0	75	6:15	21	0	68	6:44	49	4	165	7:09	23	0	115	7:35	15	4	79
Ayer	5:34	25	2	98	6:21	35	3	100	6:51	93	2	256	7:15	41	3	153	7:41	28	4	103
Littleton / Rte 495	5:43	17	0	115	6:32	24	0	124	7:00	75	0	331	7:24	33	0	186	7:50	40	0	143
South Acton	5:51	95	0	210	6:38	110	0	234	7:08	197	0	528	7:32	91	1	276	7:58	57	4	196
West Concord	5:56	15	1	224	6:43	40	2	272	--	--	--	528	7:37	69	1	344	8:03	48	2	242
Concord	6:02	32	1	255	6:49	50	1	321	--	--	--	528	7:44	106	7	443	8:09	40	0	282
Lincoln	6:08	19	0	274	6:55	41	0	362	--	--	--	528	7:50	53	2	494	8:15	23	0	305
Silver Hill	--	--	--	274	6:58	2	0	364	--	--	--	528	--	--	--	494	8:18	5	1	309
Hastings	6:12	4	0	278	7:00	12	0	376	--	--	--	528	--	--	--	494	8:20	8	0	317
Kendal Green	6:14	23	1	300	7:02	31	0	407	--	--	--	528	--	--	--	494	8:22	15	1	331
Brandeis/ Roberts	6:17	6	0	306	7:06	21	4	424	--	--	--	528	--	--	--	494	8:26	22	16	337
Waltham	6:22	21	1	326	7:10	57	6	475	--	--	--	528	8:00	96	8	582	8:30	58	4	391
Waverley	6:27	9	0	335	7:15	25	2	498	--	--	--	528	--	--	--	582	8:35	18	7	402
Belmont	6:30	5	0	340	7:17	18	4	512	--	--	--	528	--	--	--	582	8:37	18	4	416
Porter Square	6:36	3	120	223	7:23	17	243	286	7:40	42	291	279	8:11	61	232	411	8:43	71	183	304
North Station	6:47		223		7:34		286		7:50		279		8:22		411		8:54		304	
Total Riders		349	349			551	551			576	576			665	665			534	534	
Maximum Load				340				512				528				582				416
Max. Load Point				Belmont				Belmont				Belmont				Belmont				Belmont
N. Sta. Offs/Max. Load				65.6%				55.9%				52.8%				70.6%				73.1%
Interzone Pct.				1.7%				4.0%				1.0%				3.3%				8.8%

Notes: Times are based on schedule effective 11/22/10
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“N. Sta. Offs/Max. Load” = North Station alightings/maximum load on train

Interzone Pct. = Percent of offs
before Porter Sq.

MBTA FITCHBURG LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 454				Train 456				Train 418				Train 420				Train 422			
Station	Scheduled				Scheduled				Scheduled				Scheduled				Scheduled			
	Time (AM)	Ons	Offs	Load	Time (AM)	Ons	Offs	Load	Time (AM)	Ons	Offs	Load	Time (AM)	Ons	Offs	Load	Time (PM)	Ons	Offs	Load
Fitchburg	--	--	--	--	--	--	--	--	10:27	19		19	11:24	5		5	1:05	11		11
North Leominster	--	--	--	--	--	--	--	--	10:34	8	0	27	11:31	3	0	8	1:14	8	0	19
Shirley	--	--	--	--	--	--	--	--	f 10:41	5	1	31	f 11:38	3	1	10	1:21	2	0	21
Ayer	--	--	--	--	--	--	--	--	f 10:46	10	4	37	11:43	3	2	11	1:26	2	3	20
Littleton / Rte 495	--	--	--	--	--	--	--	--	10:54	7	0	44	11:51	2	0	13	f 1:34	0	0	20
South Acton	8:41	43		43	9:25	23		23	11:02	11	1	54	11:59	10	0	23	1:42	7	0	27
West Concord	8:46	34	1	76	9:30	20	0	43	11:07	2	0	56	12:04 PM	8	1	30	1:47	5	1	31
Concord	8:52	25	0	101	9:36	8	0	51	11:13	6	0	62	12:10	4	1	33	1:53	5	1	35
Lincoln	8:58	12	2	111	9:42	5	0	56	f 11:19	3	0	65	f 12:16	2	1	34	1:59	1	0	36
Silver Hill	--	--	--	111	--	--	--	56	--	--	--	65	--	--	--	34	--	--	--	36
Hastings	--	--	--	111	09:46 flag	1	0	57	f 11:23	2	0	67	--	--	--	34	--	--	--	36
Kendal Green	9:02	6	0	117	09:48 flag	0	0	57	f 11:25	1	0	68	--	--	--	34	2:05	0	0	36
Brandeis/ Roberts	9:05	7	1	123	9:51	9	4	62	11:28	4	1	71	12:24	21	1	54	2:08	16	3	49
Waltham	9:09	34	2	155	9:55	17	0	79	11:32	11	5	77	12:29	15	6	63	2:12	9	4	54
Waverley	9:14	7	2	160	10:00 flag	3	1	81	f 11:37	1	0	78	--	--	--	63	--	--	--	54
Belmont	9:16	2	0	162	10:02 flag	2	2	81	f 11:39	2	0	80	f 12:34	1	0	64	f 2:17	1	1	54
Porter Square	9:21	13	62	113	10:07	8	25	64	11:44	4	31	53	12:39	2	28	38	2:22	0	22	32
North Station	9:32		113		10:18		64		11:55		53		12:50		38		2:33		32	
Total Riders		183	183			96	96			96	96			79	79			67	67	
Maximum Load				162				81				80				64				54
Max. Load Point				Belmont				Belmont				Belmont				Belmont				Belmont
N. Sta. Offs/Max. Load				69.8%				79.0%				66.3%				59.4%				59.3%
Interzone Pct.				4.4%				7.3%				12.5%				16.5%				19.4%

MBTA FITCHBURG LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 424				Train 466				Train 468				Train 426				Train 434			
Station	Scheduled				Scheduled				Scheduled				Scheduled				Scheduled			
	Time (PM)	Ons	Offs	Load	Time (PM)	Ons	Offs	Load	Time (PM)	Ons	Offs	Load	Time (PM)	Ons	Offs	Load	Time (PM)	Ons	Offs	Load
Fitchburg	3:05	25		25	--	--	--	--	--	--	--	--	6:40	10		10	7:30	2		2
North Leominster	3:14	10	0	35	--	--	--	--	--	--	--	--	6:47	3	0	13	7:37	1	0	3
Shirley	3:21	2	0	37	--	--	--	--	--	--	--	--	6:54	1	2	12	f 7:44	2	0	5
Ayer	3:26	6	2	41	--	--	--	--	--	--	--	--	6:59	2	3	11	7:49	2	0	7
Littleton / Rte 495	f 3:34	4	0	45	--	--	--	--	--	--	--	--	7:08	2	1	12	f 7:57	1	0	8
South Acton	3:42	5	0	50	4:17	8		8	5:09	13		13	7:14	8	0	20	8:05	1	0	9
West Concord	3:47	19	1	68	4:22	6	0	14	5:14	33	0	46	7:22	14	1	33	8:10	3	0	12
Concord	3:53	35	5	98	4:28	10	0	24	5:20	21	1	66	7:28	20	9	44	8:16	1	0	13
Lincoln	3:59	4	2	100	4:34	1	0	25	5:26	4	1	69	f 7:34	2	1	45	8:22	0	0	13
Silver Hill	--	--	--	100	--	--	--	25	--	--	--	69	--	--	--	45	--	--	--	13
Hastings	--	--	--	100	--	--	--	25	--	--	--	69	--	--	--	45	--	--	--	13
Kendal Green	4:05	5	0	105	4:40	4	1	28	5:32	1	1	69	7:40	1	1	45	f 8:28	0	0	13
Brandeis/ Roberts	4:08	45	3	147	4:43	65	3	90	5:35	129	6	192	7:43	37	0	82	8:31	7	1	19
Waltham	4:12	14	4	157	4:47	12	2	100	5:39	6	2	196	7:47	3	1	84	8:35	8	4	23
Waverley	--	--	--	157	4:51	3	6	97	5:43	1	8	189	--	--	--	84	--	--	--	23
Belmont	f 4:16	4	9	152	f 4:54	1	4	94	f 5:46	2	9	182	7:53	0	3	81	--	--	--	23
Porter Square	4:22	14	71	95	4:59	31	35	90	5:51	11	134	59	7:58	2	24	59	8:44	1	14	10
North Station	4:33		95		5:10		90		6:02		59		8:09		59		8:55		10	
Total Riders		192	192			141	141			221	221			105	105			29	29	
Maximum Load				157				100				196				84				23
Max. Load Point				Waltham				Waltham				Waltham				Waltham				Waltham
N. Sta. Offs/Max. Load				60.5%				90.0%				30.1%				70.2%				43.5%
Interzone Pct.				13.5%				11.3%				12.7%				21.0%				17.2%

MBTA FITCHBURG LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 436				Train 438				AM Peak		Midday		PM Peak		Evening		All Day	
	Scheduled	Ons	Offs	Load	Scheduled	Ons	Offs	Load	Trains 404–454		Trains 456–422		Trains 424–468		Trains 426–438		Trains 404–438	
	Time (PM)				Time (PM)				Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Fitchburg	8:25	7		7	10:25	8		8	200		35		25		27		287	
North Leominster	8:32	1	0	8	10:33	4	0	12	173	0	19	0	10	0	9	0	211	0
Shirley	8:40	1	0	9	f 10:41	1	0	13	137	8	10	2	2	0	5	2	154	12
Ayer	8:44	1	1	9	10:45	1	3	11	222	14	15	9	6	2	6	7	249	32
Littleton / Rte 495	f 8:52	0	0	9	f 10:53	0	0	11	189	0	9	0	4	0	3	1	205	1
South Acton	8:59	2	2	9	11:00	0	0	11	593	5	51	1	26	0	11	2	681	8
West Concord	9:04	4	0	13	11:06	3	0	14	206	7	35	2	58	1	24	1	323	11
Concord	9:10	2	1	14	11:12	0	1	13	253	9	23	2	66	6	23	11	365	28
Lincoln	9:16	0	0	14	11:16	1	0	14	148	4	11	1	9	3	3	1	171	9
Silver Hill	--	--	--	14	--	--	--	14	7	1	0	0	0	0	0	0	7	1
Hastings	--	--	--	14	--	--	--	14	24	0	3	0	0	0	0	0	27	0
Kendal Green	f 9:22	1	0	15	f 11:21	0	0	14	75	2	1	0	10	2	2	1	88	5
Brandeis/ Roberts	9:25	12	0	27	11:25	13	0	27	56	21	50	9	239	12	69	1	414	43
Waltham	9:29	4	2	29	11:28	4	3	28	266	21	52	15	32	8	19	10	369	54
Waverley	f 9:34	0	1	28	--	--	--	28	59	11	4	1	4	14	0	1	67	27
Belmont	f 9:36	0	0	28	--	--	--	28	43	8	6	3	7	22	0	3	56	36
Porter Square	9:41	1	16	13	11:37	0	12	16	207	1,131	14	106	56	240	4	66	281	1,543
North Station	9:52		13		11:48		16			1,616		187		244		98		2,145
Total Riders		36	36			35	35		2,858	2,858	338	338	554	554	205	205	3,955	3,955
Maximum Load				29				28										
Max. Load Point				Waltham				Waltham										
N. Sta. Offs/Max. Load				44.8%				57.1%										
Interzone Pct.				19.4%				20.0%										
									INTERZONE PERCENT (Percent of Offs before Porter Square)									
									AM Peak	Midday	PM Peak	Evening	All Day					
									3.9%	13.3%	12.6%	20.0%	6.8%					

MBTA FITCHBURG LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 453				Train 455				Train 417				Train 419				Train 421			
Station	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
North Station	7:27	42		42	8:12	106		106	8:55	56		56	9:35	39		39	11:20	41		41
Porter Square	7:37	120	12	150	8:22	85	35	156	9:05	56	14	98	9:45	63	9	93	11:30	40	1	80
Belmont	f 7:42	30	4	176	f 8:27	4	5	155	--	--	--	98	f 9:50	1	0	94	--	--	--	80
Waverley	f 7:44	10	5	181	f 8:29	6	15	146	--	--	--	98	f 9:52	2	0	96	--	--	--	80
Waltham	7:50	13	16	178	8:35	2	15	133	9:15	8	11	95	10:00	3	9	90	11:40	1	7	74
Brandeis/ Roberts	f 7:54	8	55	131	8:39	0	101	32	9:19	1	62	34	10:05	1	56	35	11:44	1	50	25
Kendal Green	7:57	6	35	102	f 8:42	0	7	25	--	--	--	34	f 10:08	0	2	33	f 11:47	1	1	25
Hastings	--	--	--	102	--	--	--	25	--	--	--	34	f 10:10	0	0	33	f 11:49	0	0	25
Silver Hill	--	--	--	102	--	--	--	25	--	--	--	34	--	--	--	33	--	--	--	25
Lincoln	f 8:04	3	2	103	f 8:49	0	5	20	--	--	--	34	f 10:14	2	7	28	f 11:53	5	5	25
Concord	f 8:10	1	62	42	8:55	0	5	15	9:27	0	9	25	10:20	0	3	25	11:59	5	6	24
West Concord	8:16	1	28	15	9:01	0	11	4	--	--	--	25	f 10:26	1	8	18	12:05 PM	2	2	24
South Acton	8:24		15		9:09		4		9:34	0	5	20	10:32	0	7	11	12:11	0	7	17
Littleton / Rte 495	--	--	--	--	--	--	--	--	f 9:42	1	0	21	f 10:40	1	2	10	f 12:18	1	3	15
Ayer	--	--	--	--	--	--	--	--	9:50	6	4	23	10:48	2	3	9	12:26	5	0	20
Shirley	--	--	--	--	--	--	--	--	9:55	4	6	21	f 10:53	0	0	9	12:31	4	4	20
North Leominster	--	--	--	--	--	--	--	--	10:02	0	5	16	11:00	1	5	5	12:38	0	6	14
Fitchburg	--	--	--	--	--	--	--	--	10:15		16		11:12		5		12:51		14	
Total Riders		234	234			203	203			132	132			116	116			106	106	
Maximum Load				181				156				98				96				80
Max. Load Point				Waverley				Porter Square				Porter Square				Waverley				Porter Square
N. Sta. Ons/Max. Load				23.2%				67.9%				57.1%				40.6%				51.3%
Interzone Pct.				30.8%				5.9%				15.2%				12.1%				23.6%

Notes: Times are based on schedule effective 11/22/10
“f” before time indicates train stops only on request

“--” indicates train does not serve this station
“N. Sta. Ons/Max. Load” = North Station boardings/maximum load on train

Interzone Pct. = Percent of ons after Porter Sq.

MBTA FITCHBURG LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 423				Train 465				Train 467				Train 425				Train 427			
Station	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	1:15	74		74	3:00	69		69	4:00	160		160	4:40	257		257	4:50	225		225
Porter Square	1:25	29	9	94	3:10	26	1	94	4:10	34	8	186	4:50	206	8	455	5:00	101	14	312
Belmont	f 1:30	3	2	95	f 3:15	2	2	94	f 4:15	0	6	180	--	--	--	455	5:05	1	22	291
Waverley	--	--	--	95	f 3:17	1	2	93	f 4:17	1	8	173	--	--	--	455	5:07	5	17	279
Waltham	1:37	3	13	85	3:23	3	25	71	4:23	5	29	149	--	--	--	455	5:13	18	58	239
Brandeis/ Roberts	1:41	2	18	69	3:27	0	13	58	f 4:27	4	16	137	--	--	--	455	5:17	22	14	247
Kendal Green	f 1:44	1	2	68	f 3:30	1	2	57	f 4:30	5	15	127	--	--	--	455	5:20	0	15	232
Hastings	--	--	--	68	--	--	--	57	f 4:32	0	4	123	--	--	--	455	f 5:22	0	3	229
Silver Hill	--	--	--	68	--	--	--	57	--	--	--	123	--	--	--	455	--	--	--	229
Lincoln	f 1:50	1	10	59	f 3:37	0	7	50	4:38	0	8	115	--	--	--	455	5:28	0	30	199
Concord	1:56	3	6	56	3:43	2	16	36	4:44	4	26	93	--	--	--	455	5:34	4	28	175
West Concord	2:02	2	6	52	3:49	1	10	27	4:50	1	29	65	--	--	--	455	5:40	3	43	135
South Acton	2:08	1	8	45	3:57		27		4:58		65		5:22	5	110	350	5:47	0	49	86
Littleton / Rte 495	2:15	4	5	44	--	--	--	--	--	--	--	--	5:29	2	71	281	5:54	0	15	71
Ayer	2:23	13	8	49	--	--	--	--	--	--	--	--	5:37	4	83	202	6:02	1	25	47
Shirley	2:28	5	6	48	--	--	--	--	--	--	--	--	5:42	0	56	146	6:07	0	9	38
North Leominster	2:35	0	10	38	--	--	--	--	--	--	--	--	5:49	0	53	93	6:14	0	18	20
Fitchburg	2:49		38		--	--	--	--	--	--	--	--	5:59		93		6:26		20	
Total Riders		141	141			105	105			214	214			474	474			380	380	
Maximum Load				95				94				186				455				312
Max. Load Point				Belmont				Porter Square				Porter Square				Porter Square				Porter Square
N. Sta. Ons/Max. Load				77.9%				73.4%				86.0%				56.5%				72.1%
Interzone Pct.				27.0%				9.5%				9.3%				2.3%				14.2%

MBTA FITCHBURG LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 429				Train 431				Train 433				Train 435				Train 437			
Station	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
North Station	5:20	380		380	5:40	264		264	6:25	284		284	7:35	146		146	8:45	73		73
Porter Square	5:30	215	37	558	5:50	168	22	410	6:35	119	18	385	7:45	27	11	162	8:55	23	7	89
Belmont	--	--	--	558	5:55	5	26	389	6:40	0	21	364	f 7:50	3	0	165	f 8:59	0	4	85
Waverley	--	--	--	558	5:57	3	26	366	6:42	2	11	355	f 7:52	2	8	159	f 9:02	1	0	86
Waltham	5:41	3	51	510	6:03	2	46	322	6:48	10	41	324	7:58	2	26	135	9:07	4	15	75
Brandeis/ Roberts	--	--	--	510	6:08	3	34	291	6:53	1	20	305	8:03	2	8	129	9:11	0	9	66
Kendal Green	--	--	--	510	6:10	0	20	271	6:55	1	14	292	f 8:06	1	6	124	f 9:14	0	0	66
Hastings	--	--	--	510	f 6:12	0	3	268	--	--	--	292	f 8:08	0	1	123	--	--	--	66
Silver Hill	--	--	--	510	6:14	0	4	264	6:58	0	3	289	8:10	0	1	122	--	--	--	66
Lincoln	5:53	0	36	474	6:20	1	20	245	7:05	0	23	266	f 8:13	2	13	111	f 9:20	0	5	61
Concord	5:59	2	56	420	6:26	1	51	195	7:11	1	30	237	8:19	0	17	94	9:24	0	11	50
West Concord	6:05	3	96	327	6:32	2	34	163	7:17	2	58	181	8:25	1	9	86	9:30	4	9	45
South Acton	6:12	0	111	216	6:39	0	85	78	7:24	1	68	114	8:32	0	26	60	9:36	1	18	28
Littleton / Rte 495	6:19	0	64	152	6:46	0	15	63	7:31	0	31	83	8:39	0	12	48	9:43	0	5	23
Ayer	6:27	1	60	93	6:54	1	18	46	7:39	0	18	65	8:48	0	13	35	9:52	1	5	19
Shirley	6:32	0	28	65	6:59	0	11	35	7:44	0	16	49	8:53	0	10	25	9:57	0	2	17
North Leominster	6:39	0	37	28	7:06	0	14	21	7:51	0	18	31	9:00	0	7	18	10:04	1	7	11
Fitchburg	6:49		28		7:16		21		8:01		31		9:10		18		10:14		11	
Total Riders		604	604			450	450			421	421			186	186			108	108	
Maximum Load				558				410				385				165				89
Max. Load Point				Porter Square				Porter Square				Porter Square				Belmont				Porter Square
N. Sta. Ons/Max. Load				68.1%				64.4%				73.8%				88.5%				82.0%
Interzone Pct.				1.5%				4.0%				4.3%				7.0%				11.1%

MBTA FITCHBURG LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 439				Train 401				AM Peak Trains 453–417		Midday Trains 419–465		PM Peak Trains 467–433		Evening Trains 435–401		All Day Trains 453–401	
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
North Station	10:40	46		46	12:10	20		20	204		223		1,570		285		2,282	
Porter Square	10:50	19	2	63	12:20	4	1	23	261	61	158	20	843	107	73	21	1,335	209
Belmont	f 10:55	0	0	63	f 12:25	0	0	23	34	9	6	4	6	75	3	4	49	92
Waverley	f 10:57	1	1	63	f 12:27	0	2	21	16	20	3	2	11	62	4	11	34	95
Waltham	11:03	1	11	53	12:33	1	4	18	23	42	10	54	38	225	8	56	79	377
Brandeis/ Roberts	11:07	0	7	46	12:37	0	1	17	9	218	4	137	30	84	2	25	45	464
Kendal Green	f 11:10	0	1	45	f 12:40	0	1	16	6	42	3	7	6	64	1	8	16	121
Hastings	--	--	--	45	--	--	--	16	0	0	0	0	0	10	0	1	0	11
Silver Hill	--	--	--	45	--	--	--	16	0	0	0	0	0	7	0	1	0	8
Lincoln	f 11:16	0	4	41	f 12:46	0	2	14	3	7	8	29	1	117	2	24	14	177
Concord	11:22	1	5	37	12:52	1	4	11	1	76	10	31	12	191	2	37	25	335
West Concord	f 11:28	0	4	33	f 12:58	0	0	11	1	39	6	26	11	260	5	22	23	347
South Acton	11:34	0	6	27	1:04	0	2	9	0	24	1	49	6	488	1	52	8	613
Littleton / Rte 495	f 11:42	0	1	26	f 1:12	0	1	8	1	0	6	10	2	196	0	19	9	225
Ayer	11:50	1	4	23	1:20	0	1	7	6	4	20	11	7	204	2	23	35	242
Shirley	f 11:55	0	6	17	f 1:25	0	2	5	4	6	9	10	0	120	0	20	13	156
North Leominster	12:02 AM	0	6	11	1:32	0	3	2	0	5	1	21	0	140	1	23	2	189
Fitchburg	12:12		11		1:42		2			16		57		193		42		308
Total Riders		69	69			26	26		569	569	468	468	2,543	2543	389	389	3,969	3,969
Maximum Load				63				23										
Max. Load Point				Porter Square				Porter Square										
N. Sta. Ons/Max. Load				73.0%				87.0%										
Interzone Pct.				5.8%				7.7%										
INTERZONE PERCENT (Percent of Ons after Porter Square)																		
									AM Peak	Midday	PM Peak	Evening	All Day					
									18.3%	18.6%	5.1%	8.0%	8.9%					

MBTA FRAMINGHAM/WORCESTER LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train P500				Train P502				Train P504				Train P506				Train P508			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Worcester/Union	4:45	21		21	5:40	136		136	6:05	49		49	6:30	65		65	6:55	199		199
Grafton	5:00	9	0	30	5:54	65	2	199	6:19	26	0	75	6:44	27	0	92	7:09	127	0	326
Westborough	5:06	13	0	43	5:59	97	3	293	6:24	26	2	99	6:49	34	1	125	7:14	175	1	500
Southborough	5:16	15	0	58	6:08	86	0	379	6:33	22	1	120	6:58	42	2	165	7:23	130	0	630
Ashland	5:23	11	1	68	6:13	92	1	470	6:38	33	0	153	7:03	54	3	216	7:28	160	1	789
Framingham	5:35	25	2	91	6:25	125	1	594	6:50	82	2	233	7:15	102	5	313	7:40	166	3	952
West Natick	5:40	35	0	126	6:31	144	1	737	6:55	101	0	334	7:20	89	1	401	7:46	115	1	1,066
Natick	5:45	30	0	156	--	--	--	737	7:00	81	2	413	7:25	64	0	465	7:51	106	1	1,171
Wellesley Square	5:51	25	2	179	--	--	--	737	7:06	101	1	513	7:31	102	7	560	--	--	--	1,171
Wellesley Hills	5:55	15	0	194	--	--	--	737	7:10	45	0	558	7:35	51	1	610	--	--	--	1,171
Wellesley Farms	5:58	11	0	205	--	--	--	737	7:13	45	1	602	7:38	83	2	691	--	--	--	1,171
Auburndale	6:03	15	3	217	--	--	--	737	7:18	38	2	638	7:43	46	9	728	--	--	--	1,171
West Newton	6:06	8	4	221	--	--	--	737	7:21	37	4	671	7:46	31	1	758	--	--	--	1,171
Newtonville	6:10	31	3	249	--	--	--	737	7:25	52	8	715	7:50	52	10	800	--	--	--	1,171
Yawkey	6:20	0	27	222	6:57	1	122	616	7:35	1	84	632	8:00	3	93	710	--	--	--	1,171
Back Bay	6:25	0	61	161	7:02	0	177	439	7:40	13	286	359	8:05	2	320	392	8:17	1	525	647
South Station	6:31		161		7:08		439		7:46		359		8:11		392		8:23		647	
Total Riders		264	264			746	746			752	752			847	847			1,179	1,179	
Maximum Load				249				737				715				800				1,171
Max. Load Point				Newtonville				West Natick				Newtonville				Newtonville				Natick
S. Sta. Offs/Max. Load				64.7%				59.6%				50.2%				49.0%				55.3%
Interzone Pct.				5.7%				1.1%				3.1%				5.0%				0.6%

Notes: Times are based on schedule effective 11/22/10
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Offs/Max. Load” = South Station alightings/maximum load on train

Interzone Pct. = Percent of offs before Yawkey

MBTA FRAMINGHAM/WORCESTER LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train P510				Train P512				Train P514				Train P516				Train P518			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Worcester/Union	--	--	--	--	7:35	129		129	--	--	--	--	8:30	81		81	10:30	42		42
Grafton	--	--	--	--	7:49	50	0	179	--	--	--	--	8:43	29	2	108	10:43	3	0	45
Westborough	--	--	--	--	7:54	76	0	255	--	--	--	--	8:47	17	1	124	10:47	9	1	53
Southborough	--	--	--	--	8:03	74	1	328	--	--	--	--	8:56	23	1	146	10:56	8	1	60
Ashland	--	--	--	--	8:08	53	1	380	--	--	--	--	9:00	15	2	159	11:00	3	1	62
Framingham	8:00	75		75	8:19	49	8	421	8:40	47		47	9:11	46	6	199	11:11	21	3	80
West Natick	8:05	92	1	166	8:24	32	2	451	8:45	37	0	84	9:16	52	2	249	11:16	20	0	100
Natick	8:10	84	0	250	8:29	37	3	485	8:50	23	2	105	9:21	26	2	273	11:21	22	3	119
Wellesley Square	8:16	82	1	331	8:35	41	2	524	8:56	27	2	130	9:27	22	7	288	11:27	18	2	135
Wellesley Hills	8:20	33	1	363	8:39	15	2	537	9:00	11	1	140	9:31	6	5	289	11:31	2	0	137
Wellesley Farms	8:23	41	1	403	8:42	36	2	571	9:03	19	0	159	9:34	10	1	298	11:34	4	0	141
Auburndale	8:28	45	3	445	--	--	--	571	9:08	12	5	166	--	--	--	298	11:39	2	1	142
West Newton	8:31	54	1	498	--	--	--	571	9:11	19	1	184	--	--	--	298	11:42	4	1	145
Newtonville	8:35	75	4	569	--	--	--	571	9:15	26	3	207	--	--	--	298	11:45	5	2	148
Yawkey	8:45	7	99	477	--	--	--	571	--	--	--	207	--	--	--	298	--	--	--	148
Back Bay	8:50	8	153	332	9:02	29	321	279	9:29	3	91	119	9:54	1	98	201	11:59	0	72	76
South Station	8:56		332		9:08		279		9:35		119		10:00		201		12:05 PM		76	
Total Riders		596	596			621	621			224	224			328	328			163	163	
Maximum Load				569				571				207				298				148
Max. Load Point				Newtonville				Wellesley Farms				Newtonville				Wellesley Farms				Newtonville
S. Sta. Offs/Max. Load				58.3%				48.9%				57.5%				67.4%				51.4%
Interzone Pct.				2.0%				3.4%				6.3%				8.8%				9.2%

MBTA FRAMINGHAM/WORCESTER LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train P520				Train P522				Train P524				Train P526				Train P528			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Worcester/Union	--	--	--	--	--	--	--	--	2:05	59		59	4:30	46		46	--	--	--	--
Grafton	--	--	--	--	--	--	--	--	2:18	7	0	66	4:43	7	1	52	--	--	--	--
Westborough	--	--	--	--	--	--	--	--	2:22	6	0	72	4:47	6	1	57	--	--	--	--
Southborough	--	--	--	--	--	--	--	--	2:31	4	0	76	4:56	6	1	62	--	--	--	--
Ashland	--	--	--	--	--	--	--	--	2:35	2	0	78	5:00	5	1	66	--	--	--	--
Framingham	12:20	39		39	2:09	28		28	2:46	15	14	79	5:11	30	11	85	5:40	14		14
West Natick	12:25	14	0	53	2:14	7	0	35	2:51	4	0	83	5:16	15	5	95	5:45	8	0	22
Natick	12:30	7	3	57	2:19	5	0	40	2:56	7	1	89	5:21	37	3	129	5:50	8	0	30
Wellesley Square	12:35	4	0	61	2:24	11	1	50	3:02	9	5	93	5:27	17	6	140	5:56	9	2	37
Wellesley Hills	12:39	3	2	62	2:28	3	0	53	3:06	8	3	98	5:31	15	3	152	6:00	7	0	44
Wellesley Farms	12:42	7	0	69	2:31	3	0	56	3:09	1	1	98	5:34	1	4	149	6:03	0	0	44
Auburndale	12:47	1	1	69	2:36	1	3	54	--	--	--	98	--	--	--	149	--	--	--	44
West Newton	12:50	1	0	70	2:39	8	0	62	--	--	--	98	--	--	--	149	--	--	--	44
Newtonville	12:53	5	1	74	2:42	4	4	62	--	--	--	98	--	--	--	149	--	--	--	44
Yawkey	1:04	0	13	61	2:52	0	8	54	--	--	--	98	--	--	--	149	--	--	--	44
Back Bay	1:09	3	25	39	2:57	1	25	30	3:29	3	29	72	5:59	0	38	111	6:24	13	15	42
South Station	1:15		39		3:03		30		3:35		72		6:05		111		6:30		42	
Total Riders		84	84			71	71			125	125			185	185			59	59	
Maximum Load				74				62				98				152				44
Max. Load Point				Newtonville				Newtonville				Wellesley Farms				Wellesley Hills				Wellesley Farms
S. Sta. Offs/Max. Load				52.7%				48.4%				73.5%				73.0%				95.5%
Interzone Pct.				8.3%				11.3%				19.2%				19.5%				3.4%

MBTA FRAMINGHAM/WORCESTER LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train P530				Train P532				Train P534				Train P536				Train P538			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Worcester/Union	5:35	51		51	--	--	--	--	--	--	--	--	7:46	31		31	--	--	--	--
Grafton	5:48	4	0	55	--	--	--	--	--	--	--	--	7:59	4	2	33	--	--	--	--
Westborough	5:52	3	4	54	--	--	--	--	--	--	--	--	8:03	1	0	34	--	--	--	--
Southborough	6:01	6	1	59	--	--	--	--	--	--	--	--	8:12	0	0	34	--	--	--	--
Ashland	6:05	1	3	57	--	--	--	--	--	--	--	--	8:16	0	0	34	--	--	--	--
Framingham	6:16	6	8	55	6:43	4		4	7:45	5		5	8:27	4	7	31	12:31	3		3
West Natick	6:21	4	5	54	6:48	6	0	10	7:50	5	0	10	--	--	--	31	f 12:36	0	0	3
Natick	6:26	13	3	64	6:53	0	4	6	7:55	8	1	17	--	--	--	31	f 12:40	0	1	2
Wellesley Square	6:32	7	0	71	6:59	1	4	3	8:01	6	2	21	--	--	--	31	f 12:45	1	0	3
Wellesley Hills	6:36	6	1	76	7:03	1	0	4	8:05	10	0	31	--	--	--	31	f 12:48	0	0	3
Wellesley Farms	6:39	0	0	76	7:06	0	0	4	8:08	2	0	33	--	--	--	31	f 12:51	0	0	3
Auburndale	--	--	--	76	--	--	--	4	--	--	--	33	--	--	--	31	f 12:55	0	1	2
West Newton	--	--	--	76	--	--	--	4	--	--	--	33	--	--	--	31	f 12:58	0	0	2
Newtonville	--	--	--	76	--	--	--	4	--	--	--	33	--	--	--	31	f 1:01	0	1	1
Yawkey	6:58	1	0	77	--	--	--	4	--	--	--	33	--	--	--	31	--	--	--	1
Back Bay	7:03	5	15	67	7:26	2	2	4	8:28	0	21	12	8:56	0	20	11	1:17	0	0	1
South Station	7:09		67		7:32		4		8:34		12		9:02		11		1:23		1	
Total Riders		107	107			14	14			36	36			40	40			4	4	
Maximum Load				77				10				33				34				3
Max. Load Point				Yawkey				West Natick				Wellesley Farms				Ashland				Wellesley Farms
S. Sta. Offs/Max. Load				87.0%				40.0%				36.4%				32.4%				33.3%
Interzone Pct.				23.4%				57.1%				8.3%				22.5%				75.0%

MBTA FRAMINGHAM/WORCESTER LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train P540				AM Peak		Midday		PM Peak		Evening		All Day	
	Scheduled	Ons	Offs	Load	Trains P500–P514		Trains P516–P524		Trains P566–P528		Trains P530–P540		Trains P500–P540	
	Time (AM)				Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Worcester/Union	12:10	6		6	599		182		46		88		915	
Grafton	f 12:22	0	0	6	304	2	39	2	7	1	8	2	358	7
Westborough	f 12:26	0	0	6	421	7	32	2	6	1	4	4	463	14
Southborough	f 12:34	0	0	6	369	4	35	2	6	1	6	1	416	8
Ashland	f 12:38	0	0	6	403	7	20	3	5	1	1	3	429	14
Framingham	f 12:48	0	2	4	671	21	149	23	44	11	22	17	886	72
West Natick	--	--	--	4	645	6	97	2	23	5	15	5	780	18
Natick	--	--	--	4	425	8	67	9	45	3	21	9	558	29
Wellesley Square	--	--	--	4	378	15	64	15	26	8	15	6	483	44
Wellesley Hills	--	--	--	4	170	5	22	10	22	3	17	1	231	19
Wellesley Farms	--	--	--	4	235	6	25	2	1	4	2	0	263	12
Auburndale	--	--	--	4	156	22	4	5	0	0	0	1	160	28
West Newton	--	--	--	4	149	11	13	1	0	0	0	0	162	12
Newtonville	--	--	--	4	236	28	14	7	0	0	0	1	250	36
Yawkey	--	--	--	4	12	425	0	21	0	0	1	0	13	446
Back Bay	1:24	0	3	1	56	1,934	8	249	13	53	7	61	84	2,297
South Station	1:30		1			2,728		418		153		96		3,395
Total Riders		6	6		5,229	5,229	771	771	244	244	207	207	6,451	6,451
Maximum Load				6										
Max. Load Point				Ashland										
S. Sta. Offs/Max. Load				16.7%										
Interzone Pct.				33.3%										
INTERZONE PERCENT (Percent of Offs before Yawkey)														
					AM Peak	Midday		PM Peak		Evening		All Day		
					2.7%	10.8%		15.6%		24.2%		4.9%		

MBTA FRAMINGHAM/WORCESTER LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train P501				Train P503				Train P505				Train P507				Train P509			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
South Station	4:00	4		4	6:50	58		58	6:59	20		20	7:29	24		24	8:50	61		61
Back Bay	4:06			4	6:56	45	8	95	7:05	12	0	32	7:35	57	2	79	8:56	37	7	91
Yawkey	--	--	--	4	--	--	--	95	--	--	--	32	--	--	--	79	--	--	--	91
Newtonville	--	--	--	4	--	--	--	95	--	--	--	32	--	--	--	79	--	--	--	91
West Newton	--	--	--	4	--	--	--	95	--	--	--	32	--	--	--	79	--	--	--	91
Auburndale	--	--	--	4	--	--	--	95	--	--	--	32	--	--	--	79	--	--	--	91
Wellesley Farms	--	--	--	4	--	--	--	95	--	--	--	32	--	--	--	79	9:12	0	2	89
Wellesley Hills	--	--	--	4	--	--	--	95	7:24	0	10	22	7:55	1	10	70	9:15	4	5	88
Wellesley Square	--	--	--	4	7:16	4	16	83	7:28	1	0	23	7:59	0	11	59	9:19	1	23	66
Natick	--	--	--	4	--	--	--	83	7:34	2	20	5	8:05	2	22	39	9:25	3	18	51
West Natick	--	--	--	4	7:25	3	8	78	7:39	0	0	5	8:10	0	9	30	9:30	0	2	49
Framingham	4:40			4	7:30	6	16	68	7:45		5		8:16		30		9:35	6	18	37
Ashland	--	--	--	4	7:37	2	3	67	--	--	--	--	--	--	--	--	9:41	2	0	39
Southborough	--	--	--	4	7:42	2	14	55	--	--	--	--	--	--	--	--	9:46	1	5	35
Westborough	--	--	--	4	7:51	0	2	53	--	--	--	--	--	--	--	--	9:55	4	2	37
Grafton	5:00	0	0	4	7:59	1	6	48	--	--	--	--	--	--	--	--	10:02	0	1	36
Worcester/Union	5:19		4		8:14		48		--	--	--	--	--	--	--	--	10:16		36	
Total Riders		4	4			121	121			35	35			84	84			119	119	
Maximum Load				4				95				32				79				91
Max. Load Point				South Station				Back Bay				Back Bay				Back Bay				Back Bay
S. Sta. Ons/Max. Load				100%				61.1%				62.5%				30.4%				67.0%
Interzone Pct.				0.0%				14.9%				8.6%				3.6%				17.6%

Notes: Times are based on schedule effective 11/22/10
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Ons/Max. Load” = South Station boardings/maximum load on train

Interzone Pct. = Percent of ons after Yawkey

MBTA FRAMINGHAM/WORCESTER LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train P511				Train P513				Train P515				Train P517				Train P519			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	11:00	28		28	12:10	61		61	1:00	40		40	2:40	142		142	4:05	376		376
Back Bay	11:06	28	2	54	12:16	12	0	73	1:06	22	1	61	2:46	83	1	224	4:11	233	1	608
Yawkey	11:11	5	0	59	--	--	--	73	--	--	--	61	--	--	--	224	--	--	--	608
Newtonville	11:20	4	2	61	12:28	3	3	73	1:18	1	3	59	2:58	6	6	224	--	--	--	608
West Newton	11:24	1	1	61	12:32	2	12	63	1:21	1	0	60	3:01	0	5	219	--	--	--	608
Auburndale	11:27	0	1	60	12:35	0	0	63	1:24	0	2	58	3:04	0	5	214	--	--	--	608
Wellesley Farms	11:32	0	1	59	12:40	0	1	62	1:29	0	2	56	3:09	3	6	211	--	--	--	608
Wellesley Hills	11:35	2	7	54	12:43	1	4	59	1:32	1	10	47	3:12	3	10	204	--	--	--	608
Wellesley Square	11:39	1	9	46	12:47	2	2	59	1:36	1	10	38	3:16	2	15	191	--	--	--	608
Natick	11:45	0	6	40	12:53	2	2	59	1:42	0	11	27	3:22	2	17	176	--	--	--	608
West Natick	11:51	0	8	32	12:58	7	0	66	1:47	0	9	18	3:27	1	27	150	4:36	7	117	498
Framingham	11:57		32	0	1:03	3	18	51	1:53		18		3:33	7	34	123	4:42	11	105	404
Ashland	--	--	--	0	1:09	0	5	46	--	--	--		3:39	5	20	108	4:48	2	70	336
Southborough	--	--	--	0	1:14	1	4	43	--	--	--		3:44	0	13	95	4:53	1	91	246
Westborough	--	--	--	0	1:22	0	4	39	--	--	--		3:53	0	8	87	5:03	0	64	182
Grafton	--	--	--	0	1:27	3	3	39	--	--	--		3:59	0	13	74	5:09	2	59	125
Worcester/Union	--	--	--	--	1:41		39		--	--	--		4:13		74		5:24		125	
Total Riders		69	69			97	97			66	66			254	254			632	632	
Maximum Load				61				73				61				224				608
Max. Load Point				Newtonville				Back Bay				Back Bay				Back Bay				Back Bay
S. Sta. Ons/Max. Load				45.9%				83.6%				65.6%				63.4%				61.8%
Interzone Pct.				11.6%				24.7%				6.1%				11.4%				3.6%

MBTA FRAMINGHAM/WORCESTER LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train P521				Train P523				Train P525				Train P527				Train P529			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	4:27	168		168	5:00	597		597	5:15	461		461	5:35	537		537	6:15	537		537
Back Bay	4:33	127	4	291	5:06	435	9	1,023	5:21	123	2	582	5:41	209	6	740	6:21	179	9	707
Yawkey	4:38	84	3	372	--	--	--	1,023	5:26	68	5	645	5:46	57	6	791	--	--	--	707
Newtonville	4:48	7	37	342	--	--	--	1,023	5:36	2	71	576	5:56	11	70	732	--	--	--	707
West Newton	4:52	1	28	315	--	--	--	1,023	5:40	3	73	506	6:00	3	34	701	--	--	--	707
Auburndale	4:55	5	24	296	--	--	--	1,023	5:43	13	55	464	6:03	0	29	672	--	--	--	707
Wellesley Farms	5:00	2	32	266	--	--	--	1,023	5:48	0	54	410	6:08	0	68	604	--	--	--	707
Wellesley Hills	5:03	3	35	234	--	--	--	1,023	5:51	2	69	343	6:11	0	43	561	--	--	--	707
Wellesley Square	5:07	6	60	180	--	--	--	1,023	5:55	1	89	255	6:15	2	59	504	--	--	--	707
Natick	5:14	4	81	103	--	--	--	1,023	6:01	0	118	137	6:21	3	79	428	--	--	--	707
West Natick	5:19	0	43	60	5:31	9	188	844	6:07	0	77	60	6:26	0	73	355	6:46	1	135	573
Framingham	5:25		60		5:37	15	103	756	6:13		60		6:31	3	81	277	6:52	0	142	431
Ashland	--	--	--	--	5:43	3	158	601	--	--	--	--	6:38	3	59	221	6:58	1	80	352
Southborough	--	--	--	--	5:48	2	131	472	--	--	--	--	6:43	0	59	162	7:03	0	88	264
Westborough	--	--	--	--	5:58	1	141	332	--	--	--	--	6:52	1	53	110	7:13	0	78	186
Grafton	--	--	--	--	6:05	0	142	190	--	--	--	--	6:58	0	34	76	7:19	0	63	123
Worcester/Union	--	--	--	--	6:20		190		--	--	--	--	7:13		76		7:34		123	
Total Riders		407	407			1,062	1,062			673	673			829	829			718	718	
Maximum Load				372				1,023				645				791				707
Max. Load Point				Yawkey				Back Bay				Yawkey				Yawkey				Back Bay
S. Sta. Ons/Max. Load				45.2%				58.4%				71.5%				67.9%				76.0%
Interzone Pct.				6.9%				2.8%				3.1%				3.1%				0.3%

MBTA FRAMINGHAM/WORCESTER LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train P531				Train P533				Train P535				Train P537				Train P539			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	6:30	267		267	7:15	207		207	8:20	133		133	10:20	64		64	11:25	17		17
Back Bay	6:36	85	2	350	7:21	96	0	303	8:26	65	3	195	10:26	35	0	99	11:31	12	0	29
Yawkey	6:41	32	3	379	7:26	83	0	386	8:31	13	2	206	10:31	6	0	105	11:36	1	0	30
Newtonville	6:50	3	48	334	7:35	0	23	363	8:40	0	12	194	10:40	1	9	97	11:45	1	3	28
West Newton	6:54	0	26	308	7:39	0	15	348	8:44	0	17	177	10:44	0	3	94	11:49	0	1	27
Auburndale	6:57	0	29	279	7:42	0	15	333	8:47	1	10	168	10:47	3	2	95	11:52	1	0	28
Wellesley Farms	7:02	1	44	236	7:47	0	13	320	8:52	0	7	161	10:52	0	2	93	11:57	0	0	28
Wellesley Hills	7:05	0	29	207	7:50	1	10	311	8:55	0	4	157	10:55	1	3	91	12:00 AM	0	1	27
Wellesley Square	7:09	0	80	127	7:54	3	15	299	8:59	3	22	138	10:59	2	10	83	12:04	0	1	26
Natick	7:15	1	68	60	8:00	0	60	239	9:05	1	24	115	11:05	0	7	76	12:10	0	5	21
West Natick	7:22	0	22	38	8:06	6	46	199	9:11	2	13	104	11:11	0	8	68	12:16	0	3	18
Framingham	7:28		38		8:11	7	28	178	9:16	5	28	81	11:16	1	22	47	12:21			18
Ashland	--	--	--	--	8:18	0	55	123	9:22	1	12	70	11:22	1	5	43	--	--	--	--
Southborough	--	--	--	--	8:23	0	14	109	9:27	0	8	62	11:27	0	8	35	--	--	--	--
Westborough	--	--	--	--	8:32	3	19	93	9:36	0	13	49	11:36	1	13	23	--	--	--	--
Grafton	--	--	--	--	8:38	0	22	71	9:42	0	11	38	11:42	0	6	17	--	--	--	--
Worcester/Union	--	--	--	--	8:52		71	0	9:56		38	0	11:56		17	0	--	--	--	--
Total Riders		389	389			406	406			224	224			115	115			32	32	
Maximum Load				379				386				206				105				30
Max. Load Point				Yawkey				Yawkey				Yawkey				Yawkey				Yawkey
S. Sta. Ons/Max. Load				70.4%				53.6%				64.6%				61.0%				56.7%
Interzone Pct.				1.3%				4.9%				5.8%				8.7%				6.3%

MBTA FRAMINGHAM/WORCESTER LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Pre-AM Peak Train P501		AM Peak Trains P503–P509		Midday Trains P511–P517		PM Peak Trains P519–P531		Evening Trains P533–P539		All Day Trains P501–P539	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
	South Station	4		163		271		2,943		421		3,802
Back Bay	0	0	151	17	145	4	1,391	33	208	3	1,895	57
Yawkey	0	0	0	0	5	0	241	17	103	2	349	19
Newtonville	0	0	0	0	14	14	23	226	2	47	39	287
West Newton	0	0	0	0	4	18	7	161	0	36	11	215
Auburndale	0	0	0	0	0	8	18	137	5	27	23	172
Wellesley Farms	0	0	0	2	3	10	3	198	0	22	6	232
Wellesley Hills	0	0	5	25	7	31	5	176	2	18	19	250
Wellesley Square	0	0	6	50	6	36	9	288	8	48	29	422
Natick	0	0	7	60	4	36	8	346	1	96	20	538
West Natick	0	0	3	19	8	44	17	655	8	70	36	788
Framingham	0	0	12	69	10	102	29	589	13	96	64	856
Ashland	0	0	4	3	5	25	9	367	2	72	20	467
Southborough	0	0	3	19	1	17	3	369	0	30	7	435
Westborough	0	0	4	4	0	12	2	336	4	45	10	397
Grafton	0	0	1	7	3	16	2	298	0	39	6	360
Worcester/Union		4		84		113		514		126		841
Total Riders	4	4	359	359	486	486	4,710	4,710	777	777	6,336	6,336

INTERZONE PERCENT (Percent of Ons after Yawkey)

Pre-AM Peak	AM Peak	Midday	PM Peak	Evening	All Day
0.0%	12.5%	13.4%	2.9%	5.8%	4.6%

MBTA NEEDHAM LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 600				Train 602				Train 604				Train 606				Train 608			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Needham Heights	6:10	23		23	6:45	36		36	7:30	63		63	8:02	49		49	8:30	36		36
Needham Center	6:14	15	0	38	6:49	25	0	61	7:34	45	0	108	8:06	38	0	87	8:34	15	0	51
Needham Junction	6:18	55	0	93	6:53	99	0	160	7:38	107	0	215	8:10	61	0	148	8:38	33	0	84
Hersey	6:21	38	0	131	6:56	97	1	256	7:42	158	0	373	8:13	125	0	273	8:41	56	0	140
West Roxbury	6:25	28	0	159	7:01	62	4	314	7:47	79	4	448	8:18	87	0	360	8:46	39	0	179
Highland	6:28	46	0	205	7:05	42	0	356	7:50	69	0	517	8:20	53	0	413	8:49	49	0	228
Bellevue	6:31	26	1	230	7:08	69	0	425	7:53	53	0	570	8:22	48	0	461	8:52	33	0	261
Roslindale Village	6:34	12	0	242	7:12	56	0	481	7:57	93	0	663	8:25	102	0	563	8:55	65	0	326
Forest Hills	6:37	6	0	248	7:15	5	2	484	8:00	16	1	678	8:28	29	1	591	8:58	3	5	324
Ruggles	6:41	0	51	197	7:20	4	55	433	8:05	1	54	625	8:33	0	45	546	9:04	1	37	288
Back Bay	6:45	1	59	139	7:24	7	122	318	8:09	5	207	423	8:37	10	173	383	9:08	11	123	176
South Station	6:50		139		7:29		318		8:14		423		8:42		383		9:13		176	
Total Riders		250	250			502	502			689	689			602	602			341	341	
Maximum Load				248				484				678				591				326
Max. Load Point				Forest Hills				Forest Hills				Forest Hills				Forest Hills				Roslindale
S. Sta. Offs/Max. Load				56.0%				65.7%				62.4%				64.8%				54.0%
Interzone Pct.				0.4%				1.0%				0.6%				0.0%				0.0%

Notes: Times are based on schedule effective 9/12/11
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Offs/Max. Load” = South Station alightings/maximum load on train

Interzone Pct. = Percent of offs
before Forest Hills

MBTA NEEDHAM LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 610				Train 612				Train 614				Train 616				Train 618			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Needham Heights	9:35	7		7	10:55	7		7	12:55	8		8	3:05	3		3	3:50	3		3
Needham Center	9:39	11	0	18	10:59	5	0	12	12:59	2	0	10	3:09	3	0	6	3:54	6	0	9
Needham Junction	9:43	10	0	28	11:03	1	0	13	1:03	1	0	11	3:13	2	0	8	3:58	2	0	11
Hersey	9:46	15	0	43	11:06	10	1	22	1:06	2	0	13	3:16	2	0	10	4:01	1	0	12
West Roxbury	9:51	10	0	53	11:11	7	0	29	1:11	8	0	21	3:28	19	1	28	4:06	4	0	16
Highland	9:53	10	0	63	11:13	5	0	34	1:13	4	0	25	3:30	1	0	29	4:08	3	1	18
Bellevue	9:56	4	0	67	11:15	3	0	37	1:15	3	0	28	3:32	1	1	29	4:10	3	2	19
Roslindale Village	9:59	6	1	72	11:17	10	2	45	1:17	1	0	29	3:34	2	2	29	4:13	2	4	17
Forest Hills	10:02	5	1	76	11:20	0	0	45	1:20	2	1	30	3:37	0	4	25	4:15	0	2	15
Ruggles	10:07	0	8	68	11:24	0	5	40	1:24	0	6	24	--	--	--	25	--	--	--	15
Back Bay	10:11	0	20	48	11:28	1	11	30	1:28	3	8	19	3:45	3	9	19	4:22	24	10	29
South Station	10:16		48		11:33		30		1:33		19		3:50		19		4:27		29	
Total Riders		78	78			49	49			34	34			36	36			48	48	
Maximum Load				76				45				30				29				29
Max. Load Point				Forest Hills				Forest Hills				Forest Hills				Roslindale				Back Bay
S. Sta. Offs/Max. Load				63.2%				66.7%				63.3%				65.5%				100%
Interzone Pct.				1.3%				6.1%				0.0%				11.1%				14.6%

MBTA NEEDHAM LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 620				Train 622				Train 626				Train 628				Train 630			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Needham Heights	5:00	3		3	5:35	5		5	7:18	4		4	8:00	5		5	9:00	1		1
Needham Center	5:04	8	0	11	5:39	2	0	7	7:22	1	0	5	8:04	1	0	6	9:04	3	0	4
Needham Junction	5:08	8	0	19	5:43	1	0	8	7:26	3	0	8	8:08	1	0	7	9:08	0	0	4
Hersey	5:15	4	0	23	5:46	3	0	11	7:29	2	0	10	8:11	0	0	7	9:11	0	0	4
West Roxbury	5:20	2	1	24	5:57	2	1	12	7:39	0	0	10	8:16	0	0	7	9:16	0	0	4
Highland	5:22	4	0	28	--	--	--	12	7:41	1	1	10	--	--	--	7	9:18	0	0	4
Bellevue	5:24	3	0	31	--	--	--	12	7:43	2	0	12	--	--	--	7	9:20	0	0	4
Roslindale Village	5:26	1	4	28	--	--	--	12	7:45	0	3	9	--	--	--	7	9:22	0	0	4
Forest Hills	5:29	0	9	19	6:04	0	5	7	7:48	0	1	8	8:23	0	3	4	9:25	0	0	4
Ruggles	--	--	--	19	--	--	--	7	7:52	0	0	8	8:27	0	0	4	9:29	0	2	2
Back Bay	5:37	9	12	16	6:12	4	3	8	7:56	3	2	9	8:31	1	3	2	9:33	0	1	1
South Station	5:50		16		6:17		8		8:01		9		8:36		2		9:38		1	
Total Riders		42	42			17	17			16	16			8	8			4	4	
Maximum Load				31				12				12				7				4
Max. Load Point				Bellevue				Roslindale				Bellevue				Roslindale				Forest Hills
S. Sta. Offs/Max. Load				51.6%				66.7%				75.0%				28.6%				25.0%
Interzone Pct.				11.9%				5.9%				25.0%				0.0%				0.0%

MBTA NEEDHAM LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 632				AM Peak Trains 600–608		Midday Trains 610–616		PM Peak Trains 618–622		Evening Trains 626–632		All Day Trains 600–632	
	Scheduled Time (PM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
	Needham Heights	10:10	1		1	207		25		11		11		254
Needham Center	10:14	0	0	1	138	0	21	0	16	0	5	0	180	0
Needham Junction	10:18	2	0	3	355	0	14	0	11	0	6	0	386	0
Hersey	10:21	0	0	3	474	1	29	1	8	0	2	0	513	2
West Roxbury	10:26	0	0	3	295	8	44	1	8	2	0	0	347	11
Highland	10:28	2	0	5	259	0	20	0	7	1	3	1	289	2
Bellevue	10:30	0	0	5	229	1	11	1	6	2	2	0	248	4
Roslindale Village	10:32	3	0	8	328	0	19	5	3	8	3	3	353	16
Forest Hills	10:35	0	2	6	59	9	7	6	0	16	0	6	66	37
Ruggles	10:39	0	0	6	6	242	0	19	0	0	0	2	6	263
Back Bay	10:42	0	3	3	34	684	7	48	37	25	4	9	82	766
South Station	10:47		3			1,439		116		53		15		1,623
Total Riders		8	8		2,384	2,384	197	197	107	107	36	36	2,724	2,724
Maximum Load				8										
Max. Load Point				Roslindale										
S. Sta. Offs/Max. Load				37.5%										
Interzone Pct.				0.0%										
INTERZONE PERCENT (Percent of Offs before Forest Hills)														
					AM Peak	Midday	PM Peak	Evening	All Day					
					0.4%	4.1%	12.1%	11.1%	1.3%					

MBTA NEEDHAM LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 605				Train 607				Train 609				Train 611				Train 613			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	7:05	14		14	7:25	49		49	8:40	84		84	10:00	10		10	12:00	20		20
Back Bay	7:10	11	2	23	7:30	8	45	12	8:45	5	64	25	10:05	5	3	12	12:05	10	3	27
Ruggles	--	--	--	23	--	--	--	12	--	--	--	25	--	--	--	12	12:08	3	0	30
Forest Hills	7:16	14	0	37	7:36	5	0	17	--	--	--	25	10:12	2	0	14	12:13	0	0	30
Roslindale Village	7:20	6	0	43	--	--	--	17	8:59	5	2	28	10:15	2	0	16	12:16	4	4	30
Bellevue	7:22	0	0	43	--	--	--	17	9:01	0	0	28	10:17	0	1	15	12:18	0	3	27
Highland	7:24	2	1	44	--	--	--	17	9:03	0	1	27	10:19	0	0	15	12:20	0	3	24
West Roxbury	7:26	0	20	24	7:42	0	4	13	9:05	0	11	16	10:21	0	0	15	12:22	0	2	22
Hersey	7:32	0	4	20	7:54	0	2	11	9:10	0	0	16	10:27	0	2	13	12:27	2	7	17
Needham Junction	7:42	0	2	18	8:12	0	4	7	9:13	0	2	14	10:30	0	4	9	12:30	0	7	10
Needham Center	7:46	0	5	13	8:16	1	0	8	9:17	0	5	9	10:34	0	5	4	12:34	0	3	7
Needham Heights	7:50		13		8:20		8		9:21		9		10:38		4		12:38		7	
Total Riders		47	47			63	63			94	94			19	19			39	39	
Maximum Load				44				49				84				16				30
Max. Load Point				Highland				South Station				South Station				Roslindale				Ruggles
S. Sta. Ons/Max. Load				31.8%				100%				100%				62.5%				66.7%
Interzone Pct.				17.0%				1.6%				5.3%				10.5%				15.4%

Notes: Times are based on schedule effective 9/12/11
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Ons/Max. Load” = South Station boardings/maximum load on train

Interzone Pct. = Percent of ons after Forest Hills

MBTA NEEDHAM LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 615				Train 617				Train 619				Train 621				Train 623			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	2:00	27		27	3:00	51		51	4:00	105		105	4:40	250		250	5:20	448		448
Back Bay	2:05	18	0	45	3:05	39	1	89	4:05	92	1	196	4:45	151	6	395	5:25	206	1	653
Ruggles	2:08	8	1	52	3:08	65	1	153	4:08	12	0	208	4:49	57	1	451	5:29	47	2	698
Forest Hills	2:14	0	2	50	3:13	1	8	146	4:13	1	12	197	4:54	5	20	436	5:34	0	33	665
Roslindale Village	2:18	2	2	50	3:16	0	17	129	4:16	0	34	163	4:57	0	52	384	5:37	0	102	563
Bellevue	2:21	0	8	42	3:18	0	15	114	4:19	0	16	147	5:00	0	31	353	5:40	0	59	504
Highland	2:23	1	9	34	3:20	0	41	73	4:21	0	33	114	5:03	0	39	314	5:43	0	88	416
West Roxbury	2:27	1	3	32	3:22	4	28	49	4:23	2	34	82	5:06	3	121	196	5:49	3	97	322
Hersey	2:32	0	9	23	3:27	0	16	33	4:28	0	29	53	5:11	0	82	114	5:54	0	126	196
Needham Junction	2:35	0	7	16	3:30	0	14	19	4:31	0	25	28	5:14	0	44	70	5:58	0	75	121
Needham Center	2:39	0	4	12	3:34	0	12	7	4:35	0	8	20	5:18	0	26	44	6:02	0	61	60
Needham Heights	2:43		12		3:38		7		4:40		20		5:22		44		6:06		60	
Total Riders		57	57			160	160			212	212			466	466			704	704	
Maximum Load				52				153				208				451				698
Max. Load Point				Ruggles				Ruggles				Ruggles				Ruggles				Ruggles
S. Sta. Ons/Max. Load				51.9%				33.3%				50.5%				55.4%				64.2%
Interzone Pct.				7.0%				2.5%				0.9%				0.6%				0.4%

MBTA NEEDHAM LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 625				Train 627				Train 629				Train 631				Train 633			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	5:55	403		403	6:25	183		183	7:10	128		128	8:10	63		63	9:15	35		35
Back Bay	6:00	137	0	540	6:30	68	4	247	7:15	35	3	160	8:15	32	1	94	9:20	18	0	53
Ruggles	6:04	30	2	568	6:34	20	0	267	7:19	17	3	174	8:18	12	0	106	9:23	3	0	56
Forest Hills	6:09	2	22	548	6:39	1	4	264	7:24	0	4	170	8:23	0	3	103	9:28	0	0	56
Roslindale Village	6:12	0	147	401	6:42	1	37	228	7:27	0	19	151	8:26	0	10	93	9:31	0	11	45
Bellevue	6:15	0	38	363	6:45	0	21	207	7:30	0	23	128	8:29	0	10	83	9:34	0	4	41
Highland	6:18	0	52	311	6:47	0	33	174	7:32	0	25	103	8:31	0	16	67	9:36	0	3	38
West Roxbury	6:21	0	48	263	6:49	0	37	137	7:34	0	19	84	8:33	1	12	56	9:38	0	7	31
Hersey	6:26	0	119	144	6:54	0	56	81	7:39	0	16	68	8:38	0	22	34	9:43	0	8	23
Needham Junction	6:29	0	57	87	6:57	0	33	48	7:42	0	28	40	8:41	0	14	20	9:46	0	6	17
Needham Center	6:33	0	44	43	7:01	0	17	31	7:46	0	18	22	8:45	0	6	14	9:50	0	8	9
Needham Heights	6:37		43		7:05		31		7:50		22		8:49		14		9:54		9	
Total Riders		572	572			273	273			180	180			108	108			56	56	
Maximum Load				568				267				174				106				56
Max. Load Point				Ruggles				Ruggles				Ruggles				Ruggles				Ruggles
S. Sta. Ons/Max. Load				71.0%				68.5%				73.6%				59.4%				62.5%
Interzone Pct.				0.0%				0.4%				0.0%				0.9%				0.0%

MBTA NEEDHAM LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 635				AM Peak Trains 605–609		Midday Trains 611–617		PM Peak Trains 619–627		Evening Trains 629–635		All Day Trains 605–635	
	Scheduled Time (PM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
South Station	10:30	24		24	147		108		1,389		250		1,894	
Back Bay	10:35	15	0	39	24	111	72	7	654	12	100	4	850	134
Ruggles	10:38	1	1	39	0	0	76	2	166	5	33	4	275	11
Forest Hills	10:43	0	1	38	19	0	3	10	9	91	0	8	31	109
Roslindale Village	10:46	0	5	33	11	2	8	23	1	372	0	45	20	442
Bellevue	10:49	0	5	28	0	0	0	27	0	165	0	42	0	234
Highland	10:51	0	4	24	2	2	1	53	0	245	0	48	3	348
West Roxbury	10:53	0	6	18	0	35	5	33	8	337	1	44	14	449
Hersey	10:58	0	2	16	0	6	2	34	0	412	0	48	2	500
Needham Junction	11:01	0	6	10	0	8	0	32	0	234	0	54	0	328
Needham Center	11:05	0	7	3	1	10	0	24	0	156	0	39	1	229
Needham Heights	11:09		3		0	30	0	30	0	198	0	48	0	306
Total Riders		40	40		204	204	275	275	2,227	2,227	384	384	3,090	3,090
Maximum Load				39										
Max. Load Point				Back Bay										
S. Sta. Ons/Max. Load				61.5%										
Interzone Pct.				0.0%										
					INTERZONE PERCENT (Percent of Ons after Forest Hills)									
					AM Peak	Midday	PM Peak	Evening	All Day					
					6.9%	5.8%	0.4%	0.3%	1.3%					

MBTA FRANKLIN LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 790				Train 702				Train 704				Train 706				Train 708			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Forge Park / 495	5:05	15		15	5:40	40		40	6:05	86		86	6:35	67		67	7:00	213		213
Franklin	5:10	24	0	39	5:47	42	0	82	6:12	81	0	167	6:42	81	0	148	7:07	122	0	335
Norfolk	5:19	21	0	60	5:54	50	0	132	6:19	84	0	251	6:49	84	0	232	7:14	205	0	540
Walpole	5:25	12	0	72	6:00	28	0	160	6:25	94	0	345	6:55	79	0	311	7:21	178	0	718
Plimptonville	--	--	--	72	--	--	--	160	--	--	--	345	6:58	9	0	320	--	--	--	718
Windsor Gardens	5:29	3	0	75	6:07	10	0	170	6:29	26	0	371	7:01	20	0	340	7:25	60	0	778
Norwood Central	5:33	18	0	93	6:12	59	0	229	6:33	100	3	468	7:05	114	0	454	7:30	223	1	1,000
Norwood Depot	5:36	12	0	105	6:15	24	0	253	6:37	24	0	492	7:08	76	0	530	--	--	--	1,000
Islington	5:39	2	0	107	6:18	11	0	264	6:40	10	0	502	7:11	19	10	539	--	--	--	1,000
Dedham Corp. Ctr.	5:42	4	0	111	6:21	21	1	284	6:43	31	0	533	7:14	53	0	592	7:35	74	0	1,074
Endicott	5:45	11	0	122	6:25	41	0	325	6:46	32	0	565	7:18	65	0	657	--	--	--	1,074
Readville	5:48		2	120	6:28	22	0	347	6:49	18	1	582	7:21	36	7	686	--	--	--	1,074
Hyde Park	Via Fairmount Line. See				6:32	38	3	382	--	--	--	582	--	--	--	686	--	--	--	1,074
Ruggles	Fairmount Line tables for ons and				--	--	--	382	7:00	0	85	497	7:32	0	86	600	7:50	0	148	926
Back Bay	offs at stations on that line				6:45	0	168	214	7:04	3	153	347	7:36	6	252	354	7:54	9	357	578
South Station	6:15		120		6:50		214		7:09		347		7:41		354		7:59		578	
Total Riders		122	122			386	386			589	589			709	709			1,084	1,084	
Maximum Load	See note above							382				582				686				1,074
Max. Load Point								Hyde Park				Readville				Readville				Dedham Corp. Ctr.
S. Sta. Offs/Max. Load								56.0%				59.6%				51.6%				53.8%
Interzone Pct.								1.0%				0.7%				2.4%				0.1%

Notes: Times are based on schedule effective 9/12/11
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Offs/Max. Load” = South Station alightings/maximum load on train

Interzone Pct. = Percent of offs before Ruggles

MBTA FRANKLIN LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 732				Train 710				Train 734				Train 712				Train 714			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Forge Park / 495	--	--	--	--	7:45	161		161	--	--	--	--	9:03	35		35	10:45	7		7
Franklin	--	--	--	--	7:52	71	0	232	--	--	--	--	9:10	23	0	58	10:52	14	0	21
Norfolk	--	--	--	--	7:59	127	0	359	--	--	--	--	9:17	22	0	80	10:59	5	1	25
Walpole	7:54	132	0	132	8:05	48	0	407	--	--	--	--	9:24	21	0	101	11:06	10	0	35
Plimptonville	--	--	--	132	--	--	--	407	--	--	--	--	--	--	--	101	--	--	--	35
Windsor Gardens	7:58	44	0	176	8:09	66	0	473	--	--	--	--	9:29	18	1	118	11:11	6	1	40
Norwood Central	8:02	151	0	327	8:14	68	0	541	8:45	73		73	9:33	35	1	152	11:15	33	1	72
Norwood Depot	8:05	79	0	406	8:17	23	1	563	8:47	30	0	103	9:35	16	0	168	11:17	6	1	77
Islington	8:08	18	0	424	8:20	4	1	566	8:50	7	0	110	9:39	1	0	169	11:21	1	0	78
Center	8:11	64	1	487	8:23	32	4	594	8:52	14	0	124	9:42	15	0	184	11:24	5	0	83
Endicott	8:15	40	0	527	8:27	15	0	609	8:54	15	0	139	9:44	9	0	193	11:26	5	0	88
Readville	8:19	52	0	579	8:31	10	1	618	8:59	21	1	159	9:47	13	0	206	11:29	7	0	95
Hyde Park	--	--	--	579	--	--	--	618	--	--	--	159	--	--	--	206	--	--	--	95
Ruggles	--	--	--	579	8:44	0	90	528	--	--	--	159	9:59	0	44	162	11:39	0	11	84
Back Bay	8:35	4	226	357	8:49	5	222	311	9:20	9	69	99	10:03	1	85	78	11:43	0	31	53
South Station	8:40				8:54				9:25				10:08				11:48			
Total Riders		584	584			630	630			169	169			209	209			99	99	
Maximum Load				579				618				159				206				95
Max. Load Point				Readville				Readville				Readville				Readville				Readville
S. Sta. Offs/Max. Load				61.7%				50.3%				62.3%				37.9%				55.8%
Interzone Pct.				0.2%				1.1%				0.6%				1.0%				4.0%

MBTA FRANKLIN LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 716				Train 718				Train 720				Train 794				Train 796			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Forge Park / 495	12:05	14		14	2:05	14		14	4:00	9		9	--	--	--	--	5:36	6		6
Franklin	12:12	11	0	25	2:12	11	0	25	4:07	19	0	28	--	--	--	--	5:43	13	1	18
Norfolk	12:19	3	0	28	2:19	4	0	29	4:14	8	0	36	--	--	--	--	f 5:49	0	2	16
Walpole	12:26	8	0	36	2:26	7	0	36	4:20	7	0	43	--	--	--	--	5:56	4	2	18
Plimptonville	--	--	--	36	--	--	--	36	--	--	--	43	--	--	--	--	--	--	--	18
Windsor Gardens	12:31	7	0	43	2:31	3	0	39	4:24	5	0	48	--	--	--	--	f 6:01	2	0	20
Norwood Central	12:35	7	3	47	2:35	6	2	43	4:28	13	4	57	17:22	10		10	6:05	5	2	23
Norwood Depot	12:37	5	0	52	2:37	2	0	45	4:31	7	0	64	--	--	--	10	f 6:07	2	0	25
Islington	12:41	2	0	54	2:41	4	0	49	4:36	1	0	65	--	--	--	10	f 6:11	0	0	25
Center	12:44	6	1	59	2:44	9		58	4:40	11	4	72	17:40	23	0	33	6:14	3	1	27
Endicott	12:46	10	0	69	2:46	2	0	60	4:44	2	0	74	--	--	--	33	f 6:17	0	1	26
Readville	12:49	3	1	71	2:49	4	3	61	4:48	3	0	77	--	--	--	33				26
Hyde Park	--	--	--	71	--	--	--	61	--	--	--	77	--	--	--	--	Via Fairmount Line. See Fairmount Line tables for ons and offs at stations on that line			
Ruggles	12:57	1	10	62	--	--	--	61	--	--	--	77	--	--	--	--				
Back Bay	1:01	7	13	56	3:00	0	28	33	5:03	24	34	67	--	--	--	--				
South Station	1:06		56		3:05		33		5:08		67		18:05		33		6:50		26	
Total Riders		84	84			66	66			109	109			33	33			35	35	
Maximum Load				71				61				77	See note above				See note above			
Max. Load Point				Readville				Readville				Readville	Dedham Corp. Ctr.				Readville			
S. Sta. Offs/Max. Load				78.9%				54.1%				87.0%	100%				100%			
Interzone Pct.				6.0%				7.6%				7.3%	0.0%				25.7%			

MBTA FRANKLIN LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 798				Train 726				Train 728				Train 730			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Forge Park / 495	7:40	3		3	8:50	2		2	10:15	2		2	11:50	0		0
Franklin	7:47	5	1	7	8:57	3	0	5	10:22	4	0	6	11:57	0	0	0
Norfolk	7:53	4	0	11	9:03	1	0	6	--	--	--	6	--	--	--	0
Walpole	8:00	3	2	12	9:09	3	0	9	10:33	1	0	7	12:08 AM	0	0	0
Plimptonville	--	--	--	12	--	--	--	9	--	--	--	7	--	--	--	0
Windsor Gardens	--	--	--	12	--	--	--	9	--	--	--	7	--	--	--	0
Norwood Central	8:07	2	1	13	9:16	6	0	15	10:39	4	1	10	f 12:14	1	0	1
Norwood Depot	--	--	--	13	9:18	2	0	17	--	--	--	10	--	--	--	1
Islington	--	--	--	13	9:22	0	0	17	--	--	--	10	--	--	--	1
Center	8:16	2	0	15	9:25	2	0	19	10:44	1	0	11	f 12:19	0	0	1
Endicott	--	--	--	15	9:27	0	0	19	--	--	--	11	--	--	--	1
Readville	--	--	--	15	--	--	--	19	--	--	--	11	--	--	--	1
Hyde Park	Via Fairmount Line. See				--	--	--	19	--	--	--	11	--	--	--	1
Ruggles	Fairmount Line tables for ons and				--	--	--	19	--	--	--	11	--	--	--	1
Back Bay	offs at stations on that line				9:40	0	9	10	11:01	0	4	7	12:36	0	0	1
South Station	8:45		15		9:45		10		11:06		7		12:41		1	
Total Riders		19	19			19	19			12	12			1	1	
Maximum Load	See note above							16				11				1
Max. Load Point								Readville				Dedham Corp. Ctr.				Dedham Corp. Ctr.
S. Sta. Offs/Max. Load								100%				63.6%				100%
Interzone Pct.								21.1%				8.3%				0.0%

MBTA FRANKLIN LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Pre-AM Peak Train 790		AM Peak Trains 702–734		Midday Trains 712–718		PM Peak Trains 720–794		Evening Trains 796–730		All Day Trains 790–730	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Forge Park / 495	15		567		70		9		13		674	
Franklin	24	0	397	0	59	0	19	0	25	2	524	2
Norfolk	21	0	550	0	34	1	8	0	5	2	618	3
Walpole	12	0	559	0	46	0	7	0	11	4	635	4
Plimptonville	0	0	9	0	0	0	0	0	0	0	9	0
Windsor Gardens	3	0	226	0	34	2	5	0	2	0	270	2
Norwood Central	18	0	788	4	81	7	23	4	18	4	928	19
Norwood Depot	12	0	256	1	29	1	7	0	4	0	308	2
Islington	2	0	69	11	8	0	1	0	0	0	80	11
Dedham Corp. Ctr.	4	0	289	6	35	1	34	4	8	1	370	12
Endicott	11	0	208	0	26	0	2	0	0	1	247	1
Readville	0	2	159	10	27	4	3	0	0	0	189	16
Hyde Park	0	0	38	3	0	0	0	0	0	0	38	3
Ruggles	0	0	0	409	1	65	0	0	0	0	1	474
Back Bay	0	0	36	1,447	8	157	24	34	0	13	68	1,651
South Station		120		2,260		220		100		59		2,759
Total Riders	122	122	4,151	4,151	458	458	142	142	86	86	4,959	4,959

INTERZONE PERCENT (Percent of Offs before Ruggles)

Pre-AM Peak	AM Peak	Midday	PM Peak	Evening	All Day
1.6%	0.8%	3.5%	5.6%	16.3%	1.5%

MBTA FRANKLIN LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 703				Train 733				Train 705				Train 793				Train 707							
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load				
South Station	4:00	1		1	6:55	21		21	7:55	15		15	7:55	2		2	9:25	18		18				
Back Bay	--	--	--	--	--	--	--	--	8:00	29	1	43	Via Fairmount Line. See Fairmount Line tables for ons and offs at stations on that line				9:30	12	5	25				
Ruggles	--	--	--	--	--	--	--	--	--	--	--	43					--	--	--	25	--	--	--	25
Hyde Park	--	--	--	--	--	--	--	--	--	--	--	43					--	--	--	25	--	--	--	25
Readville	--	--	--	1	7:12	0	0	21	--	--	--	43	8:20	1		3	9:41	1	3	23				
Endicott	--	--	--	1	f 7:16	0	0	21	--	--	--	43	f 8:23	0	1	2	9:44	1	1	23				
Dedham Corp. Ctr.	--	--	--	1	f 7:19	0	9	12	8:15	2	8	37	--	--	--	2	9:46	0	2	21				
Islington	--	--	--	1	f 7:22	0	0	12	f 8:17	0	1	36	--	--	--	2	--	--	--	21				
Norwood Depot	--	--	--	1	f 7:25	0	7	5	--	--	--	36	f 8:28	0	1	1	9:51	0	4	17				
Norwood Central	4:22	0	0	1	7:32	0	5	0	8:22	1	11	26	8:31		1		9:54	1	3	15				
Windsor Gardens	--	--	--	1	--	--	--	0	8:26	0	1	25	--	--	--		9:58	0	1	14				
Plimptonville	--	--	--	1	--	--	--	0	--	--	--	25	--	--	--		--	--	--	14				
Walpole	4:28	0	0	1	7:42		0		8:30	2	8	19	--	--	--		10:02	1	3	12				
Norfolk	--	--	--	1	--	--	--	--	8:36	0	6	13	--	--	--		10:08	0	1	11				
Franklin	4:40	1	1	1	--	--	--	--	8:43	0	9	4	--	--	--		10:15	0	4	7				
Forge Park / 495	4:50		1		--	--	--	--	8:50		4		--	--	--	--	10:22		7					
Total Riders		2	2			21	21			49	49			3	3			34	34					
Maximum Load				1				21				43	See note above							5	25			
Max. Load Point				South Station				South Station				Back Bay					South Station			Back Bay				
S. Sta. Ons/Max. Load				100%				100%				34.9%					100%			72.0%				
Interzone Pct.				50%				0%				10%					33%			12%				

Notes: Times are based on schedule effective 9/12/11
“f” before time indicates train stops only on request

“--” indicates train does not serve this station
“S. Sta. Ons/Max. Load” = South Station boardings/maximum load on train

Interzone Pct. = Percent of ons after Ruggles

MBTA FRANKLIN LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 709				Train 711				Train 713				Train 715				Train 717			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	10:50	21		21	12:45	76		76	2:40	160		160	3:55	182		182	4:20	312		312
Back Bay	10:55	0	2	19	12:50	18	0	94	2:45	56	3	213	4:00	143	4	321	4:25	230	4	538
Ruggles	--	--	--	19	12:53	17	0	111	2:48	41	1	253	4:04	99	0	420	4:29	79	2	615
Hyde Park	--	--	--	19	--	--	--	111	--	--	--	253	--	--	--	420	4:37	0	27	588
Readville	11:05	1	2	18	1:03	0	3	108	2:58	0	19	234	4:14	5	24	401	4:40	2	29	561
Endicott	11:08	0	4	14	1:06	0	10	98	3:01	0	4	230	4:18	1	13	389	--	--	--	561
Dedham Corp. Ctr.	11:10	0	1	13	1:08	1	9	90	3:04	0	15	215	4:21	0	25	364	4:45	2	23	540
Islington	11:13	0	1	12	1:11	0	1	89	3:06	25	4	236	4:24	0	16	348	--	--	--	540
Norwood Depot	11:16	0	1	11	1:14	0	7	82	3:10	0	16	220	4:27	0	17	331	4:50	0	21	519
Norwood Central	11:19	0	0	11	1:17	1	13	70	3:13	1	28	193	4:31	0	64	267	4:54	0	108	411
Windsor Gardens	11:23	0	0	11	1:21	0	6	64	3:17	1	18	176	4:35	1	23	245	4:58	0	26	385
Plimptonville	--	--	--	11	--	--	--	64	--	--	--	176	--	--	--	245	--	--	--	385
Walpole	11:28	0	2	9	1:26	0	12	52	3:21	0	23	153	4:40	1	41	205	5:03	0	84	301
Norfolk	11:34	1	2	8	1:32	0	9	43	3:28	0	43	110	4:47	0	57	148	5:10	0	112	189
Franklin	11:42	0	7	1	1:40	0	20	23	3:36	0	49	61	4:55	0	58	90	5:18	0	80	109
Forge Park / 495	11:49		1		1:47		23		3:46		61		5:02		90		5:25		109	
Total Riders		23	23			113	113			284	284			432	432			625	625	
Maximum Load				21				111				253				420				615
Max. Load Point				South Station				Ruggles				Ruggles				Ruggles				Ruggles
S. Sta. Ons/Max. Load				100%				68.5%				63.2%				43.3%				50.7%
Interzone Pct.				9%				2%				10%				2%				1%

MBTA FRANKLIN LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 737				Train 719				Train 721				Train 723				Train 725			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	4:45	184		184	5:10	703		703	5:40	605		605	6:15	356		356	7:35	163		163
Back Bay	4:50	120	3	301	5:15	310	4	1,009	5:45	250	2	853	6:20	175	1	530	7:40	88	0	251
Ruggles	4:54	37	2	336	5:19	98	1	1,106	5:49	45	0	898	6:24	41	0	571	7:43	27	0	278
Hyde Park	5:03	0	39	297	--	--	--	1,106	5:59	3	61	840	--	--	--	571	--	--	--	278
Readville	5:07	0	33	264	--	--	--	1,106	6:02	3	51	792	6:32	0	28	543	7:53	1	9	270
Endicott	5:11	1	61	204	--	--	--	1,106	6:06	0	86	706	6:36	1	54	490	7:56	1	19	252
Dedham Corp. Ctr.	5:13	0	35	169	5:33	5	87	1,024	6:10	0	66	640	6:39	0	41	449	7:59	2	20	234
Islington	5:16	1	21	149	--	--	--	1,024	6:12	0	25	615	6:42	0	10	439	8:02	0	6	228
Norwood Depot	5:19	2	41	110	5:38	0	27	997	6:15	1	50	566	6:45	0	37	402	8:05	0	25	203
Norwood Central	5:22		110		5:41	3	197	803	6:18	1	140	427	6:48	1	95	308	8:08	0	39	164
Windsor Gardens	--	--	--	--	5:44	3	93	713	6:22	0	27	400	6:52	0	29	279	8:12	1	19	146
Plimptonville	--	--	--	--	5:48	0	16	697	--	--	--	400	--	--	--	279	--	--	--	146
Walpole	--	--	--	--	5:52	0	177	520	6:30	0	110	290	6:57	0	70	209	8:17	0	38	108
Norfolk	--	--	--	--	6:04	0	204	316	6:38	0	109	181	7:05	0	74	135	8:25	0	45	63
Franklin	--	--	--	--	6:12	0	137	179	6:44	1	88	94	7:13	0	61	74	8:33	0	31	32
Forge Park / 495	--	--	--	--	6:19		179		6:51		94		7:20		74		8:40		32	
Total Riders		345	345			1,122	1,122			909	909			574	574			283	283	
Maximum Load				336				1,106				898				571				278
Max. Load Point				Ruggles				Ruggles				Ruggles				Ruggles				Ruggles
S. Sta. Ons/Max. Load				54.8%				63.6%				67.4%				62.3%				58.6%
Interzone Pct.				1%				1%				1%				0%				2%

MBTA FRANKLIN LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 727				Train 729				Train 731			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	8:50	109		109	10:35	77		77	11:50	11		11
Back Bay	8:55	31	0	140	10:40	46	0	123	11:55	7	0	18
Ruggles	8:58	12	0	152	10:43	3	0	126	11:58	2	0	20
Hyde Park	--	--	--	152	10:52	0	3	123	--	--	--	20
Readville	9:08	0	5	147	10:55	0	5	118	12:08 AM	0	1	19
Endicott	9:12	0	5	142	11:00	0	7	111	12:11	0	3	16
Dedham Corp. Ctr.	9:14	0	24	118	11:02	0	16	95	12:13	0	1	15
Islington	9:17	0	1	117	11:05	1	1	95	12:16	0	0	15
Norwood Depot	9:20	0	19	98	11:08	0	4	91	12:19	0	0	15
Norwood Central	9:23	0	32	66	11:10	2	13	80	12:21	1	4	12
Windsor Gardens	9:27	0	4	62	11:14	0	6	74	12:25	0	2	10
Plimptonville	--	--	--	62	--	--	--	74	--	--	--	10
Walpole	9:31	0	21	41	11:18	0	11	63	12:29	0	2	8
Norfolk	9:38	0	15	26	11:25	0	10	53	12:36	0	2	6
Franklin	9:46	0	13	13	11:33	0	33	20	12:44	0	5	1
Forge Park / 495	9:53		13		11:40		20		12:51		1	
Total Riders		152	152			129	129			21	21	
Maximum Load				152				126				20
Max. Load Point				Ruggles				Ruggles				Ruggles
S. Sta. Ons/Max. Load				71.7%				61.1%				55.0%
Interzone Pct.				0%				2%				5%

MBTA FRANKLIN LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Pre-AM Peak Train 703		AM Peak Trains 733–707		Midday Trains 709–713		PM Peak Trains 715–723		Evening Trains 725–731		All Day Trains 703–731	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
South Station	1		56		257		2,342		360		3,016	
Back Bay	0	0	41	6	74	5	1,228	18	172	0	1,515	29
Ruggles	0	0	0	0	58	1	399	5	44	0	501	6
Hyde Park	0	0	0	0	0	0	3	127	0	3	3	130
Readville	0	0	2	3	1	24	10	165	1	20	14	212
Endicott	0	0	1	2	0	18	3	214	1	34	5	268
Dedham Corp. Ctr.	0	0	2	19	1	25	7	277	2	61	12	382
Islington	0	0	0	1	25	6	1	72	1	8	27	87
Norwood Depot	0	0	0	12	0	24	3	193	0	48	3	277
Norwood Central	0	0	2	20	2	41	5	714	3	88	12	863
Windsor Gardens	0	0	0	2	1	24	4	198	1	31	6	255
Plimptonville	0	0	0	0	0	0	0	16	0	0	0	16
Walpole	0	0	3	11	0	37	1	482	0	72	4	602
Norfolk	0	0	0	7	1	54	0	556	0	72	1	689
Franklin	1	1	0	13	0	76	1	424	0	82	2	596
Forge Park / 495		1		11		85		546		66		709
Total Riders	2	2	107	107	420	420	4,007	4,007	585	585	5,121	5,121

INTERZONE PERCENT (Percent of Ons after Ruggles)

Pre-AM Peak	AM Peak	Midday	PM Peak	Evening	All Day
50.0%	9.3%	7.4%	0.9%	1.5%	1.7%

MBTA PROVIDENCE/STOUGHTON LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 800				Train 802				Train 902				Train 804				Train 904			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
TF Green Airport	--	--	--	--	5:05	3		3	--	--	--	--	--	--	--	--	--	--	--	--
Providence	5:07	47		47	5:25	20	1	22	--	--	--	--	6:07	114		114	--	--	--	--
South Attleboro	5:17	66	0	113	5:35	37	0	59	--	--	--	--	6:16	112	1	225	--	--	--	--
Attleboro	5:27	86	0	199	5:45	74	0	133	--	--	--	--	6:28	164	4	385	--	--	--	--
Mansfield	5:36	100	2	297	5:55	105	1	237	--	--	--	--	6:38	210	7	588	--	--	--	--
Sharon	5:44	79	0	376	6:04	49	0	286	--	--	--	--	6:48	138	0	726	--	--	--	--
Stoughton	--	--	--	--	--	--	--	--	6:28	134		134	--	--	--	--	6:56	213		213
Canton Center	--	--	--	--	--	--	--	--	6:36	64	0	198	--	--	--	--	7:04	109	0	322
Canton Junction	5:51	60	1	435	6:11	53	0	339	6:39	111	0	309	--	--	--	726	7:08	185	1	506
Route 128	5:56	46	1	480	6:16	41	2	378	6:44	108	2	415	6:58	56	2	780	7:14	114	14	606
Hyde Park	6:01	27	4	503	6:21	21	6	393	6:49	46	3	458	--	--	--	780	7:19	107	1	712
Ruggles	6:11	2	129	376	6:31	0	79	314	--	--	--	458	7:10	5	177	608	--	--	--	712
Back Bay	6:15	1	135	242	6:35	0	113	201	6:59	3	212	249	7:14	2	242	368	7:28	0	338	374
South Station	6:20		242		6:40		201		7:04		249		7:19		368		7:33		374	
Total Riders		514	514			403	403			466	466			801	801			728	728	
Maximum Load				503				393				458				780				712
Max. Load Point				Hyde Park				Hyde Park				Hyde Park				Route 128				Hyde Park
S. Sta. Offs/Max. Load				48.1%				51.1%				54.4%				47.2%				52.5%
Interzone Pct.				1.6%				2.5%				1.1%				1.7%				2.2%

Notes: Times are based on schedule effective 11/14/11
 " f " before time indicates train stops only on request

" -- " indicates train does not serve this station
 "S. Sta. Offs/Max. Load" = South Station alightings/maximum load on train

Interzone Pct. = Percent of offs
 before Ruggles

MBTA PROVIDENCE/STOUGHTON LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 806				Train 832				Train 808				Train 906				Train 810			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
TF Green Airport	6:13	43		43	--	--	--	--	6:52	53		53	--	--	--	--	7:15	32		32
Providence	6:33	105	1	147	--	--	--	--	7:12	200	0	253	--	--	--	--	7:35	100	0	132
South Attleboro	6:42	161	3	305	--	--	--	--	7:22	232	0	485	--	--	--	--	7:45	103	0	235
Attleboro	6:52	210	2	513	--	--	--	--	7:32	341	6	820	--	--	--	--	7:55	170	4	401
Mansfield	7:04	235	6	742	7:26	346		346	7:44	281	5	1,096	--	--	--	--	8:05	229	1	629
Sharon	7:13	192	1	933	7:35	284	2	628	--	--	--	1,096	--	--	--	--	8:14	194	4	819
Stoughton	--	--	--	--	--	--	--	--	--	--	--	--	7:48	228		228	--	--	--	--
Canton Center	--	--	--	--	--	--	--	--	--	--	--	--	7:57	112	0	340	--	--	--	--
Canton Junction	--	--	--	933	7:41	163	0	791	--	--	--	1,096	8:01	176	0	516	8:24	90	4	905
Route 128	7:24	89	8	1,014	7:47	164	1	954	--	--	--	1,096	8:07	147	1	662	8:30	111	4	1,012
Hyde Park	--	--	--	1,014	7:52	69	3	1,020	--	--	--	1,096	8:13	64	4	722	8:36	55	1	1,066
Ruggles	--	--	--	1,014	--	--	--	1,020	--	--	--	1,096	8:23	2	106	618	--	--	--	1,066
Back Bay	7:40	0	459	555	8:02	13	460	573	8:11	10	529	577	8:27	14	296	336	8:46	6	543	529
South Station	7:45		555		8:07		573		8:16		577		8:32		336		8:51		529	
Total Riders		1,035	1,035			1,039	1,039			1,117	1,117			743	743			1,090	1,090	
Maximum Load				1,014				1,020				1,096				722				1,066
Max. Load Point				Route 128				Hyde Park				Mansfield				Hyde Park				Hyde Park
S. Sta. Offs/Max. Load				54.7%				56.2%				52.6%				46.5%				49.6%
Interzone Pct.				2.0%				0.6%				1.0%				0.7%				1.7%

MBTA PROVIDENCE/STOUGHTON LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 908				Train 812				Train 834				Train 910				Train 814			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
TF Green Airport	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	9:23	8		8
Providence	--	--	--	--	8:10	162		162	--	--	--	--	--	--	--	--	9:43	95	0	103
South Attleboro	--	--	--	--	8:20	77	0	239	--	--	--	--	--	--	--	--	9:52	32	0	135
Attleboro	--	--	--	--	8:30	78	8	309	9:00	95		95	--	--	--	--	10:02	10	3	142
Mansfield	--	--	--	--	8:38	62	4	367	9:09	72	2	165	--	--	--	--	10:10	14	2	154
Sharon	--	--	--	--	8:47	68	1	434	9:17	58	1	222	--	--	--	--	10:19	12	4	162
Stoughton	8:28	103		103	--	--	--	--	--	--	--	--	9:40	37		37	--	--	--	--
Canton Center	8:36	49	0	152	--	--	--	--	--	--	--	--	9:49	11	0	48	--	--	--	--
Canton Junction	8:40	81	0	233	8:54	44	1	477	9:24	41	1	262	9:52	21	0	69	10:26	6	1	167
Route 128	8:45	102	0	335	8:59	41	3	515	9:26	69	0	331	9:57	35	0	104	10:31	5	2	170
Hyde Park	8:49	24	1	358	9:04	14	1	528	--	--	--	331	10:02	9	0	113	10:36	3	3	170
Ruggles	--	--	--	358	9:14	1	67	462	9:41	0	42	289	--	--	--	113	10:46	0	16	154
Back Bay	8:58	3	170	191	9:18	3	223	242	9:44	7	93	203	10:12	0	62	51	10:50	0	59	95
South Station	9:03		191		9:23		242		9:49		203		10:17		51		10:55		95	
Total Riders		362	362			550	550			342	342			113	113			185	185	
Maximum Load				358				528				331				113				170
Max. Load Point				Hyde Park				Hyde Park				Route 128				Hyde Park				Hyde Park
S. Sta. Offs/Max. Load				53.4%				45.8%				61.3%				45.1%				55.9%
Interzone Pct.				0.3%				3.3%				1.2%				0.0%				8.1%

MBTA PROVIDENCE/STOUGHTON LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 912				Train 816				Train 818				Train 914				Train 916			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
TF Green Airport	--	--	--	--	11:45	3		3	--	--	--	--	--	--	--	--	--	--	--	--
Providence	--	--	--	--	12:05 PM	56	0	59	1:30	75		75	--	--	--	--	--	--	--	--
South Attleboro	--	--	--	--	12:15	30	1	88	1:42	25	0	100	--	--	--	--	--	--	--	--
Attleboro	--	--	--	--	12:25	23	3	108	1:51	21	3	118	--	--	--	--	--	--	--	--
Mansfield	--	--	--	--	12:33	25	6	127	1:58	19	5	132	--	--	--	--	--	--	--	--
Sharon	--	--	--	--	12:42	12	1	138	2:06	6	0	138	--	--	--	--	--	--	--	--
Stoughton	10:40	6		6	--	--	--	--	--	--	--	--	2:20	10		10	3:23	6		6
Canton Center	10:49	12	0	18	--	--	--	--	--	--	--	--	2:27	9	0	19	--	--	--	6
Canton Junction	10:52	16	0	34	12:50	9	1	146	--	--	--	138	2:30	8	1	26	3:33	7	0	13
Route 128	10:57	13	0	47	12:55	20	0	166	2:16	9	8	139	--	--	--	26	3:38	18	0	31
Hyde Park	11:02	7	1	53	1:00	8	0	174	--	--	--	139	2:39	15	1	40	3:43	7	0	38
Ruggles	11:12	0	1	52	1:10	0	28	146	2:29	0	10	129	--	--	--	40	--	--	--	38
Back Bay	11:15	8	26	34	1:15	6	52	100	2:33	0	31	98	2:49	1	20	21	3:53	6	25	19
South Station	11:20		34		1:20		100		2:38		98		2:54		21		3:58		19	
Total Riders		62	62			192	192			155	155			43	43			44	44	
Maximum Load				53				174				139				40				38
Max. Load Point				Hyde Park				Hyde Park				Route 128				Hyde Park				Hyde Park
S. Sta. Offs/Max. Load				64.2%				57.5%				70.5%				52.5%				50.0%
Interzone Pct.				1.6%				6.3%				10.3%				4.7%				0.0%

MBTA PROVIDENCE/STOUGHTON LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 976				Train 820				Train 918				Train 920				Train 822			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
TF Green Airport	--	--	--	--	3:50	5		5	--	--	--	--	--	--	--	--	--	--	--	--
Providence	--	--	--	--	4:10	106	1	110	--	--	--	--	--	--	--	--	5:10	115		115
South Attleboro	--	--	--	--	4:20	15	3	122	--	--	--	--	--	--	--	--	5:20	7	1	121
Attleboro	--	--	--	--	4:30	18	23	117	--	--	--	--	--	--	--	--	5:29	14	16	119
Mansfield	--	--	--	--	4:38	26	15	128	--	--	--	--	--	--	--	--	5:38	1	23	97
Sharon	--	--	--	--	4:47	16	3	141	--	--	--	--	--	--	--	--	5:46	6	7	96
Stoughton	--	--	--	--	--	--	--	--	5:00	8		8	5:45	9		9	--	--	--	--
Canton Center	4:30	5		5	--	--	--	--	5:08	5	1	12	--	--	--	9	--	--	--	--
Canton Junction	4:33	19	0	24	--	--	--	141	5:10	16	0	28	--	--	--	9	5:53	3	1	98
Route 128	--	--	--	24	4:58	45	2	184	5:16	20	5	43	--	--	--	9	5:58	21	7	112
Hyde Park	4:38	3	4	23	--	--	--	184	--	--	--	43	--	--	--	9	6:04	6	9	109
Ruggles	--	--	--	23	--	--	--	184	--	--	--	43	--	--	--	9	--	--	--	109
Back Bay	4:52		13	10	5:15	12	107	89	5:27	59	34	68	6:08	4	5	8	6:15	3	81	31
South Station	4:57		10		5:20		89		5:32		68		6:13		8		6:20		31	
Total Riders		27	27			243	243			108	108			13	13			176	176	
Maximum Load				24				184				68				9				121
Max. Load Point				Canton Junction				Route 128				Back Bay				Stoughton				South Attleboro
S. Sta. Offs/Max. Load				41.7%				48.4%				100%				88.9%				25.6%
Interzone Pct.				14.8%				19.3%				5.6%				0.0%				36.4%

MBTA PROVIDENCE/STOUGHTON LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 824				Train 922				Train 924				Train 8802				Train 926			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
TF Green Airport	--	--	--	--	--	--	--	--	--	--	--	--	7:20	5		5	--	--	--	--
Providence	6:00	76		76	--	--	--	--	--	--	--	--	7:40		5		--	--	--	--
South Attleboro	6:10	10	1	85	--	--	--	--	--	--	--	--	Train terminates at Pawtucket				--	--	--	--
Attleboro	6:18	12	8	89	--	--	--	--	--	--	--	--	Layover facility				--	--	--	--
Mansfield	6:26	1	12	78	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Sharon	6:34	7	3	82	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Stoughton	--	--	--	--	6:42	7		7	7:19	8		8	--	--	--	--	7:35	3		3
Canton Center	--	--	--	--	6:49	4	0	11	--	--	--	8	--	--	--	--	--	--	--	3
Canton Junction	--	--	--	82	6:52	8	1	18	--	--	--	8	--	--	--	--	7:45	3	0	6
Route 128	6:47	5	5	82	6:57	3	0	21	7:33	2	0	10	--	--	--	--	--	--	--	6
Hyde Park	--	--	--	82	7:02	8	1	28	--	--	--	10	--	--	--	--	7:54	3	0	9
Ruggles	--	--	--	82	--	--	--	28	--	--	--	10	--	--	--	--	--	--	--	9
Back Bay	6:58	7	45	44	7:12	2	11	19	7:44	3	5	8	--	--	--	--	8:04	0	4	5
South Station	7:03		44		7:17		19		7:49		8		--	--	--	--	8:09		5	
Total Riders		118	118			32	32			13	13			5	5			9	9	
Maximum Load				89				28				10				5				9
Max. Load Point				Attleboro				Hyde Park				Route 128								Hyde Park
S. Sta. Offs/Max. Load				49.4%				67.9%				80.0%				See Note above				55.6%
Interzone Pct.				24.6%				6.3%				0.0%								0.0%

MBTA PROVIDENCE/STOUGHTON LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 928				Train 826				Train 930				Train 828				Train 932			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
TF Green Airport	--	--	--	--	8:50	4		4	--	--	--	--	10:15	1		1	--	--	--	--
Providence	--	--	--	--	9:10	63	1	66	--	--	--	--	10:35	40	1	40	--	--	--	--
South Attleboro	--	--	--	--	9:19	9	0	75	--	--	--	--	10:45	0	0	40	--	--	--	--
Attleboro	--	--	--	--	9:28	13	4	84	--	--	--	--	10:54	6	1	45	--	--	--	--
Mansfield	--	--	--	--	9:36	7	12	79	--	--	--	--	11:02	1	6	40	--	--	--	--
Sharon	--	--	--	--	9:44	4	3	80	--	--	--	--	11:10	0	0	40	--	--	--	--
Stoughton	8:52	2		2	--	--	--	--	9:50	2		2	--	--	--	--	11:53	0		0
Canton Center	--	--	--	2	--	--	--	--	--	--	--	2	--	--	--	--	--	--	--	0
Canton Junction	9:02	0	0	2	9:51	0	2	78	10:00	5	0	7	--	--	--	40	f 12:03 AM	0	0	0
Route 128	9:07	1	0	3	9:56	1	4	75	--	--	--	7	11:22	0	2	38	f 12:08	0	0	0
Hyde Park	9:12	0	0	3	10:01	0	2	73	--	--	--	7	11:27	0	0	38	--	--	--	0
Ruggles	--	--	--	3	--	--	--	73	--	--	--	7	--	--	--	38	--	--	--	0
Back Bay	9:20	0	0	3	10:10	0	29	44	10:17	0	1	6	11:37	0	19	19	12:20	0	0	0
South Station	9:25		3		10:15		44		10:22		6		11:42		19		12:25		0	
Total Riders		3	3			101	101			7	7			48	48			0	0	
Maximum Load				3				84				7				45				0
Max. Load Point				Hyde Park				Attleboro				Canton Junction				Attleboro				Back Bay
S. Sta. Offs/Max. Load				100%				52.4%				85.7%				42.2%				100%
Interzone Pct.				0.0%				27.7%				0.0%				20.8%				0.0%

MBTA PROVIDENCE/STOUGHTON LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	AM Peak Trains 800–812		Midday Trains 834–914		PM Peak Trains 916–822		Evening Trains 824–932		All Day Trains 800–932	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
TF Green Airport	131		11		5		10		157	
Providence	748	2	226	0	221	1	179	7	1,374	10
South Attleboro	788	4	87	1	22	4	19	1	916	10
Attleboro	1,123	24	149	9	32	39	31	13	1,335	85
Mansfield	1,568	26	130	15	27	38	9	30	1,734	109
Sharon	1,004	8	88	6	22	10	11	6	1,125	30
Stoughton	678	0	53	0	23	0	22	0	776	0
Canton Center	334	0	32	0	10	1	4	0	380	1
Canton Junction	963	7	101	4	45	1	16	3	1,125	15
Route 128	1,019	38	151	10	104	14	12	11	1,286	73
Hyde Park	427	24	42	5	16	13	11	3	496	45
Ruggles	10	558	0	97	0	0	0	0	10	655
Back Bay	55	3,720	22	343	84	265	12	114	173	4,442
South Station		4,437		602		225		148		5,412
Total Riders	8,848	8,848	1,092	1,092	611	611	336	336	10,887	10,887

INTERZONE PERCENT (Percent of Offs before Ruggles)

AM Peak	Midday	PM Peak	Evening	All Day
1.5%	4.6%	19.8%	22.0%	3.5%

MBTA PROVIDENCE/STOUGHTON LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 8801				Train 901				Train 903				Train 8803				Train 8805			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
South Station	--	--	--	--	5:15	1		1	5:35	2		2	--	--	--	--	--	--	--	--
Back Bay	--	--	--	--	--	--	--	1	5:40	1	0	3	--	--	--	--	--	--	--	--
Ruggles	--	--	--	--	--	--	--	1	--	--	--	3	--	--	--	--	--	--	--	--
Hyde Park	--	--	--	--	--	--	--	1	--	--	--	3	--	--	--	--	--	--	--	--
Route 128	--	--	--	--	--	--	--	1	5:51	0	0	3	--	--	--	--	--	--	--	--
Canton Junction	--	--	--	--	--	--	--	1	--	--	--	3	--	--	--	--	--	--	--	--
Canton Center	--	--	--	--	5:38	0	0	1	5:59	0	2	1	--	--	--	--	--	--	--	--
Stoughton	--	--	--	--	5:46		1		6:10		1		--	--	--	--	--	--	--	--
Sharon	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Mansfield	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Attleboro	Train originates at Pawtucket				--	--	--	--	--	--	--	--	Train originates at Pawtucket				Train originates at Pawtucket			
South Attleboro	Layover facility				--	--	--	--	--	--	--	--	Layover facility				Layover facility			
Providence	4:35	0		0	--	--	--	--	--	--	--	--	5:38	2		2	6:00	0		0
TF Green Airport	4:50		0		--	--	--	--	--	--	--	--	5:53		2		6:25		0	
Total Riders		0	0			1	1			3	3			2	2			0	0	
Maximum Load				0				1				3				2				0
Max. Load Point								South Station				Back Bay								
S. Sta. Ons/Max. Load								100%				66.7%								
Interzone Pct.								0.0%				0.0%								

Notes: Times are based on schedule effective 11/14/11
 " f " before time indicates train stops only on request

" -- " indicates train does not serve this station
 "S. Sta. Ons/Max. Load" = South Station boardings/maximum load on train

Interzone Pct. = Percent of ons after Ruggles

MBTA PROVIDENCE/STOUGHTON LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 801				Train 831				Train 905				Train 803				Train 907			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
South Station	6:25	42		42	6:35	15		15	7:02	20		20	7:20	125		125	7:40	3		3
Back Bay	6:30	23	6	59	6:40	12	20	7	7:07	7	9	18	7:25	1	33	93	7:45	14	0	17
Ruggles	6:33	7	4	62	--	--	--	7	--	--	--	18	7:28	20	0	113	--	--	--	17
Hyde Park	--	--	--	62	--	--	--	7	--	--	--	18	--	--	--	113	--	--	--	17
Route 128	6:45	5	0	67	--	--	--	7	--	--	--	18	7:40	5	16	102	7:57	0	10	7
Canton Junction	--	--	--	67	--	--	--	7	7:23	0	4	14	7:46	3	2	103	8:02	1	1	7
Canton Center	--	--	--	--	--	--	--	--	7:26	0	5	9	--	--	--	--	8:07	0	2	5
Stoughton	--	--	--	--	--	--	--	--	7:34		9		--	--	--	--	8:15		5	
Sharon	6:54	6	1	72	--	--	--	7	--	--	--	--	7:52	4	5	102	--	--	--	--
Mansfield	7:01	11	9	74	7:08		7		--	--	--	--	7:59	7	9	100	--	--	--	--
Attleboro	7:10	12	5	81	--	--	--	--	--	--	--	--	8:07	15	11	104	--	--	--	--
South Attleboro	7:16	2	5	78	--	--	--	--	--	--	--	--	8:13	1	3	102	--	--	--	--
Providence	7:25		78		--	--	--	--	--	--	--	--	8:22	1	98	5	--	--	--	--
TF Green Airport	--	--	--	--	--	--	--	--	--	--	--	--	8:39		5		--	--	--	--
Total Riders		108	108			27	27			27	27			182	182			18	18	
Maximum Load				81				15				20				125				17
Max. Load Point				Attleboro				South Station				South Station				South Station				Back Bay
S. Sta. Ons/Max. Load				51.9%				100%				100%				100%				17.6%
Interzone Pct.				33.3%				0.0%				0.0%				19.8%				5.6%

MBTA PROVIDENCE/STOUGHTON LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 833				Train 909				Train 911				Train 805				Train 807			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	7:50	51		51	8:50	22		22	9:45	15		15	9:55	54		54	12:10	86		86
Back Bay	7:55	20	33	38	8:55	19	14	27	9:50	6	10	11	10:00	51	6	99	12:15	29	0	115
Ruggles	7:58	16	3	51	--	--	--	27	--	--	--	11	--	--	--	99	12:18	16	0	131
Hyde Park	--	--	--	51	--	--	--	27	--	--	--	11	10:11	5	3	101	12:28	3	5	129
Route 128	8:10	0	22	29	9:07	0	15	12	--	--	--	11	10:16	0	5	96	12:34	3	8	124
Canton Junction	8:15	0	4	25	9:13	0	4	8	10:07	0	2	9	10:22	1	3	94	12:39	2	10	116
Canton Center	--	--	--	--	9:16	0	2	6	10:10	0	1	8	--	--	--	--	--	--	--	--
Stoughton	--	--	--	--	9:24		6		10:18		8		--	--	--	--	--	--	--	--
Sharon	--	--	--	25	--	--	--	--	--	--	--	--	10:28	2	1	95	12:45	0	18	98
Mansfield	8:28	2	14	13	--	--	--	--	--	--	--	--	10:35	1	17	79	12:53	14	29	83
Attleboro	8:37		13		--	--	--	--	--	--	--	--	10:43	6	13	72	1:01	4	17	70
South Attleboro	--	--	--	--	--	--	--	--	--	--	--	--	10:50	2	6	68	1:08	2	14	58
Providence	--	--	--	--	--	--	--	--	--	--	--	--	11:00	0	65	3	1:17		58	
TF Green Airport	--	--	--	--	--	--	--	--	--	--	--	--	11:17		3		--	--	--	--
Total Riders		89	89			41	41			21	21			122	122			159	159	
Maximum Load				51				27				15				101				131
Max. Load Point				South Station				Back Bay				South Station				Hyde Park				Ruggles
S. Sta. Ons/Max. Load				100%				81.5%				100%				53.5%				65.6%
Interzone Pct.				2.2%				0.0%				0.0%				13.9%				17.6%

MBTA PROVIDENCE/STOUGHTON LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 913				Train 809				Train 915				Train 975				Train 811			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	1:20	36		36	1:50	129		129	2:25	44		44	3:30	141		141	3:45	312		312
Back Bay	1:25	36	5	67	1:55	77	3	203	2:30	22	3	63	3:35	59	1	199	3:50	272	3	581
Ruggles	--	--	--	67	1:58	31	0	234	2:33	16	0	79	3:38	41	0	240	3:53	119	0	700
Hyde Park	1:41	2	5	64	2:07	0	3	231	2:43	0	5	74	3:46	4	29	215	--	--	--	700
Route 128	1:47	2	15	51	2:13	0	11	220	2:49	0	23	51	3:52	16	100	131	--	--	--	700
Canton Junction	1:53	0	11	40	2:18	0	13	207	2:55	0	15	36	3:58	0	94	37	--	--	--	700
Canton Center	1:56	0	20	20	--	--	--	--	2:58	1	16	21	4:01		37		--	--	--	--
Stoughton	2:04		20		--	--	--	--	3:06		21		--	--	--	--	--	--	--	--
Sharon	--	--	--	--	2:24	2	30	179	--	--	--	--	--	--	--	--	4:12	6	100	606
Mansfield	--	--	--	--	2:32	1	54	126	--	--	--	--	--	--	--	--	4:21	30	163	473
Attleboro	--	--	--	--	2:40	1	27	100	--	--	--	--	--	--	--	--	4:31	6	132	347
South Attleboro	--	--	--	--	2:50	0	28	72	--	--	--	--	--	--	--	--	4:37	0	163	184
Providence	--	--	--	--	2:59	1	69	4	--	--	--	--	--	--	--	--	4:46		184	
TF Green Airport	--	--	--	--	3:16		4		--	--	--	--	--	--	--	--	--	--	--	--
Total Riders		76	76			242	242			83	83			261	261			745	745	
Maximum Load				67				234				79				240				700
Max. Load Point				Back Bay				Ruggles				Ruggles				Ruggles				Ruggles
S. Sta. Ons/Max. Load				53.7%				55.1%				55.7%				58.8%				44.6%
Interzone Pct.				5.3%				2.1%				1.2%				7.7%				5.6%

MBTA PROVIDENCE/STOUGHTON LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 917				Train 813				Train 919				Train 815				Train 921			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	4:05	172		172	4:35	544		544	4:50	257		257	5:00	695		695	5:15	495		495
Back Bay	4:10	151	5	318	4:40	365	9	900	4:55	212	6	463	5:05	390	6	1,079	5:20	228	4	719
Ruggles	4:13	44	1	361	4:43	108	1	1,007	4:59	48	2	509	5:09	104	3	1,180	5:24	44	2	761
Hyde Park	4:21	3	39	325	--	--	--	1,007	--	--	--	509	--	--	--	1,180	5:34	3	85	679
Route 128	4:27	1	83	243	4:54	9	136	880	5:10	2	91	420	--	--	--	1,180	5:40	3	229	453
Canton Junction	4:33	1	99	145	--	--	--		5:17	1	166	255	--	--	--	1,180	5:48	0	213	240
Canton Center	4:36	6	43	108	--	--	--		5:20	0	107	148	--	--	--	--	5:52	1	95	146
Stoughton	4:45		108		--	--	--		5:30		148		--	--	--	--	6:01		146	
Sharon	--	--	--	--	5:05	1	181	700	--	--	--	--	5:27	1	185	996	--	--	--	--
Mansfield	--	--	--	--	5:14	7	218	489	--	--	--	--	5:36	1	282	715	--	--	--	--
Attleboro	--	--	--	--	5:24	1	202	288	--	--	--	--	5:50	1	270	446	--	--	--	--
South Attleboro	--	--	--	--	5:33	0	156	132	--	--	--	--	5:59	0	183	263	--	--	--	--
Providence	--	--	--	--	5:42		132		--	--	--	--	6:10	5	189	79	--	--	--	--
TF Green Airport	--	--	--	--	--	--	--	--	--	--	--	--	6:27		79		--	--	--	--
Total Riders		378	378			1,035	1,035			520	520			1,197	1,197			774	774	
Maximum Load				361				1,007				509				1,180				761
Max. Load Point				Ruggles				Ruggles				Ruggles				Ruggles				Ruggles
S. Sta. Ons/Max. Load				47.6%				54.0%				50.5%				58.9%				65.0%
Interzone Pct.				2.9%				1.7%				0.6%				0.7%				0.9%

MBTA PROVIDENCE/STOUGHTON LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 817				Train 923				Train 819				Train 925				Train 821			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	5:40	796		796	5:45	379		379	6:10	516		516	6:30	162		162	6:50	381		381
Back Bay	5:45	359	1	1,154	5:51	171	4	546	6:15	285	1	800	6:35	59	2	219	6:55	144	1	524
Ruggles	5:49	66	0	1,220	5:56	37	0	583	6:19	60	0	860	6:38	9	0	228	6:58	38	1	561
Hyde Park	--	--	--	1,220	--	--	--	583	--	--	--	860	6:48	4	29	203	7:08	5	19	547
Route 128	--	--	--	1,220	6:08	0	198	385	6:29	6	132	734	--	--	--	203	7:13	1	77	471
Canton Junction	--	--	--	1,220	6:14	0	147	238	--	--	--	734	6:57	0	90	113	7:18	0	70	401
Canton Center	--	--	--	--	6:17	1	110	129	--	--	--	--	7:00	0	60	53	--	--	--	--
Stoughton	--	--	--	--	6:26		129		--	--	--	--	7:09		53		--	--	--	--
Sharon	6:07	0	247	973	--	--	--	--	6:37	0	115	619	--	--	--	--	7:24	1	79	323
Mansfield	6:19	7	329	651	--	--	--	--	6:47	0	179	440	--	--	--	--	7:33	0	81	242
Attleboro	6:27	2	265	388	--	--	--	--	6:56	0	170	270	--	--	--	--	7:42	2	85	159
South Attleboro	6:35	0	193	195	--	--	--	--	7:04	0	154	116	--	--	--	--	7:49	0	84	75
Providence	6:46	0	161	34	--	--	--	--	7:13		116		--	--	--	--	8:00	0	61	14
TF Green Airport	7:03		34		--	--	--	--	--	--	--	--	--	--	--	--	8:17		14	
Total Riders		1,230	1,230			588	588			867	867			234	234			572	572	
Maximum Load				1,220				583				860				228				561
Max. Load Point				Ruggles				Ruggles				Ruggles				Ruggles				Ruggles
S. Sta. Ons/Max. Load				65.2%				65.0%				60.0%				71.1%				67.9%
Interzone Pct.				0.7%				0.2%				0.7%				1.7%				1.6%

MBTA PROVIDENCE/STOUGHTON LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Train 927				Train 823				Train 929				Train 825				Train 827			
Station	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	7:45	106		106	8:15	168		168	8:55	41		41	9:05	114		114	10:25	83		83
Back Bay	7:50	47	0	153	8:20	91	1	258	9:00	24	0	65	9:10	37	0	151	10:30	73	2	154
Ruggles	7:53	13	3	163	8:23	23	0	281	9:03	7	0	72	9:13	12	0	163	10:33	11	1	164
Hyde Park	8:03	0	22	141	8:33	4	11	274	9:13	2	7	67	9:23	2	0	165	10:43	1	7	158
Route 128	8:08	0	40	101	8:38	4	24	254	9:18	0	23	44	9:28	2	5	162	10:48	2	8	152
Canton Junction	8:14	0	40	61	8:43	1	20	235	9:24	0	13	31	9:33	2	12	152	10:53	0	28	124
Canton Center	8:17	0	21	40	--	--	--	235	9:27	0	8	23	--	--	--	--	--	--	--	--
Stoughton	8:26		40		--	--	--	235	9:35		23		--	--	--	--	--	--	--	--
Sharon	--	--	--	--	8:49	1	46	190	--	--	--	--	9:39	0	21	131	10:59	0	9	115
Mansfield	--	--	--	--	8:57	0	64	126	--	--	--	--	9:47	0	24	107	11:07	5	33	87
Attleboro	--	--	--	--	9:05	3	43	86	--	--	--	--	9:55	2	21	88	11:15	1	27	61
South Attleboro	--	--	--	--	9:12	0	47	39	--	--	--	--	10:02	0	32	56	11:22	0	25	36
Providence	--	--	--	--	9:23	0	32	7	--	--	--	--	10:11		56		11:32		36	
TF Green Airport	--	--	--	--	9:40		7		--	--	--	--	--	--	--	--	--	--	--	--
Total Riders		166	166			295	295			74	74			171	171			176	176	
Maximum Load				163				281				72				165				164
Max. Load Point				Ruggles				Ruggles				Ruggles				Hyde Park				Ruggles
S. Sta. Ons/Max. Load				65.0%				59.8%				56.9%				69.1%				50.6%
Interzone Pct.				0.0%				4.4%				2.7%				4.7%				5.1%

MBTA PROVIDENCE/STOUGHTON LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 931				Train 829				Pre-AM Peak Trains 8801-8805		AM Peak Trains 801-909		Midday Trains 911-975		PM Peak Trains 811-925		Evening Trains 821-829		All Day Trains 8801-829	
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
South Station	11:00	12		12	11:59	56		56	3		278		505		4,328		961		6,075	
Back Bay	11:05	18	0	30	12:04 AM	25	0	81	1	0	96	115	280	28	2,492	41	459	4	3,328	188
Ruggles	11:08	0	0	30	12:07	7	0	88	0	0	43	7	104	0	639	9	111	5	897	21
Hyde Park	11:17	0	0	30	12:16	0	1	87	0	0	0	0	14	50	10	153	14	67	38	270
Route 128	11:22	0	11	19	12:21	2	5	84	0	0	10	63	21	162	21	869	11	193	63	1,287
Canton Junction	11:28	0	7	12	12:25	0	11	73	0	0	4	15	3	148	2	715	3	201	12	1,079
Canton Center	11:31	0	6	6	--	--	--	--	0	2	0	9	1	74	8	415	0	35	9	535
Stoughton	11:39		6	0	--	--	--	--	0	2	0	20	0	49	0	584	0	69	0	724
Sharon	--	--	--	--	12:31	0	3	70	0	0	10	6	4	49	8	828	2	158	24	1,041
Mansfield	--	--	--	--	12:39	3	14	59	0	0	20	39	16	100	45	1,171	8	216	89	1,526
Attleboro	--	--	--	--	12:48	3	14	48	0	0	27	29	11	57	10	1,039	11	190	59	1,315
South Attleboro	--	--	--	--	12:56	0	17	31	0	0	3	8	4	48	0	849	0	205	7	1,110
Providence	--	--	--	--	1:06		31		2	0	1	176	1	192	5	782	0	216	9	1,366
TF Green Airport	--	--	--	--	--	--	--	--		2		5		7		113		21		148
Total Riders		30	30			96	96		6	6	492	492	964	964	7,568	7,568	1,580	1,580	10,610	10,610
Maximum Load				30				88												
Max. Load Point				Back Bay				Ruggles												
S. Sta. Ons/Max. Load				40.0%				63.6%												
Interzone Pct.				0.0%				8.3%												
INTERZONE PERCENT (Percent of Ons after Ruggles)																				
									Pre-AM Peak	AM Peak	Midday	PM Peak	Evening	All Day						
									33.3%	15.2%	7.8%	1.4%	3.1%	2.9%						

MBTA FAIRMOUNT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 790				Train 744				Train 746				Train 748				Train 750			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
	From Franklin Line. See Franklin Line tables for ons and offs at stations on that line				--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Readville	5:48	9		9	6:35	11		11	7:15	33		33	7:55	54		54	8:35	15		15
Fairmount	f 5:51	7	0	16	6:38	19	0	30	7:18	22	0	55	7:58	41	0	95	8:38	25	1	39
Morton Street	f 5:55	4	0	20	6:42	8	0	38	7:22	17	0	72	8:02	19	0	114	8:42	6	0	45
Uphams Corner	f 6:02	7	1	26	6:49	7	1	44	7:29	6	0	78	8:09	10	1	123	8:49	8	0	53
South Station	6:15		26		7:02		44		7:42		78		8:20		123		9:00		53	
Total Riders		27	27			45	45			78	78			124	124			54	54	
Maximum Load	See note above							44				78				123				53
Max. Load Point								Uphams Corner				Uphams Corner				Uphams Corner				Uphams Corner
S. Sta. Offs/Max. Load								100%				100%				100%				100%
Interzone Pct.								0.0%				0.0%				0.0%				1.9%

Notes: Times are based on schedule effective 9/12/11
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Offs/Max. Load” = South Station alightings/maximum load on train

Interzone Pct. = Percent of offs before Morton St.

MBTA FAIRMOUNT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 754				Train 756				Train 758				Train 760				Train 762			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Readville	11:00	4		4	1:00	0		0	3:00	0		0	4:10	4		4	5:06	5		5
Fairmount	f 11:03	3	0	7	f 1:03	3	0	3	f 3:03	0	0	0	f 4:13	1	0	5	f 5:09	1	0	6
Morton Street	f 11:07	2	0	9	f 1:07	1	0	4	f 3:07	0	0	0	f 4:17	3	0	8	f 5:13	1	0	7
Uphams Corner	f 11:14	1	1	9	f 1:14	0	0	4	f 3:14	0	0	0	f 4:24	3	0	11	f 5:20	6	2	11
South Station	11:25		9		1:25		4		3:25		0		4:35		11		5:31		11	
Total Riders		10	10			4	4			0	0			11	11			13	13	
Maximum Load				9				4				0				11				11
Max. Load Point				Uphams Corner				Uphams Corner				Uphams Corner				Uphams Corner				Uphams Corner
S Sta. Offs/Max. Load				100%				100%				100%				100%				100%
Interzone Pct.				0.0%				0.0%				0.0%				0.0%				0.0%

MBTA FAIRMOUNT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 764				Train 766				Train 796				Train 768				Train 770			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
	--	--	--	--	--	--	--	--	From Franklin Line. See Franklin Line tables for ons and offs at stations on that line				--	--	--	--	--	--	--	--
	--	--	--	--	--	--	--	--					--	--	--	--	--	--	--	--
Readville	5:46	0		0	6:21	1		1	6:25	1		1	7:10	0		0	8:10	3		3
Fairmount	f 5:49	0	0	0	--	--	--	1	6:30			1	f 7:13	0	0	0	f 8:13	0	0	3
Morton Street	f 5:53	0	0	0	--	--	--	1	--	--	--	1	f 7:17	0	0	0	f 8:17	3	1	5
Uphams Corner	f 6:00	0	0	0	--	--	--	1	--	--	--	1	f 7:24	0	0	0	f 8:24	0	4	1
South Station	6:11		0		6:43		1		6:50		1		7:35		0		8:35		1	
Total Riders		0	0			1	1			1	1			0	0			6	6	
Maximum Load				0				1	See note above							0				5
Max. Load Point				Uphams Corner				Readville				Readville				Uphams Corner				Morton Street
S Sta. Offs/Max. Load				100%				100%				100%				100%				20.0%
Interzone Pct.				0.0%				0.0%				0.0%				0.0%				0.0%

MBTA FAIRMOUNT LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 798				Train 772				Pre-AM Peak		AM Peak		Midday		PM Peak		Evening		All Day		
	Scheduled				Scheduled				Train 790		Trains 744–750		Trains 754–758		Trains 760–764		Trains 766–772		Trains 790–772		
	Time (PM)	Ons	Offs	Load	Time (PM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	
	From Franklin Line. See Franklin Line tables for ons and offs at stations on that line				--	--	--	--													
Readville	8:22	1		1	10:20	0		0	9		113		4		9		6		141		
Fairmount	--	--	--	1	f 10:23	1	0	1	7	0	107	1	6	0	2	0	1	0	123	1	
Morton Street	--	--	--	1	f 10:27	0	0	1	4	0	50	0	3	0	4	0	3	1	64	1	
Uphams Corner	--	--	--	1	f 10:34	0	0	1	7	1	31	2	1	1	9	2	0	4	48	10	
South Station	8:45			1	10:45			1		26		298		13		22		5		364	
Total Riders		1	1			1	1		27	27	301	301	14	14	24	24	10	10	376	376	
Maximum Load	See note above							16												1	
Max. Load Point								Readville												Uphams Corner	
S Sta. Offs/Max. Load								100%												100%	
Interzone Pct.								0.0%												0.0%	
Interzone Percent (Percent of Offs before Morton Street)																					
		Pre-AM Peak		AM Peak		Midday		PM Peak		Evening		All Day									
		0.0%		0.3%		0.0%		0.0%		0.0%		0.0%		0.3%							

MBTA FAIRMOUNT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 743				Train 745				Train 747				Train 793				Train 749					
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load		
South Station	5:50	1		1	6:40	0		0	7:20	4		1	7:55	2		2	8:00	0		0		
Uphams Corner	f 6:01	0	0	1	--	--	--	0	f 7:31	0	0	4	--	--	--	2	f 8:10	1	0	1		
Morton Street	f 6:07	0	0	1	f 6:56	1	0	1	f 7:37	3	0	7	--	--	--	2	f 8:17	0	0	1		
Fairmount	6:11	0	0	1	7:00	0	0	1	7:41	0	4	3	--	--	--	2	8:21	0	0	1		
Readville	6:15		1		7:04		1		7:45		3		8:20		2		8:25		1			
	--	--	--	--	--	--	--	--	--	--	--	--	To Franklin Line. See Franklin Line tables for ons and offs at stations on that line				--	--	--	--		
	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
Total Riders		1	1			1	1			7	7			2	2			1	1			
Maximum Load				1				1				1	See note above							5		1
Max. Load Point				South Station				Morton Street				Morton Street									Uphams Corner	
S. Sta. Ons/Max. Load				100%				0.0%				57.1%								100%	0.0%	
Interzone Pct.				0.0%				0.0%				0.0%								0.0%	0.0%	

Notes: Times are based on schedule effective 9/12/11
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Ons/Max. Load” = South Station boardings/maximum load on train

Interzone Pct. = Percent of ons after Morton St.

MBTA FAIRMOUNT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 753				Train 755				Train 757				Train 759				Train 761			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	10:05	2		2	12:05	5		5	2:05	8		8	3:30	28		28	4:30	82		82
Uphams Corner	f 10:16	0	0	2	f 12:16	0	0	5	f 2:16	1	0	9	f 3:41	0	4	24	4:41	1	4	79
Morton Street	f 10:23	0	0	2	f 12:23	0	1	4	f 2:23	0	1	8	f 3:48	0	8	16	4:48	0	25	54
Fairmount	10:27	0	1	1	12:27	0	2	2	2:27	0	3	5	3:52	0	5	11	4:52	2	39	17
Readville	10:31		1		12:31		2		2:31		5		3:56		11		4:56		17	
	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
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Total Riders		2	2			5	5			9	9			28	28			85	85	
Maximum Load				2				5				9				28				82
Max. Load Point				South Station				South Station				Uphams Corner				South Station				South Station
S Sta. Ons/Max. Load				100%				100%				88.9%				100%				100%
Interzone Pct.				0.0%				0.0%				0.0%				0.0%				2.4%

MBTA FAIRMOUNT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 763				Train 765				Train 767				Train 769				Train 771			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	5:10	119		119	5:45	68		68	6:30	54		54	7:30	17		17	9:40	13		13
Uphams Corner	5:21	0	9	110	5:56	0	2	66	6:41	0	6	48	f 7:41	1	6	12	f 9:51	0	4	9
Morton Street	5:28	0	20	90	6:03	0	16	50	6:48	0	12	36	f 7:48	0	2	10	f 9:58	0	3	6
Fairmount	5:32	0	41	49	6:07	0	28	22	6:52	0	17	19	7:52	0	4	6	10:02	0	3	3
Readville	5:36		49		6:11		22		6:56		19		7:56		6		10:06		3	
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Total Riders		119	119			68	68			54	54			18	18			13	13	
Maximum Load				119				68				54				17				13
Max. Load Point				South Station				South Station				South Station				South Station				South Station
S Sta. Ons/Max. Load				100%				100%				100%				100%				100%
Interzone Pct.				0.0%				0.0%				0.0%				0.0%				0.0%

MBTA FAIRMOUNT LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Pre-AM Peak Train 743		AM Peak Trains 745–749		Midday Trains 753–759		PM Peak Trains 761–767		Evening Trains 769–771		All Day Trains 743–771	
	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
South Station	1		6		43		323		30		403	
Uphams Corner	0	0	1	0	1	4	1	21	1	10	4	35
Morton Street	0	0	4	0	0	10	0	73	0	5	4	88
Fairmount	0	0	0	4	0	11	2	125	0	7	2	147
Readville		1		7		19		107		9		143
Total Riders	1	1	11	11	44	44	326	326	31	31	413	413

INTERZONE PERCENT (Percent of Ons after Ruggles)

Pre-AM Peak	AM Peak	Midday	PM Peak	Evening	All Day
0.0%	0.0%	0.0%	0.6%	0.0%	0.5%

MBTA MIDDLEBOROUGH/LAKEVILLE LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 2				Train 4				Train 6				Train 8				Train 10			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Middleboro/Lakev.	5:10	68		68	5:50	73		73	6:50	136		136	7:15	145		145	8:00	93		93
Bridgewater	5:21	28	0	96	6:01	66	0	139	7:01	106	2	240	7:26	101	2	244	8:11	52	1	144
Campello	5:30	30	0	126	6:10	56	1	194	7:10	80	1	319	7:35	70	1	313	8:20	30	2	172
Brockton	5:35	39	1	164	6:15	36	0	230	7:15	62	0	381	7:40	46	3	356	8:25	37	2	207
Montello	5:38	21	0	185	6:18	82	4	308	7:21	71	1	451	7:43	72	1	427	8:28	41	1	247
Holbrook/ Randolph	5:44	30	1	214	6:24	47	1	354	7:24	108	7	552	7:49	108	3	532	8:34	32	1	278
Braintree	5:52	7	5	216	--	--	--	354	--	--	--	552	--	--	--	532	8:42	4	12	270
Quincy Center	--	--	--	216	6:38	5	17	342	7:39	15	22	545	8:04	16	25	523	--	--	--	270
JFK/UMASS	6:07	0	35	181	--	--	--	342	7:48	1	86	460	8:13	0	24	499	8:58	0	12	258
South Station	6:15		181		6:55		342		7:56		460		8:21		499		9:06		258	
Total Riders		223	223			365	365			579	579			558	558			289	289	
Maximum Load				216				354				552				532				278
Max. Load Point				Braintree				Holbrook/Randolph				Holbrook/Randolph				Holbrook/Randolph				Holbrook/Randolph
S. Sta. Offs/Max. Load				83.8%				96.6%				83.3%				93.8%				92.8%
Interzone Pct.				3.1%				6.3%				5.7%				6.3%				6.6%

Notes: Times are based on schedule effective 9/19/11
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Offs/Max. Load” = South Station alightings/maximum load on train

Interzone Pct. = Percent of offs
before JFK/UMass

MBTA MIDDLEBOROUGH/LAKEVILLE LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 12				Train 14				Train 16				Train 18				Train 20			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Middleboro/Lakev.	9:45	29		29	11:15	25		25	1:14	16		16	3:14	5		5	4:54	9		9
Bridgewater	9:56	22	0	51	11:26	24	1	48	1:25	20	1	35	3:25	37	0	42	5:05	58	0	67
Campello	10:05	9	0	60	11:35	5	0	53	1:34	2	0	37	3:34	3	1	44	f 5:14	5	3	69
Brockton	10:10	9	3	66	11:40	23	3	73	1:39	18	7	48	3:39	5	3	46	f 5:19	15	18	66
Montello	10:13	3	3	66	11:43	5	0	78	1:42	9	2	55	3:42	5	7	44	f 5:22	9	4	71
Holbrook/ Randolph	10:19	2	3	65	11:49	3	3	78	1:48	1	1	55	3:48	3	4	43	f 5:28	4	6	69
Braintree	--	--	--	65	--	--	--	78	1:56	0	6	49	3:56	0	12	31	5:40	0	13	56
Quincy Center	10:34	1	3	63	12:03 PM	1	17	62	2:02	0	4	45	--	--	--	31	--	--	--	56
JFK/UMASS	--	--	--	63	--	--	--	62	--	--	--	45	--	--	--	31	--	--	--	56
South Station	10:52		63		12:21		62		2:20		45		4:20		31		6:07		56	
Total Riders		75	75			86	86			66	66			58	58			100	100	
Maximum Load				66				78				55				46				71
Max. Load Point				Montello				Holbrook/Randolph				Holbrook/Randolph				Brockton				Montello
S. Sta. Offs/Max. Load				95.5%				79.5%				81.8%				67.4%				78.9%
Interzone Pct.				16.0%				27.9%				31.8%				46.6%				44.0%

MBTA MIDDLEBOROUGH/LAKEVILLE LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 22				Train 28				Pre-AM Peak		AM Peak		Midday		PM Peak		Evening		All Day	
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Train 2		Trains 4–10		Trains 12–16		Trains 18–20		Trains 22–28		Trains 2–28	
									Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Middleboro/Lakev.	6:10	7		7	9:25	10		10	68		447		70		14		17		616	
Bridgewater	6:21	21	0	28	9:36	15	0	25	28	0	325	5	66	2	95	0	36	0	550	7
Campello	f 6:30	2	2	28	9:45	2	0	27	30	0	236	5	16	0	8	4	4	2	294	11
Brockton	f 6:35	0	0	28	9:50	0	1	26	39	1	181	5	50	13	20	21	0	1	290	41
Montello	f 6:38	2	1	29	9:53	1	1	26	21	0	266	7	17	5	14	11	3	2	321	25
Holbrook/ Randolph	f 6:44	0	1	28	9:59	0	2	24	30	1	295	12	6	7	7	10	0	3	338	33
Braintree	f 6:52	0	5	23	10:07	2	5	21	7	5	4	12	0	6	0	25	2	10	13	58
Quincy Center	--	--	--	23	10:14	0	3	18	0	0	36	64	2	24	0	0	0	3	38	91
JFK/UMASS	--	--	--	23	--	--	--	18	0	35	1	122	0	0	0	0	0	0	1	157
South Station	7:15		23		10:30		18	0		181		1,559		170		87		41		2,038
Total Riders		32	32			30	30		223	223	1,791	1,791	227	227	158	158	62	62	2,461	2,461
Maximum Load				29				27												
Max. Load Point				Montello				Campello												
S. Sta. Offs/Max. Load				79.3%				66.7%												
Interzone Pct.				28.1%				40.0%												
									INTERZONE PERCENT (Percent of Offs before JFK/UMass)											
									Pre-AM Peak	AM Peak	Midday	PM Peak	Evening	All Day						
									3.1%	6.1%	25.1%	44.9%	33.9%	10.8%						

MBTA MIDDLEBOROUGH/LAKEVILLE LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 3				Train 5				Train 7				Train 9				Train 15			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	6:35	43		43	8:24	26		26	9:57	25		25	11:57	52		52	1:55	77		77
JFK/UMASS	--	--	--	43	--	--	--	26	--	--	--	25	--	--	--	52	--	--	--	77
Quincy Center	6:49	14	0	57	--	--	--	26	10:11	7	0	32	12:11 PM	6	0	58	2:09	3	0	80
Braintree	6:55	3	4	56	8:44	17	0	43	--	--	--	32	--	--	--	58	--	--	--	80
Holbrook/ Randolph	f 7:04	11	3	64	8:53	8	1	50	10:25	5	1	36	12:25	1	4	55	2:23	2	2	80
Montello	f 7:10	1	1	64	8:59	5	1	54	10:31	0	0	36	12:31	2	8	49	2:29	0	2	78
Brockton	f 7:13	0	5	59	9:02	1	12	43	10:34	2	10	28	12:34	2	9	42	2:32	2	21	59
Campello	7:18	3	2	60	9:07	0	1	42	10:39	3	1	30	12:39	0	8	34	2:37	0	12	47
Bridgewater	7:33	1	49	12	9:16	0	31	11	10:48	0	28	2	12:48	0	15	19	2:46	0	16	31
Middleboro/Lakev.	7:47		12		9:30		11	0	11:02		2		1:02		19	0	3:02		31	
Total Riders		76	76			57	57			42	42			63	63			84	84	
Maximum Load				64				54				36				58				80
Max. Load Point				Holbrook/Randolph				Montello				Holbrook/Randolph				Quincy Center				Quincy Center
S. Sta. Ons/Max. Load				67.2%				48.1%				69.4%				89.7%				96.3%
Interzone Pct.				43.4%				54.4%				40.5%				17.5%				8.3%

Notes: Times are based on schedule effective 9/19/11
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Ons/Max. Load” = South Station boardings/maximum load on train

Interzone Pct. = Percent of ons after JFK/UMass

MBTA MIDDLEBOROUGH/LAKEVILLE LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 17				Train 19				Train 21				Train 23				Train 25			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	3:38	353		353	4:40	454		454	5:12	585		585	5:57	398		398	6:52	132		132
JFK/UMASS	3:45	38	0	391	--	--	--	454	--	--	--	585	6:03	34	1	431	--	--	--	132
Quincy Center	3:53	14	8	397	4:53	21	19	456	5:26	12	35	562	6:11	10	17	424	7:06	5	2	135
Braintree	--	--	--	397	--	--	--	456	--	--	--	562	--	--	--	424	--	--	--	135
Holbrook/ Randolph	4:07	1	36	362	5:07	8	92	372	5:40	2	117	447	6:25	1	75	350	7:20	3	25	113
Montello	4:13	0	61	301	5:13	0	77	295	5:46	0	62	385	6:31	0	56	294	7:26	1	18	96
Brockton	4:16	3	57	247	5:16	12	39	268	5:49	1	81	305	6:34	2	65	231	7:29	1	17	80
Campello	4:21	0	80	167	5:21	0	70	198	5:54	0	65	240	6:39	0	61	170	7:34	0	13	67
Bridgewater	4:30	0	55	112	5:30	4	98	104	6:03	0	108	132	6:48	0	67	103	7:43	0	24	43
Middleboro/Lakev.	4:44		112		5:44		104		6:17		132		7:02		103		7:57		43	
Total Riders		409	409			499	499			600	600			445	445			142	142	
Maximum Load				397				456				585				431				135
Max. Load Point				Quincy Center				Quincy Center				South Station				JFK/UMass				Quincy Center
S. Sta. Ons/Max. Load				88.9%				99.6%				100%				92.3%				97.8%
Interzone Pct.				4.4%				9.0%				2.5%				2.9%				7.0%

**MBTA MIDDLEBOROUGH/LAKEVILLE LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts**

SUMMARY BY TIME PERIOD

Station	Train 27				Train 29				AM Peak Trains 3–5		Midday Trains 7–15		PM Peak Trains 17–23		Evening Trains 25–29		All Day Trains 3–29		
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	
	South Station	8:07	57		57	10:30	61		61	69		154		1,790		250		2,263	
JFK/UMASS	8:14	6	0	63	--	--	--	61	0	0	0	0	72	1	6	0	78	1	
Quincy Center	8:22	0	4	59	10:44	2	0	63	14	0	16	0	57	79	7	6	94	85	
Braintree	--	--	--	59	--	--	--	63	20	4	0	0	0	0	0	0	20	4	
Holbrook/ Randolph	8:36	0	9	50	10:58	0	4	59	19	4	8	7	12	320	3	38	42	369	
Montello	8:42	0	5	45	11:04	0	0	59	6	2	2	10	0	256	1	23	9	291	
Brockton	8:45	1	14	32	11:07	1	17	43	1	17	6	40	18	242	3	48	28	347	
Campello	8:50	0	7	25	11:12	0	4	39	3	3	3	21	0	276	0	24	6	324	
Bridgewater	8:59	0	11	14	11:21	0	24	15	1	80	0	59	4	328	0	59	5	526	
Middleboro/Lakev.	9:13		14		11:35		15			23		52		451		72		598	
Total Riders		64	64			64	64		133	133	189	189	1,953	1,953	270	270	2,545	2,545	
Maximum Load				63				63											
Max. Load Point				JFK/UMass				Quincy Center											
S. Sta. Ons/Max. Load				90.5%				96.8%											
Interzone Pct.				1.6%				4.7%											
										INTERZONE PERCENT (Percent of Ons after JFK/UMass)									
										AM Peak	Midday	PM Peak	Evening	All Day					
										48.1%	18.5%	4.7%	5.2%	8.0%					

MBTA KINGSTON/PLYMOUTH LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 32				Train 34				Train 36				Train 38				Train 40			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Plymouth	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Kingston	5:22	62		62	6:09	143		143	7:07	193		193	7:32	144		144	8:30	68		68
Halifax	5:33	30	0	92	6:20	77	0	220	7:18	68	0	261	7:43	79	0	223	8:41	14	0	82
Hanson	5:39	32	0	124	6:26	102	0	322	7:24	135	0	396	7:49	62	0	285	8:47	31	0	113
Whitman	5:45	51	0	175	6:32	95	0	417	7:31	128	1	523	7:56	89	0	374	8:54	21	0	134
Abington	5:49	57	0	232	6:36	74	0	491	7:35	175	0	698	8:00	186	0	560	8:58	43	1	176
South Weymouth	5:55	43	0	275	6:42	92	0	583	7:42	126	0	824	8:06	99	0	659	9:04	23	0	199
Braintree	--	--	--	275	6:51	16	56	543	7:51	29	20	833	8:15	24	6	677	9:13	3	10	192
Quincy Center	--	--	--	275	--	--	--	543	--	--	--	833	--	--	--	677	--	--	--	192
JFK/UMASS	6:18	0	42	233	--	--	--	543	8:04	0	110	723	8:28	0	14	663	9:26	0	13	179
South Station	6:25		233		7:13		543		8:12		723		8:36		663		9:34		179	
Total Riders		275	275			599	599			854	854			683	683			203	203	
Maximum Load				275				583				833				677				199
Max. Load Point				South Weymouth				South Weymouth				Braintree				Braintree				South Weymouth
S. Sta. Offs/Max. Load				84.7%				93.1%				86.8%				97.9%				89.9%
Interzone Pct.				0.0%				9.3%				2.5%				0.9%				5.4%

Notes: Times are based on schedule effective 9/19/11
 " f " before time indicates train stops only on request

" -- " indicates train does not serve this station
 "S. Sta. Offs/Max. Load" = South Station alightings/maximum load on train

Interzone Pct. = Percent of offs before JFK/UMass

MBTA KINGSTON/PLYMOUTH LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 60				Train 62				Train 64				Train 48				Train 52			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Plymouth	10:40	0		5	12:06	11		11	2:22	7		7	--	--	--	--	--	--	--	--
Kingston	10:05	5		5	--	--	--	--	1:35	0		0	3:57	5		5	6:17	1		1
Halifax	10:51	9	0	14	12:17	3	0	14	2:33	1	0	8	4:08	4	0	9	6:28	2	0	3
Hanson	10:57	4	1	17	12:23	2	0	16	2:39	4	0	12	4:14	5	0	14	6:34	2	0	5
Whitman	11:04	9	3	23	12:30	4	1	19	2:46	8	0	20	4:21	5	2	17	6:41	2	2	5
Abington	11:08	9	0	32	12:34	12	0	31	2:50	3	1	22	4:25	4	0	21	6:45	7	0	12
South Weymouth	11:14	8	0	40	12:40	5	3	33	2:56	3	1	24	4:31	7	0	28	6:51	6	0	18
Braintree	11:23	1	9	32	12:49	2	5	30	3:05	4	11	17	4:39	0	6	22	6:59	0	1	17
Quincy Center	--	--	--	32	--	--	--	30	--	--	--	17	--	--	--	22	--	--	--	17
JFK/UMASS	--	--	--	32	1:02	0	3	27	--	--	--	17	--	--	--	22	--	--	--	17
South Station	11:44			32	1:10			27	3:26			17	5:03			22	7:29			17
Total Riders		45	45			39	39			30	30			30	30			20	20	
Maximum Load				40				33				24				28				18
Max. Load Point				South Weymouth				South Weymouth				South Weymouth				South Weymouth				South Weymouth
S. Sta. Offs/Max. Load				80.0%				81.8%				70.8%				78.6%				94.4%
Interzone Pct.				28.9%				23.1%				43.3%				26.7%				15.0%

MBTA KINGSTON/PLYMOUTH LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 66				Train 56				AM Peak Trains 32–40		Midday Trains 60–64		PM Peak Train 48		Evening Trains 52–56		All Day Trains 32–56	
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Plymouth	8:05	3		5	--	--	--	--	0		18		0		3		21	
Kingston	7:33	2		2	8:47	4		4	610	0	5	0	5	0	7	0	627	0
Halifax	8:16	4	0	9	8:58	2	0	6	268	0	13	0	4	0	8	0	293	0
Hanson	8:22	2	0	11	9:04	1	0	7	362	0	10	1	5	0	5	0	382	1
Whitman	8:29	0	0	11	9:11	3	0	10	384	1	21	4	5	2	5	2	415	9
Abington	8:33	1	0	12	9:15	1	1	10	535	1	24	1	4	0	9	1	572	3
South Weymouth	8:39	1	0	13	9:21	0	2	8	383	0	16	4	7	0	7	2	413	6
Braintree	8:47	0	6	7	9:29	0	3	5	72	92	7	25	0	6	0	10	79	133
Quincy Center	--	--	--	7	--	--	--	5	0	0	0	0	0	0	0	0	0	0
JFK/UMASS	--	--	--	7	--	--	--	5	0	179	0	3	0	0	0	0	0	182
South Station	9:08		7		9:50		5			2,341		76		22		29		2,468
Total Riders		13	13			11	11		2,614	2,614	114	114	30	30	44	44	2,802	2,802
Maximum Load				13				10										
Max. Load Point				South Weymouth				Abington										
S. Sta. Offs/Max. Load				53.8%				50.0%										
Interzone Pct.				46.2%				54.5%										
INTERZONE PERCENT (Percent of Offs before JFK/UMass)																		
									AM Peak	Midday	PM Peak	Evening	All Day					
									3.6%	30.7%	26.7%	34.1%	5.4%					

MBTA KINGSTON/PLYMOUTH LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 33				Train 61				Train 63				Train 65				Train 41			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	7:11	15		15	8:56	14		14	10:50	14		14	12:25	37		37	2:45	61		61
JFK/UMASS	--	--	--	15	--	--	--	14	--	--	--	14	--	--	--	37	2:51	112	0	173
Quincy Center	--	--	--	15	9:10	3	0	17	--	--	--	14	--	--	--	37	--	--	--	173
Braintree	7:32	2	0	17	9:15	3	1	19	11:09	0	2	12	12:44	2	6	33	3:05	23	15	181
South Weymouth	7:40	0	3	14	9:23	1	1	19	11:17	4	2	14	12:52	0	7	26	3:13	2	35	148
Abington	7:46	1	2	13	9:29	0	3	16	11:23	0	1	13	12:58	3	8	21	3:19	0	35	113
Whitman	7:49	0	3	10	9:33	1	2	15	11:27	0	6	7	1:02	0	3	18	3:23	0	18	95
Hanson	7:55	0	2	8	9:39	0	4	11	11:33	0	2	5	1:08	2	6	14	3:29	0	23	72
Halifax	8:01	0	2	6	9:45	0	2	9	11:39	0	1	4	1:14	0	2	12	3:35	0	10	62
Kingston	8:13		6		9:57	3	7	5	--	--	--	--	1:26	0	9	3	3:47		62	
Plymouth	--	--	--	--	10:23		5		11:53		4	0	1:52		3		--	--	--	--
Total Riders		18	18			25	25			18	18			44	44			198	198	
Maximum Load				17				19				14				37				181
Max. Load Point				Braintree				Braintree				South Station				South Station				Braintree
S. Sta. Ons/Max. Load				88.2%				73.7%				100%				100%				33.7%
Interzone Pct.				16.7%				44.0%				22.2%				15.9%				12.6%

Notes: Times are based on schedule effective 9/19/11
 " f " before time indicates train stops only on request

" -- " indicates train does not serve this station
 "S. Sta. Ons/Max. Load" = South Station boardings/maximum load on train

Interzone Pct. = Percent of ons after JFK/UMass

MBTA KINGSTON/PLYMOUTH LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 43				Train 45				Train 47				Train 67				Train 51			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	4:20	553		553	5:00	575		575	5:38	582		582	6:20	275		275	7:29	175		175
JFK/UMASS	4:26	41	0	594	5:06	22	1	596	--	--	--	582	--	--	--	275	--	--	--	175
Quincy Center	--	--	--	594	--	--	--	596	5:52	2	16	568	--	--	--	275	--	--	--	175
Braintree	4:40	17	14	597	5:20	34	9	621	5:58	16	12	572	6:39	14	8	281	7:48	2	9	168
South Weymouth	4:48	0	76	521	5:28	0	89	532	6:06	1	95	478	6:47	0	38	243	7:56	0	8	160
Abington	4:54	1	158	364	5:34	0	107	425	6:12	1	128	351	6:53	1	57	187	8:02	0	19	141
Whitman	4:58	0	89	275	5:38	0	96	329	6:16	0	81	270	6:57	1	45	143	8:06	0	6	135
Hanson	5:05	0	80	195	5:45	0	102	227	6:23	0	77	193	7:04	0	47	96	8:12	0	37	98
Halifax	5:11	0	81	114	5:51	0	78	149	6:29	0	72	121	7:10	0	33	63	8:18	0	14	84
Kingston	5:24		114		6:04		149		6:42		121		7:23	0	53	10	8:32		84	
Plymouth	--	--	--	--	--	--	--	--	--	--	--	--	7:49		10		--	--	--	--
Total Riders		612	612			631	631			602	602			291	291			177	177	
Maximum Load				597				621				582				281				175
Max. Load Point				Braintree				Braintree				South Station				Braintree				South Station
S. Sta. Ons/Max. Load				92.6%				92.6%				100%				97.9%				100%
Interzone Pct.				2.9%				5.4%				3.3%				5.5%				1.1%

MBTA KINGSTON/PLYMOUTH LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 55				Train 57				AM Peak Trains 33–61		Midday Trains 63–41		PM Peak Trains 43–67		Evening Trains 51–57		All Day Trains 33–57	
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
South Station	9:30	59		59	10:45	25		25	29		112		1,985		259		2,385	
JFK/UMASS	9:37	1	0	60	10:51	0	0	25	0	0	112	0	63	1	1	0	176	1
Quincy Center	--	--	--	60	--	--	--	25	3	0	0	0	2	16	0	0	5	16
Braintree	9:50	9	1	68	11:04	1	0	26	5	1	25	23	81	43	12	10	123	77
South Weymouth	9:58	0	13	55	11:12	0	7	19	1	4	6	44	1	298	0	28	8	374
Abington	10:04	0	14	41	11:18	0	7	12	1	5	3	44	3	450	0	40	7	539
Whitman	10:08	0	17	24	11:22	0	4	8	1	5	0	27	1	311	0	27	2	370
Hanson	10:14	0	7	17	11:28	0	3	5	0	6	2	31	0	306	0	47	2	390
Halifax	10:20	0	5	12	11:34	0	1	4	0	4	0	13	0	264	0	20	0	301
Kingston	10:34		12		11:48		4		3	13	0	71	0	437	0	100	3	621
Plymouth	--	--	--	--	--	--	--	--		5		7		10		0		22
Total Riders		69	69			26	26		43	43	260	260	2,136	2,136	272	272	2,711	2,711
Maximum Load				68				26										
Max. Load Point				Braintree				Braintree										
S. Sta. Ons/Max. Load				86.8%				96.2%										
Interzone Pct.				13.0%				3.8%										
INTERZONE PERCENT (Percent of Ons after JFK/UMass)																		
									AM Peak	Midday	PM Peak	Evening	All Day					
									32.6%	13.8%	4.1%	4.4%	5.5%					

MBTA GREENBUSH LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 70				Train 72				Train 74				Train 76				Train 78			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load
Greenbush	5:40	45		45	6:37	127		127	7:03	83		83	7:50	80		80	8:50	20		20
North Scituate	5:47	38	0	83	6:44	114	0	241	7:10	66	0	149	7:57	75	0	155	8:57	16	0	36
Cohasset	5:54	26	0	109	6:51	65	0	306	7:17	67	0	216	8:04	52	0	207	9:04	13	0	49
Nantasket Junction	5:58	25	0	134	6:55	42	0	348	7:21	46	1	261	8:08	33	1	239	9:08	10	0	59
West Hingham	6:03	24	0	158	7:00	55	0	403	7:26	62	0	323	8:13	49	0	288	9:13	7	0	66
East Weymouth	6:07	45	0	203	7:04	131	0	534	7:30	133	0	456	8:17	126	1	413	9:17	21	4	83
Weymouth Landing	6:13	30	0	233	7:10	62	0	596	7:36	95	1	550	8:23	91	1	503	9:23	16	0	99
Quincy Center	6:22	5	1	237	--	--	--	596	7:46	13	5	558	8:32	20	8	515	9:32	6	2	103
JFK/UMASS	6:30	0	29	208	7:28	1	234	363	--	--	--	558	--	--	--	515	--	--	--	103
South Station	6:38		208		7:36		363		8:03		558		8:49		515		9:49		103	
Total Riders		238	238			597	597			565	565			526	526			109	109	
Maximum Load				237				596				558				515				103
Max. Load Point				Quincy Center				Quincy Center				Quincy Center				Quincy Center				Quincy Center
S. Sta. Offs/Max. Load				87.8%				60.9%				100%				100%				100%
Interzone Pct.				0.4%				0.0%				1.2%				2.1%				5.5%

Notes: Times are based on schedule effective 1/11/10
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“S. Sta. Offs/Max. Load” = South Station alightings/maximum load on train

Interzone Pct. = Percent of offs
before JFK/UMass

MBTA GREENBUSH LINE – INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 80				Train 82				Train 84				Train 86				Train 88			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
Greenbush	10:35	12		12	11:50	7		7	2:11	3		3	3:47	12		12	5:20	13		13
North Scituate	10:42	3	0	15	11:57	7	0	14	2:18	4	0	7	3:54	5	1	16	5:27	5	0	18
Cohasset	10:48	11	0	26	12:04 PM	4	1	17	2:25	0	0	7	4:01	7	0	23	5:38	3	0	21
Nantasket Junction	10:51	0	0	26	12:08	5	0	22	2:28	2	0	9	4:05	3	0	26	5:42	0	0	21
West Hingham	10:56	3	0	29	12:13	3	0	25	2:33	4	0	13	4:10	1	0	27	5:47	1	0	22
East Weymouth	11:03	4	0	33	12:17	2	0	27	2:37	1	0	14	4:14	0	0	27	5:53	0	0	22
Weymouth Landing	11:09	4	0	37	12:23	0	0	27	2:43	1	0	15	4:20	6	0	33	5:59	2	2	22
Quincy Center	11:17	1	4	34	12:32	0	1	26	2:52	1	0	16	4:29	0	4	29	--	--	--	22
JFK/UMASS	--	--	--	34	--	--	--	26	--	--	--	16	--	--	--	29	--	--	--	22
South Station	11:36		34		12:50		26		3:09		16		4:47		29		6:31		22	
Total Riders		38	38			28	28			16	16			34	34			24	24	
Maximum Load				37				27				16				33				22
Max. Load Point				Weymouth Landing				Weymouth Landing				Quincy Center				Weymouth Landing				Weymouth Landing
S. Sta. Offs/Max. Load				91.9%				96.3%				100%				87.9%				100%
Interzone Pct.				10.5%				7.1%				0.0%				14.7%				8.3%

MBTA GREENBUSH LINE - INBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 90				Train 92				AM Peak Trains 70-78		Midday Trains 80-84		PM Peak Trains 86-88		Evening Trains 90-92		All Day Trains 70-92	
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
Greenbush	7:05	3		3	8:28	0		0	355	0	22		25		3		405	
North Scituate	7:12	2	0	5	8:35	1	0	1	309	0	14	0	10	1	3	0	336	1
Cohasset	7:22	3	0	8	8:41	2	0	3	223	0	15	1	10	0	5	0	253	1
Nantasket Junction	7:26	1	2	7	8:44	0	0	3	156	2	7	0	3	0	1	2	167	4
West Hingham	7:31	0	0	7	8:49	0	0	3	197	0	10	0	2	0	0	0	209	0
East Weymouth	7:35	1	0	8	8:52	0	0	3	456	5	7	0	0	0	1	0	464	5
Weymouth Landing	7:41	2	2	8	8:58	1	0	4	294	2	5	0	8	2	3	2	310	6
Quincy Center	7:53	0	2	6	9:07	0	1	3	44	16	2	5	0	4	0	3	46	28
JFK/UMASS	--	--	--	6	--	--	--	3	1	263	0	0	0	0	0	0	1	263
South Station	8:09		6		9:25		3			1,747		76		51		9		1,883
Total Riders		12	12			4	4		2,035	2,035	82	82	58	58	16	16	2,191	2,191
Maximum Load				8				4										
Max. Load Point				Weymouth Landing				Weymouth Landing										
S. Sta. Offs/Max. Load				75.0%				75.0%										
Interzone Pct.				50.0%				25.0%										
INTERZONE PERCENT (Percent of Offs before JFK/UMass)																		
									AM Peak	Midday	PM Peak	Evening	All Day					
									1.2%	7.3%	12.1%	43.8%	2.1%					

MBTA GREENBUSH LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 71				Train 73				Train 75				Train 77				Train 79			
	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (AM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	6:54	7		7	9:25	7		7	10:30	4		4	12:41	33		33	2:27	62		62
JFK/UMASS	--	--	--	7	--	--	--	7	--	--	--	4	--	--	--	33	--	--	--	62
Quincy Center	--	--	--	7	9:39	0	0	7	10:44	2	1	5	12:55	7	0	40	2:41			62
Weymouth Landing	7:17	2	0	9	9:47	0	0	7	10:52	0	0	5	1:03	0	6	34	2:49	0	7	55
East Weymouth	7:23	0	0	9	9:53	0	0	7	10:58	0	0	5	1:08	0	8	26	2:55	0	9	46
West Hingham	7:30	0	0	9	9:57	0	1	6	11:03	0	1	4	1:13	0	3	23	2:59	3	7	42
Nantasket Junction	7:34	0	1	8	10:02	0	0	6	11:07	0	2	2	1:17	1	2	22	3:04	0	8	34
Cohasset	7:37	0	3	5	10:05	0	2	4	11:10	0	0	2	1:20	0	6	16	3:08	0	8	26
North Scituate	7:45	1	1	5	10:13	0	3	1	11:18	1	1	2	1:28	0	10	6	3:15	0	9	17
Greenbush	7:55		5		10:23		1		11:28		2		1:39		6		3:25		17	
Total Riders		10	10			7	7			7	7			41	41			65	65	
Maximum Load				9				7				5				40				62
Max. Load Point				Weymouth Landing				South Station				Quincy Center				Quincy Center				Quincy Center
S Sta. Ons/Max. Load				77.8%				100%				80.0%				82.5%				100%
Interzone Pct.				30.0%				0.0%				42.9%				19.5%				4.6%

Notes: Times are based on schedule effective 1/11/10
“ f ” before time indicates train stops only on request

“ -- ” indicates train does not serve this station
“SSta. Ons/Max. Load” = South Station boardings/maximum load on train

Interzone Pct. = Percent of ons after JFK/UMass

MBTA GREENBUSH LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Station	Train 81				Train 83				Train 85				Train 87				Train 89			
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load
South Station	4:00	183		183	4:52	350		350	5:20	492		492	5:45	367		367	6:38	308		308
JFK/UMASS	4:06	111	0	294	--	--	--	350	5:26	54	0	546	--	--	--	367	--	--	--	308
Quincy Center	--	--	--	294	5:06	9	4	355	--	--	--	546	5:59	7	16	358	6:52	3	10	301
Weymouth Landing	4:22	3	38	259	5:14	2	86	271	5:42	2	103	445	6:07	5	79	284	7:00	1	37	265
East Weymouth	4:28	0	55	204	5:20	0	76	195	5:48	0	126	319	6:13	0	84	200	7:06	1	73	193
West Hingham	4:33	1	30	175	5:25	1	30	166	5:53	0	55	264	6:18	0	38	162	7:11	1	31	163
Nantasket Junction	4:37	0	24	151	5:29	0	20	146	5:57	0	41	223	6:22	0	25	137	7:15	0	21	142
Cohasset	4:40	0	30	121	5:32	0	31	115	6:00	0	54	169	6:25	1	42	96	7:18	0	23	119
North Scituate	4:48	0	48	73	5:40	0	48	67	6:08	1	59	111	6:33	0	43	53	7:26	0	62	57
Greenbush	4:58		73		5:50		67		6:18		111		6:43		53		7:36		57	
Total Riders		298	298			362	362			549	549			380	380			314	314	
Maximum Load				294				355				546				367				308
Max. Load Point				JFK/UMass				Quincy Center				JFK/UMass				South Station				South Station
S Sta. Ons/Max. Load				62.2%				98.6%				90.1%				100%				100%
Interzone Pct.				1.3%				3.3%				0.5%				3.4%				1.9%

MBTA GREENBUSH LINE – OUTBOUND
WEEKDAY BOARDINGS, ALIGHTINGS, AND LOADS BY TRAIN AND STATION
Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

SUMMARY BY TIME PERIOD

Station	Train 91				Train 93				AM Peak Trains 71–73		Midday Trains 75–79		PM Peak Trains 81–89		Evening Trains 91–93		All Day Trains 71–93	
	Scheduled Time (PM)	Ons	Offs	Load	Scheduled Time (PM)	Ons	Offs	Load	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs	Ons	Offs
South Station	8:20	62		62	10:00	59		59	14		99		1,700		121		1,934	
JFK/UMASS	--	--	--	62	--	--	--	59	0	0	0	0	165	0	0	0	165	0
Quincy Center	8:34	4	2	64	10:14	2	0	61	0	0	9	1	19	30	6	2	34	33
Weymouth Landing	8:42	0	4	60	10:22	1	4	58	2	0	0	13	13	343	1	8	16	364
East Weymouth	8:48	0	14	46	10:28	1	9	50	0	0	0	17	1	414	1	23	2	454
West Hingham	8:53	0	8	38	10:33	0	6	44	0	1	3	11	3	184	0	14	6	210
Nantasket Junction	8:57	0	8	30	10:37	0	15	29	0	1	1	12	0	131	0	23	1	167
Cohasset	9:00	0	6	24	10:40	0	8	21	0	5	0	14	1	180	0	14	1	213
North Scituate	9:08	0	9	15	10:48	0	6	15	1	4	1	20	1	260	0	15	3	299
Greenbush	9:18		15		10:58		15			6		25		361		30		422
Total Riders		66	66			63	63		17	17	113	113	1,903	1,903	129	129	2,162	2,162
Maximum Load				64				61										
Max. Load Point				Quincy Center				Quincy Center										
S Sta. Ons/Max. Load				96.9%				96.7%										
Interzone Pct.				6.1%				6.3%										
INTERZONE PERCENT (Percent of Ons after JFK/UMass)																		
									AM Peak	Midday	PM Peak	Evening	All Day					
									17.6%	12.4%	2.0%	6.2%	2.9%					

APPENDIX B: TABLES OF ESTIMATED ALL-DAY TRIPS FROM EACH STATION TO EACH OTHER STATION ON THE SAME LINE

This appendix consists of a series of summary tables that show, for each commuter rail line, all-day station-to-station trip totals estimated from the boarding and alighting counts. The estimation method is described in the subsection Station-to-Station Ridership Estimates within section 5.4 of this memorandum. These tables are arranged in the same counterclockwise geographical order used in the text of this memorandum. For all but one of the commuter rail lines, there are two pages of tables, one for each direction; for the Fairmount Line, the tables for both directions are on a single page.

MBTA NEWBURYPORT/ROCKPORT LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station																			
	Rockport	Gloucester	West Gloucester	Manchester	Beverly Farms	Prides Crossing	Montserrat	Newburyport	Rowley	Ipswich	Hamilton/Wenham	North Beverly	Beverly	Salem	Swampscott	Lynn	River Works	Chelsea	North Station	Total
Rockport		8	3	5	2	0	1						6	9	1	4	1	2	132	174
Gloucester			6	10	4	1	3						12	19	2	9	1	4	270	341
West Gloucester				1	1	0	0						2	3	0	1	0	1	42	51
Manchester					1	1	2						7	11	1	5	1	2	155	186
Beverly Farms						0	1						5	7	1	3	0	1	100	118
Prides Crossing							0						0	1	0	0	0	0	11	12
Montserrat													9	12	1	6	1	3	176	208
Newburyport									0	11	5	7	27	24	3	17	2	7	435	538
Rowley										2	1	1	4	3	0	2	0	1	63	77
Ipswich											3	5	19	18	2	12	2	5	314	380
Hamilton/ Wenham												3	12	11	1	8	1	3	199	238
North Beverly													11	10	1	7	1	3	177	210
Beverly														74	8	46	6	20	1,185	1,339
Salem															13	70	9	30	1,792	1,914
Swampscott																32	3	10	625	670
Lynn																	4	7	400	411
River Works																		3	21	24
Chelsea																			67	67
North Station																				
Total		8	9	16	8	2	7		0	13	9	16	114	202	34	222	32	102	6,164	6,958

MBTA NEWBURYPORT/ROCKPORT LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station																			
	North Station	Chelsea	River Works	Lynn	Swampscott	Salem	Beverly	North Beverly	Hamilton/ Wenham	Ipswich	Rowley	Newburyport	Montserrat	Prides Crossing	Beverly Farms	Manchester	West Gloucester	Gloucester	Rockport	Total
North Station		75	31	391	700	1,837	1,389	141	216	281	57	414	169	11	88	119	33	256	124	6,332
Chelsea			0	7	13	34	26	3	4	6	1	8	3	0	1	2	1	4	2	115
River Works				4	5	12	9	1	2	2	0	3	1	0	0	1	0	1	1	42
Lynn					17	44	33	3	4	5	1	8	5	0	3	4	1	8	4	140
Swampscott						18	13	1	2	3	1	4	2	0	1	1	0	2	1	49
Salem							79	8	13	17	3	24	10	1	5	7	2	14	7	190
Beverly								6	10	13	3	19	8	1	5	6	2	13	7	93
North Beverly									2	4	1	6								13
Hamilton/ Wenham										4	1	5								10
Ipswich											2	11								13
Rowley												1								1
Newburyport												1								0
Montserrat														0	1	2	0	3	2	8
Prides Crossing															0	0	0	1	0	1
Beverly Farms																2	0	3	1	6
Manchester																	1	11	5	17
West Gloucester																		1	1	2
Gloucester																			13	13
Rockport																				0
Total		75	31	402	735	1,945	1,549	163	253	335	70	503	198	13	104	144	40	317	168	7,045

MBTA HAVERHILL LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station														Total
	Haverhill	Bradford	Lawrence	Andover	Ballardvale	North Wilmington	Reading	Wakefield	Greenwood	Melrose Highlands	Melrose Cedar Park	Wyoming Hill	Malden Center	North Station	
Haverhill	0	17	6	2	1	2	1	0	0	0	0	0	19	338	386
Bradford		9	3	1	0	1	1	0	0	0	0	0	10	181	206
Lawrence			8	3	1	4	2	0	0	1	0	0	28	489	536
Andover				1	1	2	1	0	0	0	0	0	19	330	354
Ballardvale					0	1	1	0	0	0	0	0	8	136	146
North Wilmington						1	0	0	0	0	0	0	3	60	64
Reading							4	0	1	2	0	0	42	748	797
Wakefield								1	1	1	0	0	26	455	484
Greenwood									0	0	0	0	7	119	126
Melrose Highlands										0	1	0	9	168	178
Melrose Cedar Park											0	0	7	128	135
Wyoming Hill												0	4	57	61
Malden Center														16	16
North Station															
Total		0	26	17	7	3	11	10	1	2	4	1	182	3,225	3,489

MBTA HAVERHILL LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station														Total
	North Station	Malden Center	Wyoming Hill	Melrose Cedar Park	Melrose Highlands	Greenwood	Wakefield	Reading	North Wilmington	Ballardvale	Andover	Lawrence	Bradford	Haverhill	
North Station		26	96	126	186	142	482	706	77	170	333	501	174	296	3,315
Malden Center			2	3	5	4	13	18	2	4	9	13	5	8	86
Wyoming Hill				0	1	0	1	1	0	0	1	1	0	0	5
Melrose Cedar Park					0	0	2	1	0	0	1	1	0	1	6
Melrose Highlands						0	1	1	0	0	0	1	0	0	3
Greenwood							1	1	0	0	0	0	0	0	2
Wakefield								4	0	1	2	3	1	2	13
Reading									1	2	3	5	2	3	16
North Wilmington										0	1	2	1	1	5
Ballardvale											2	2	1	1	6
Andover												8	3	5	16
Lawrence													10	16	26
Bradford														3	3
Haverhill															
Total		26	98	129	192	146	500	732	80	177	352	537	197	336	3,502

MBTA LOWELL LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station									Total
	Lowell	North Billerica	Wilmington	Anderson/Woburn	Mishawum	Winchester Center	Wedgemere	West Medford	North Station	
Lowell		0	15	28	1	10	0	16	1,520	1,590
North Billerica			7	14	0	5	0	8	752	786
Wilmington				9	0	3	0	5	459	476
Anderson/ Woburn					0	5	1	9	842	857
Mishawum						0	0	0	29	29
Winchester Center							0	5	450	455
Wedgemere								3	282	285
West Medford									510	510
North Station										
Total		0	22	51	1	23	1	46	4,844	4,988

MBTA LOWELL LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Alighting Station									
	North Station	West Medford	Wedgemere	Winchester Center	Mishawum	Anderson/Woburn	Wilmington	North Billerica	Lowell	Total
Boarding Station										
North Station		462	265	441	26	780	453	652	1,426	4,505
West Medford			5	5	0	9	5	8	17	49
Wedgemere				0	0	1	0	0	0	1
Winchester Center					0	4	3	4	8	19
Mishawum						0	0	0	0	0
Anderson/ Woburn							7	10	21	38
Wilmington								7	14	21
North Billerica									6	6
Lowell										
Total		462	270	446	26	794	468	681	1,492	4,639

MBTA FITCHBURG LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station																		Total
	Fitchburg	North Leominster	Shirley	Ayer	Littleton / Rte 495	South Acton	West Concord	Concord	Lincoln	Silver Hill	Hastings	Kendal Green	Brandeis/ Roberts	Waltham	Waverley	Belmont	Porter Square	North Station	
Fitchburg		0	7	14	1	2	2	4	1	0	0	0	4	4	2	3	110	133	287
North Leominster			5	10	0	1	1	3	1	0	0	0	3	3	1	2	82	99	211
Shirley				8	0	1	1	2	1	0	0	0	2	2	1	1	61	74	154
Ayer					0	2	2	3	1	0	0	0	4	4	2	2	104	125	249
Littleton / Rte 495						2	1	3	1	0	0	0	3	3	2	2	85	103	205
South Acton							4	9	3	1	0	2	12	13	5	7	283	342	681
West Concord								4	1	0	0	1	5	7	2	3	136	164	323
Concord									0	0	0	1	6	6	3	4	156	189	365
Lincoln										0	0	1	3	3	1	2	73	88	171
Silver Hill											0	0	0	0	0	0	3	4	7
Hastings												0	0	0	0	0	12	15	27
Kendal Green													1	2	1	1	38	45	88
Brandeis/ Roberts														7	3	4	182	218	414
Waltham															4	4	163	198	369
Waverley																1	30	36	67
Belmont																	25	31	56
Porter Square																		281	281
North Station																			
Total		0	12	32	1	8	11	28	9	1	0	5	43	54	27	36	1,543	2,145	3,955

MBTA FITCHBURG LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station																	Total
	North Station	Porter Square	Belmont	Waverley	Waltham	Brandeis/ Roberts	Kendal Green	Hastings	Silver Hill	Lincoln	Concord	West Concord	South Acton	Littleton / Rte 495	Ayer	Shirley	North Leominster	
North Station	209	56	57	224	268	69	7	5	100	187	192	333	122	131	78	94	150	2,282
Porter Square		36	37	144	173	44	4	3	64	121	124	215	78	84	51	60	97	1,335
Belmont			1	5	7	2	0	0	2	5	5	8	3	3	2	2	4	49
Waverley				4	5	1	0	0	2	3	3	6	2	2	1	2	3	34
Waltham					11	3	0	0	5	9	9	15	6	6	4	4	7	79
Brandeis/ Roberts						2	0	0	3	6	6	10	4	4	2	3	5	45
Kendal Green							0	0	1	2	2	5	1	1	1	1	2	16
Hastings								0	0	0	0	0	0	0	0	0	0	0
Silver Hill									0	0	0	0	0	0	0	0	0	0
Lincoln										2	2	4	1	1	1	1	2	14
Concord											4	8	3	3	2	2	3	25
West Concord												9	3	3	2	2	4	23
South Acton													2	2	1	1	2	8
Littleton / Rte 495														2	2	2	3	9
Ayer															9	10	16	35
Shirley																5	8	13
North Leominster																	2	2
Fitchburg																		2
Total	209	92	95	377	464	121	11	8	177	335	347	613	225	242	156	189	308	3,969

MBTA FRAMINGHAM/WORCESTER LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station																	
	Worcester / Union Sta.	Grafton	Westborough	Southborough	Ashland	Framingham	West Natick	Natick	Wellesley Square	Wellesley Hills	Wellesley Farms	Auburndale	West Newton	Newtonville	Yawkey	Back Bay	South Station	Total
Worcester / Union		7	10	4	6	25	5	6	8	3	2	4	2	5	61	314	453	915
Grafton			4	2	2	10	2	2	3	1	1	2	1	2	24	124	178	358
Westborough				2	3	13	2	3	4	2	1	2	1	3	32	162	233	463
Southborough					3	12	2	3	4	1	1	2	1	2	28	146	211	416
Ashland						12	2	3	4	2	1	2	1	2	30	152	218	429
Framingham							5	7	8	3	2	5	2	5	63	322	464	886
West Natick								5	7	3	2	4	2	6	55	285	411	780
Natick									6	2	1	3	1	3	40	206	296	558
Wellesley Square										2	1	2	1	3	35	180	259	483
Wellesley Hills											0	1	0	1	17	87	125	231
Wellesley Farms												1	1	2	19	98	142	263
Auburndale													0	1	12	60	87	160
West Newton														1	12	61	88	162
Newtonville															18	95	137	250
Yawkey																5	8	13
Back Bay																	84	84
South Station																		
Total		7	14	8	14	72	18	29	44	19	12	28	13	36	446	2,297	3,394	6,451

MBTA FRAMINGHAM/WORCESTER LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station																	
	South Station	Back Bay	Yawkey	Newtonville	West Newton	Auburndale	Wellesley Farms	Wellesley Hills	Wellesley Square	Natick	West Natick	Framingham	Ashland	Southborough	Westborough	Grafton	Worcester / Union Sta.	Total
South Station		57	12	179	134	108	143	155	259	328	478	513	272	251	230	206	477	3,802
Back Bay			7	91	68	54	73	78	131	166	242	260	137	127	116	104	241	1,895
Yawkey				17	13	10	13	14	24	31	45	48	25	24	21	19	45	349
Newtonville					0	1	2	2	3	4	5	6	3	3	3	2	5	39
West Newton						0	0	0	1	1	1	2	1	1	1	1	2	11
Auburndale							1	1	2	2	3	4	2	2	2	1	3	23
Wellesley Farms								0	0	1	1	1	2	0	0	0	1	6
Wellesley Hills									2	2	3	3	2	2	1	1	3	19
Wellesley Square										3	5	6	3	3	2	2	5	29
Natick											4	4	2	2	2	2	4	20
West Natick												9	5	5	4	4	9	36
Framingham													13	11	10	9	21	64
Ashland														4	4	4	8	20
Southborough															1	2	4	7
Westborough																3	7	10
Grafton																	6	6
Worcester / Union																		6
Total		57	19	287	215	173	232	250	422	538	787	856	467	435	397	360	841	6,336

MBTA NEEDHAM LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

	Alighting Station											Total	
	Needham Heights	Needham Center	Needham Junction	Hersey	West Roxbury	Highland	Bellevue	Roslindale Village	Forest Hills	Ruggles	Back Bay		South Station
Boarding Station													
Needham Heights		0	0	1	2	0	1	2	4	25	73	146	254
Needham Center			0	0	1	0	0	1	3	18	52	105	180
Needham Junction				1	3	0	1	3	6	38	111	223	386
Hersey					5	2	1	4	7	51	147	296	513
West Roxbury						0	1	3	5	35	101	202	347
Highland							0	2	4	29	84	170	289
Bellevue								1	4	25	72	146	248
Roslindale Village									4	35	104	210	353
Forest Hills										7	20	39	66
Ruggles											2	4	6
Back Bay												82	82
South Station													
Total		0	0	2	11	2	4	16	37	263	766	1,623	2,724

MBTA NEEDHAM LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station												Total
	South Station	Back Bay	Ruggles	Forest Hills	Roslindale Village	Bellevue	Highland	West Roxbury	Hersey	Needham Junction	Needham Center	Needham Heights	
South Station		134	7	67	266	140	208	268	295	194	136	179	1,894
Back Bay			4	32	129	68	100	130	142	93	65	87	850
Ruggles				10	42	22	33	42	47	30	21	28	275
Forest Hills					5	3	4	5	5	4	2	3	31
Roslindale Village						1	3	4	4	3	2	3	20
Bellevue							0	0	0	0	0	0	0
Highland								0	1	1	0	1	3
West Roxbury									6	3	2	3	14
Hersey										0	1	1	2
Needham Junction											0	0	0
Needham Center												1	1
Needham Heights													
Total		134	11	109	442	234	348	449	500	328	229	306	3,090

MBTA FRANKLIN LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station																
	Forge Park/ 495	Franklin	Norfolk	Walpole	Plimptonville	Windsor Gardens	Norwood Central	Norwood Depot	Islington	Dedham Corp. Ctr.	Endicott	Readville	Hyde Park	Ruggles	Back Bay	South Station	Total
Forge Park/495		2	2	2	0	1	5	0	2	2	0	2	1	64	225	366	674
Franklin			1	1	0	0	4	0	1	2	0	2	0	51	176	286	524
Norfolk				1	0	1	4	0	2	2	0	2	0	60	208	338	618
Walpole					0	0	4	0	2	2	0	2	0	62	214	349	635
Plimptonville						0	0	0	0	0	0	0	0	1	3	5	9
Windsor Gardens							2	1	1	1	0	2	0	26	90	147	270
Norwood Central								1	3	2	0	3	2	90	315	512	928
Norwood Depot									0	1	0	1	0	30	105	171	308
Islington										0	0	0	0	8	27	45	80
Dedham Corp. Ctr.											1	1	0	36	126	206	370
Endicott												1	0	24	84	138	247
Readville													0	19	65	105	189
Hyde Park														4	13	21	38
Ruggles															0	1	1
Back Bay																68	68
South Station																	
Total		2	3	4	0	2	19	2	11	12	1	16	3	475	1,651	2,758	4,959

MBTA FRANKLIN LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station															Total
	South Station	Back Bay	Ruggles	Hyde Park	Readville	Endicott	Dedham Corp. Ctr.	Islington	Norwood Depot	Norwood Central	Windsor Gardens	Plimptonville	Walpole	Norfolk	Franklin	
South Station	29	4	77	125	160	228	52	163	508	149	9	352	401	348	411	3,016
Back Bay		2	39	64	81	115	26	83	257	76	5	178	203	177	209	1,515
Ruggles			14	21	27	38	9	27	85	25	2	59	67	58	69	501
Hyde Park				2	0	0	0	0	1	0	0	0	0	0	0	3
Readville					0	1	0	1	3	1	0	2	2	2	2	14
Endicott						0	0	0	1	0	0	1	1	1	1	5
Dedham Corp. Ctr.							0	1	2	1	0	2	2	2	2	12
Islington								2	5	2	0	4	5	4	5	27
Norwood Depot									1	0	0	0	1	0	1	3
Norwood Central										1	0	3	3	2	3	12
Windsor Gardens											0	1	2	1	2	6
Plimptonville												0	0	0	0	0
Walpole													2	1	1	4
Norfolk														0	1	1
Franklin															2	2
Forge Park/495																0
Total	29	6	130	212	268	382	87	277	863	255	16	602	689	596	709	5,121

MBTA PROVIDENCE/STOUGHTON LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station													Total	
	TF Green Airport	Providence	South Attleboro	Attleboro	Mansfield	Sharon	Stoughton	Canton Center	Canton Junction	Route 128	Hyde Park	Ruggles	Back Bay		South Station
TF Green Airport		10	1	5	4	1			0	1	1	10	56	68	157
Providence			9	48	39	7			2	9	5	89	524	642	1,374
South Attleboro				32	26	5			2	6	3	60	352	430	916
Attleboro					40	7			2	10	5	90	531	650	1,335
Mansfield						10			3	13	7	121	711	869	1,734
Sharon									3	8	4	79	464	567	1,125
Stoughton								1	2	9	5	31	353	375	776
Canton Center									1	5	3	15	173	183	380
Canton Junction										12	6	59	493	555	1,125
Route 128											6	74	561	645	1,286
Hyde Park												27	221	248	496
Ruggles													3	7	10
Back Bay														173	173
South Station															
Total		10	10	85	109	30	0	1	15	73	45	655	4,442	5,412	10,887

MBTA PROVIDENCE/STOUGHTON LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station													Total	
	South Station	Back Bay	Ruggles	Hyde Park	Route 128	Canton Junction	Canton Center	Stoughton	Sharon	Mansfield	Attleboro	South Attleboro	Providence		TF Green Airport
South Station		188	12	157	745	617	305	406	601	877	737	609	745	76	6,075
Back Bay			9	91	426	357	177	237	335	489	411	339	415	42	3,328
Ruggles				22	109	89	43	57	95	139	117	96	118	12	897
Hyde Park					7	5	3	5	3	4	4	3	4	0	38
Route 128								8	6	9	8	6	8	1	63
Canton Junction								2	1	2	2	2	2	0	12
Canton Center								9							9
Stoughton															0
Sharon										6	6	5	6	1	24
Mansfield											30	25	31	3	89
Attleboro												25	31	3	59
South Attleboro													6	1	7
Providence														9	9
TF Green Airport															0
Total		188	21	270	1,287	1,079	535	724	1,041	1,526	1,315	1,110	1,366	148	10,610

MBTA FAIRMOUNT LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station					Total
	Readville	Fairmount	Morton Street	Uphams Corner	South Station	
Readville		1	1	4	135	141
Fairmount			0	4	119	123
Morton Street				2	62	64
Uphams Corner					48	48
South Station						
Total		1	1	10	364	376

MBTA FAIRMOUNT LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station					Total
	South Station	Uphams Corner	Morton Street	Fairmount	Readville	
South Station		35	87	143	138	403
Uphams Corner			1	2	1	4
Morton Street				2	2	4
Fairmount					2	2
Readville						
Total		35	88	147	143	413

MBTA MIDDLEBOROUGH/LAKEVILLE LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station										
	Middleboro/ Lakeville	Bridgewater	Campello	Brockton	Montello	Holbrook/ Randolph	Braintree	Quincy Center	JFK/UMass	South Station	Total
Middleboro/Lakeville		7	6	17	9	10	14	22	38	493	616
Bridgewater			5	15	8	9	13	20	34	446	550
Campello				9	4	5	7	11	18	240	294
Brockton					4	5	7	11	19	244	290
Montello						4	8	13	21	275	321
Holbrook/ Randolph							9	13	23	293	338
Braintree								1	1	11	13
Quincy Center									3	35	38
JFK/UMass										1	1
South Station											
Total		7	11	41	25	33	58	91	157	2,038	2,461

**MBTA MIDDLEBOROUGH/LAKEVILLE LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts**

Boarding Station	Alighting Station										
	South Station	JFK/UMass	Quincy Center	Braintree	Holbrook/ Randolph	Montello	Brockton	Campello	Bridgewater	Middleboro/ Lakeville	Total
South Station		1	83	3	339	263	312	284	459	519	2,263
JFK/UMass			2	0	12	9	11	10	16	18	78
Quincy Center				1	15	11	13	12	20	22	94
Braintree					3	2	3	3	4	5	20
Holbrook/ Randolph						6	7	6	11	12	42
Montello							1	2	3	3	9
Brockton								7	10	11	28
Campello									3	3	6
Bridgewater										5	5
Middleboro/ Lakeville											
Total		1	85	4	369	291	347	324	526	598	2,545

MBTA KINGSTON/PLYMOUTH LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station											Total
	Plymouth	Kingston	Halifax	Hanson	Whitman	Abington	South Weymouth	Braintree	Quincy Center	JFK/UMass	South Station	
Plymouth		0	0	0	0	0	0	1	0	1	19	21
Kingston			0	1	4	1	2	30	0	40	549	627
Halifax				0	2	1	1	14	0	19	256	293
Hanson					3	1	1	19	0	25	333	382
Whitman						0	1	20	0	27	367	415
Abington							1	28	0	37	506	572
South Weymouth								21	0	27	365	413
Braintree									0	4	75	79
Quincy Center										0	0	0
JFK/UMass											0	0
South Station												
Total		0	0	1	9	3	6	133	0	180	2,470	2,802

MBTA KINGSTON/PLYMOUTH LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

Boarding Station	Alighting Station											
	South Station	JFK/UMass	Quincy Center	Braintree	South Weymouth	Abington	Whitman	Hanson	Halifax	Kingston	Plymouth	Total
South Station		1	13	72	332	475	326	342	264	544	17	2,386
JFK/UMass			3	5	24	35	24	25	19	40	1	176
Quincy Center				0	0	1	1	1	1	1	0	5
Braintree					18	25	17	18	14	29	1	122
South Weymouth						3	1	1	1	2	0	8
Abington							1	2	1	3	0	7
Whitman								1	0	1	0	2
Hanson									1	1	0	2
Halifax										0	0	0
Kingston											3	3
Plymouth												
Total	0	1	16	77	374	539	370	390	301	621	22	2,711

MBTA GREENBUSH LINE – INBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

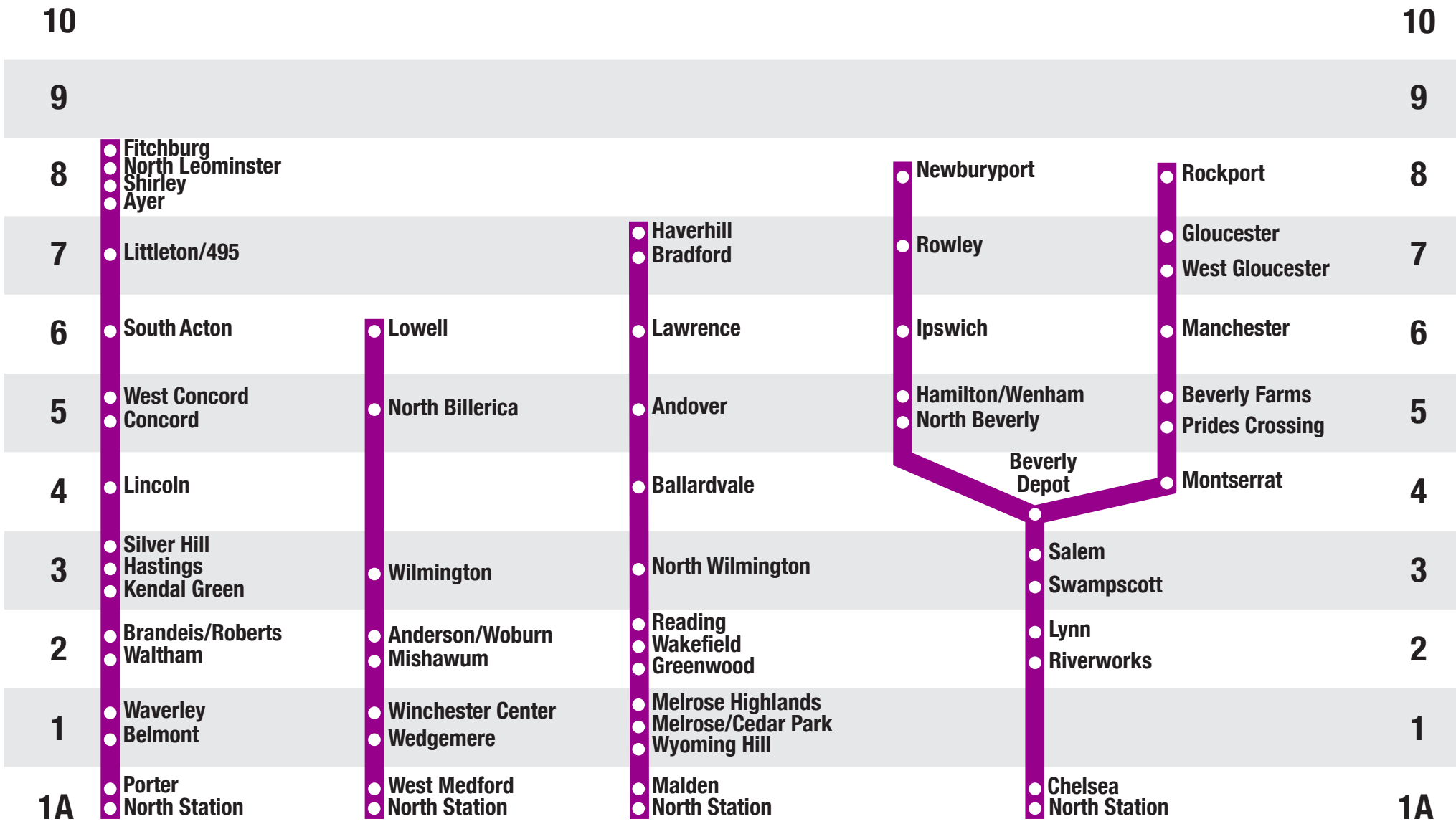
Boarding Station	Alighting Station										Total
	Greenbush	North Scituate	Cohasset	Nantasket Junction	West Hingham	East Weymouth	Weymouth Landing	Quincy Center	JFK/UMass	South Station	
Greenbush		1	1	2	0	1	1	5	48	346	405
North Scituate			0	1	0	1	1	4	40	289	336
Cohasset				1	0	1	1	3	30	217	253
Nantasket Junction					0	1	1	2	20	143	167
West Hingham							1	3	25	179	209
East Weymouth								6	56	401	464
Weymouth Landing								5	38	267	310
Quincy Center									6	40	46
JFK/UMass										1	1
South Station											
Total		1	1	4	0	5	6	28	263	1,883	2,191

MBTA GREENBUSH LINE – OUTBOUND
ESTIMATED WEEKDAY TOTAL STATION-TO-STATION TRIPS
Based On Winter/Spring 2012 CTPS Commuter Rail Passenger Counts

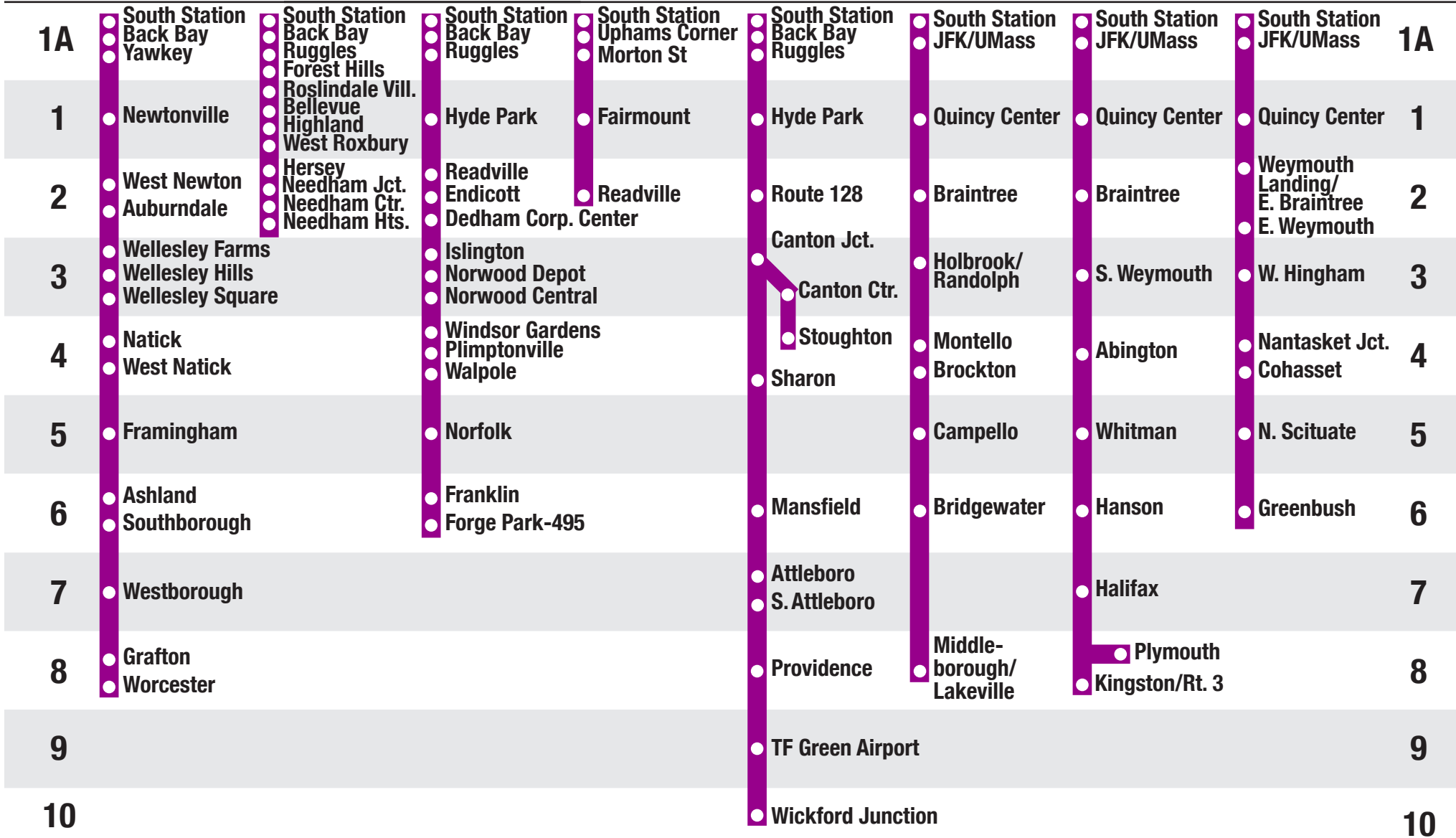
Boarding Station	Alighting Station										Total
	South Station	JFK/UMass	Quincy Center	Weymouth Landing	East Weymouth	West Hingham	Nantasket Junction	Cohasset	North Scituate	Greenbush	
South Station	0	31	330	409	188	148	191	266	371	1,934	
JFK/UMass		2	28	35	16	13	16	23	32	165	
Quincy Center			6	7	3	3	3	5	7	34	
Weymouth Landing				3	2	2	2	3	4	16	
East Weymouth					1	0	0	0	1	2	
West Hingham						1	1	2	2	6	
Nantasket Junction							0	0	1	1	
Cohasset								0	1	1	
North Scituate									3	3	
Greenbush											
Total	0	33	364	454	210	167	213	299	422	2,162	

APPENDIX C: MBTA COMMUTER RAIL FARE-ZONE MAP

ZONES



ZONES



INBOUND

INBOUND

APPENDIX D: GLOSSARY OF TERMS AND DATA SOURCES

CTPS 2012 passenger counts: The CTPS counts were conducted between January and June 2012 and included the numbers of passengers boarding and alighting from each train in each direction at each station on each line on one weekday; the exception was peak-period trains at North Station and South Station in Boston. Inbound AM peak alightings for a train at North and South Stations were calculated as the difference between total inbound boardings and total inbound alightings at all other stations on the train's route. Similarly, outbound PM peak boardings for a train at North and South Stations were calculated as the difference between outbound boardings and outbound alightings at all other stations on the train's route.

The individuals, or "counters," hired by CTPS to conduct the 2012 passenger counts stood either on the train or on the platform and counted the number of passengers who boarded and alighted using hand-held mechanical devices that tally the number of times the counter clicks the device. The tallies were then recorded as boardings and alightings on a sheet of paper that indicated the name of the commuter rail line, the station, the train number, the scheduled arrival time, the observed arrival time, and the direction of the train, the number of boardings, and the number of alightings.

Direct counts: The CTPS 2012 passenger counts and the MBCR peak-period passenger counts are "direct counts," as the actual number of passengers is counted rather than estimated.

Fare zones: The commuter rail system has a zone-fare structure with zone limits based more or less on the distance by rail from each station to North Station or South Station in Boston. Most zones include stations on more than one line.

Interzone trips: Trips that are not to, from, or via North Station, South Station, Back Bay Station, or another station in fare Zone 1A are considered interzone trips.

Massachusetts Bay Commuter Railroad (MBCR) Company: MBCR currently operates the commuter rail system under contract to the MBTA.

MBCR conductor headcounts (or conductor counts): Conductors are required to file headcount reports showing the total number of passengers on each trip each day, but these are usually rough estimates based on visual scans of the passengers on the train rather than direct counts, as the conductors do not use hand-held mechanical tally devices and are generally quite busy with their usual responsibilities of collecting tickets and monitoring doors at stops.

MBCR peak-period passenger counts: Direct counts of passengers at selected stations during peak hours are conducted for MBCR by consultants twice each year (during the spring and fall). These counts include passenger alightings from each inbound train during AM peak hours and passenger boardings on each outbound train during PM peak hours at North Station, South Station, Back Bay, and seven other stations where commuter rail lines connect directly with rapid transit lines. The latter stations are Malden Center and Porter Square on the North Side, and Ruggles, Yawkey, JFK/UMass, Quincy Center, and Braintree on the South Side. Similarly to the CTPS counts, the MBCR peak-period counts are conducted by individuals who stand on the platform and use hand-held mechanical devices to count the passengers directly.

MBCR Train Audits: MBCR conductors conduct Train Audits a few times each year, counting the number of riders by fare-payment type boarding each inbound train at each station on one weekday, one Saturday, and one Sunday in a given month. Assuming that these are done on days with average ridership, multiplying them by the respective number of weekdays, Saturdays, and Sundays in the audit month should provide monthly inbound ridership totals. Conductors complete these passenger counts as they collect the fares.

Monthly ticket and pass sales figures: Monthly reports of onboard ticket sales show the number of transactions and the total dollar amount of sales; they do not indicate the number of one-way, round-trip, or multipassenger tickets sold, nor do they indicate the number of tickets by zone. A ticket sold on board a train can be for a one-way trip or a round-trip by one person or for one-way or round-trips by several people traveling together, but the monthly sales figures do not distinguish among these. Reports for most forms of off-train ticket sales show the number of passenger trips by zone that they represent but do not include breakdowns of weekday versus weekend travel. Monthly passes offer an unlimited number of rides. Therefore, because none of the sales figures provide the information required to determine ridership directly, the MBTA Revenue Department applies factors to the number of sales of each type to estimate the total number of rides that they represent.

Pass-use rates: About two out of every three commuter rail riders use prepaid monthly passes that allow unlimited riding within the zones for which they are valid. The frequency with which a pass holder rides commuter rail using an unlimited-ride pass is the pass-use rate. The actual number of trips made by pass users must be estimated by applying assumptions regarding the pass-use rate. These assumptions are generally developed through customer surveys that ask questions about pass usage.

APPENDIX E: LINE-BY-LINE SCHEDULES

Newburyport/Rockport Line Temporary Schedule Effective November 21, 2011

Monday through Friday

Inbound to North Station

Zone	Train No.	102	152	154	106	156	108	158	198	110	62	162	64	114	164	116	168	120	172	124	176	126	178	68	130	182	72	94	136	186	98	142	
		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.	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.	P.M.	P.M.
8	Rockport	5 05	---	---	6 10	---	6 44	---	---	7 25	---	---	9 10	---	10 05	---	12 00	---	2 00	---	3 58	---	5 25	---	6 55	---	7 45	---	---	---	---	10 45	
7	Gloucester	5 13	---	---	6 18	---	6 52	---	---	7 33	---	---	9 18	---	10 13	---	12 08	---	2 08	---	4 06	---	5 33	---	7 03	---	7 53	---	---	---	---	f 1053	
7	West Gloucester	f 5 18	---	---	6 23	---	6 57	---	---	7 38	---	---	f 9 23	---	10 18	---	f 12 13	---	f 2 13	---	f 4 11	---	f 5 38	---	---	---	f 7 58	---	---	---	---	f 1058	
6	Manchester	5 24	---	---	6 30	---	7 04	---	---	7 44	---	---	9 29	---	10 24	---	12 19	---	2 19	---	4 17	---	5 44	---	7 14	---	8 05	---	---	---	---	f 1105	
5	Beverly Farms	5 29	---	---	6 35	---	7 08	---	---	7 49	---	---	9 34	---	10 29	---	12 24	---	2 24	---	f 4 22	---	f 5 49	---	---	---	f 8 10	---	---	---	---	f 1110	
5	Prides Crossing	---	---	---	f 6 37	---	7 11	---	---	7 51	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
4	Montserrat	5 35	---	---	6 42	---	7 16	---	---	7 56	---	---	9 40	---	f 10 35	---	f 12 30	---	f 2 30	---	f 4 28	---	---	---	f 5 55	---	---	---	f 8 16	---	---	---	f 1116
8	Newburyport	---	5 22	5 50	---	6 30	---	7 00	---	---	---	7 55	---	---	9 36	---	11 06	---	1 06	---	2 45	---	4 35	---	5 45	---	---	---	---	9 00	10 45	---	
7	Rowley	---	5 29	5 57	---	6 37	---	7 07	---	---	---	8 02	---	---	9 43	---	11 13	---	1 13	---	2 52	---	4 42	---	f 5 52	---	---	---	f 9 07	f 1051	---	---	
6	Ipswich	---	5 34	6 02	---	6 42	---	7 12	---	---	---	8 07	---	---	9 48	---	11 18	---	1 18	---	2 57	---	4 47	---	5 57	---	---	---	9 12	f 1055	---	---	
5	Hamilton/Wenham	---	5 41	6 09	---	6 49	---	7 19	7 37	---	---	8 14	---	---	9 55	---	11 25	---	1 25	---	3 04	---	4 54	---	6 12	---	---	---	f 9 19	f 1101	---	---	
5	North Beverly	---	5 45	6 13	---	6 53	---	7 23	7 42	---	---	8 18	---	---	f 9 59	---	f 11 29	---	f 1 29	---	f 3 08	---	4 58	---	f 6 16	---	---	---	f 9 23	f 1106	---	---	
4	Beverly	5 39	5 50	6 18	6 46	6 58	7 20	7 30	7 46	8 01	8 15	8 23	9 20	9 44	10 04	10 40	11 35	12 34	1 34	2 34	3 13	4 32	5 03	5 40	5 59	6 21	7 00	f 7 27	8 20	9 28	11 11	11 20	
3	Salem	5 43	5 54	6 22	6 50	7 03	7 25	7 34	7 50	8 06	8 19	8 27	9 24	9 48	10 08	10 45	11 40	12 38	1 38	2 38	3 17	4 36	5 07	5 26	f 6 04	6 30	7 04	7 31	f 8 24	9 32	---	11 24	
3	Swampscott	5 50	6 01	6 29	6 57	7 10	---	7 41	7 57	---	8 26	8 34	9 31	9 55	10 15	10 52	11 47	12 45	1 45	2 45	f 3 24	4 43	5 14	---	f 6 11	---	f 7 11	---	f 8 31	f 9 39	---	f 1131	
2	Lynn	5 53	6 04	6 32	7 00	7 13	---	7 45	8 00	---	8 29	8 37	9 34	9 58	10 18	10 55	11 50	12 49	1 48	2 48	3 27	f 4 46	5 17	---	f 6 14	---	f 7 14	---	f 8 34	f 9 42	---	f 1134	
2	River Works	5 56	6 07	6 35	7 03	7 16	---	7 48	8 03	---	8 40	---	---	---	---	---	---	---	---	f 2 52	f 3 30	f 4 49	5 21	---	f 6 17	f 6 42	---	---	---	---	f 9 44	---	f 1137
1A	Chelsea	6 03	f 6 13	6 43	7 11	7 24	---	7 54	8 11	---	8 38	8 48	f 9 42	f 10 06	f 10 26	f 11 03	f 11 58	f 12 57	f 1 56	f 2 58	f 3 37	f 4 56	5 27	---	f 6 23	f 6 49	f 7 22	---	f 8 42	f 9 51	---	f 1144	
0	NORTH STATION	6 16	6 27	6 55	7 24	7 38	7 52	8 10	8 25	8 33	8 51	9 01	9 54	10 18	10 38	11 15	12 11	1 08	2 07	3 10	3 49	5 10	5 41	6 15	6 40	7 02	7 34	---	8 54	10 02	---	11 56	

Outbound from North Station

Zone	Train No.	151	191	61	103	153	63	109	161	113	165	117	169	125	175	127	177	67	129	181	131	183	69	133	185	95	187	137	189	143	97	145	
		A.M.	A.M.	A.M.	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.	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.	P.M.
0	NORTH STATION	6 30	6 42	7 10	7 37	8 08	8 25	8 40	9 40	10 20	11 20	12 20	1 20	2 20	3 20	4 00	4 20	4 45	5 00	5 15	5 30	5 40	5 55	6 15	6 45	---	7 40	8 30	9 35	10 40	---	12 10	
1A	Chelsea	---	f 6 52	7 20	7 47	f 8 19	---	f 8 51	f 9 51	f 10 31	11 31	12 31	1 31	f 2 31	f 3 31	4 12	4 31	4 56	---	5 26	---	5 51	6 06	6 26	6 56	---	---	f 8 41	9 46	f 10 51	---	f 12 21	
2	River Works	---	f 6 59	7 27	7 55	f 8 26	---	---	---	---	---	---	f 2 38	f 3 38	4 20	4 39	---	---	---	---	f 5 59	---	6 34	7 03	---	---	---	---	---	---	---	---	---
2	Lynn	---	---	7 30	7 58	f 8 29	---	8 59	9 59	10 39	11 39	12 39	1 39	2 41	3 41	4 23	4 42	5 05	---	5 36	---	6 02	6 16	6 37	7 06	---	7 58	8 49	9 54	11 01	---	12 29	
3	Swampscott	---	---	7 33	f 8 01	f 8 32	---	9 02	10 02	10 42	11 42	12 42	1 42	2 44	3 44	4 26	4 45	5 08	---	5 39	---	6 05	6 19	6 40	7 09	---	8 01	8 52	9 57	11 04	---	12 32	
3	Salem	L 6 54	f 7 08	7 41	8 09	8 39	8 56	9 09	10 09	10 49	11 49	12 49	1 49	2 51	3 51	4 33	4 52	5 15	5 25	5 46	5 56	6 13	6 26	6 47	7 16	7 41	8 08	8 59	10 04	11 11	---	12 38	
4	Beverly	---	f 7 12	7 47	8 13	8 43	9 00	9 13	10 13	10 53	11 53	12 53	1 53	2 55	3 55	4 37	4 56	5 19	5 29	5 50	6 01	6 17	6 30	6 52	7 20	7 45	8 12	9 03	10 08	11 15	11 30	12 42	
5	North Beverly	---	7 17	---	---	f 8 48	---	---	f 10 18	---	f 11 58	---	f 1 58	---	f 4 00	---	5 02	---	---	f 5 55	---	6 22	---	---	f 7 25	---	8 17	---	f 10 13	---	---	f 11 35	---
5	Hamilton/Wenham	---	7 29	---	---	f 8 52	---	---	f 10 22	---	f 12 02	---	f 2 02	---	4 04	---	5 06	---	---	5 59	---	6 26	---	---	7 29	---	8 21	---	10 16	---	---	f 11 39	---
6	Ipswich	---	7 17	---	---	9 00	---	---	10 29	---	12 09	---	2 09	---	4 11	---	5 14	---	---	6 07	---	6 34	---	---	7 37	---	8 29	---	10 24	---	---	11 46	---
7	Rowley	L 7 22	---	---	---	L 9 05	---	---	L 10 34	---	L 12 14	---	L 2 14	---	L 4 16	---	L 5 19	---	---	L 6 12	---	L 6 39	---	---	L 7 42	---	L 8 34	---	L 10 29	---	---	f 11 51	---
8	Newburyport	7 29	---	---	---	9 14	---	---	10 41	---	12 21	---	2 22	---	4 23	---	5 26	---	---	6 20	---	6 46	---	---	7 49	---	8 41	---	10 35	---	---	11 58	---
4	Montserrat	---	---	---	8 17	---	---	f 9 16	---	10 56	---	f 12 56	---	f 2 58	---	4 41	---	---	5 33	---	6 06	---	---	6 55	---	f 7 48	---	f 9 06	---	---	11 18	---	f 12 46
5	Prides Crossing	---	---	---	---	---	---	---	---	---	---	---	---	f 3 02	---	---	---	---	5 38	---	6 11	---	---	7 00	---	f 7 53	---	---	---	---	---	---	---
5	Beverly Farms	---	---	---	8 23	---	---	f 9 22	---	f 11 01	---	f 1 01	---	f 3 04	---	4 47	---	---	5 40	---	6 13	---	---	7 02	---	---	---	9 12	---	f 11 24	---	---	f 12 51
6	Manchester	---	---	---	8 29	---	---	f 9 28	---	11 07	---	1 07	---	3 09	---	4 52	---	---	5 45	---	6 18	---	---	7 07	---	f 8 00	---	9 17	---	11 29	---	---	12 56
7	West Gloucester	---	---	---	f 8 36	---	---	f 9 35	---	f 11 14	---	f 1 14	---	f 3 16	---	4 59	---	---	5 52	---	6 25	---	---	7 14	---	f 8 07	---	f 9 24	---	---	f 11 36	---	f 1 02
7	Gloucester	---	---	---	L 8 41	---	---	L 9 40	---	L 11 19	---	L 1 19	---	L 3 21	---	L 5 04	---	---	L 5 57	---	L 6 30	---	---	L 7 19	---	L 8 12	---	L 9 29	---	---	L 11 41	---	L 1 07
8	Rockport	---	---	---	8 51	---	---	9 48	---	11 27	---	1 27	---	3 29	---	5 12	---	---	6 06	---	6 40	---	---	7 27	---	8 20	---	9 37	---	11 49	---	---	1 16

Saturday and Sunday

Inbound to North Station

Zone	Train No. Saturday	1104	1156	1108	1160	1112	1164	1116	1168	1120	1170	1124	1172	1128
	Train No. Sunday	2104	2156	2108	2160	2112	2164	2116	2168	2120	2170	2124	2172	2128
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
8	Rockport	7 00	---	10 00	---	12 00	---	2 00	---	5 10	---	7 30	---	10 00
7	Gloucester	7 08	---	10 08	---	12 08	---	2 08	---	5 18	---	7 38	---	10 08
7	West Gloucester	f 7 13	---	f 10 13	---	f 12 13	---	f 2 13	---	f 5 23	---	f 7 43	---	f 10 13
6	Manchester	7 20	---	10 20	---	12 20	---	2 21	---	5 31	---	7 51	---	10 20
5	Beverly Farms	f 7 25	---	f 10 25	---	f 12 25	---	f 2 26	---	f 5 36	---	f 7 56	---	f 10 25
4	Montserrat	f 7 30	---	f 10 30	---	f 12 30	---	f 2 31	---	f 5 41	---	f 8 01	---	f 10 30
8	Newburyport	---	8 48	---	10 48	---	12 48	---	2 48	---	5 48	---	9 00	---

Haverhill Line Effective January 11, 2010



Monday through Friday

Inbound to North Station

	202 A.M.	204 A.M.	206 A.M.	208 A.M.	258 A.M.	260 A.M.	212 A.M.	262 A.M.	214 A.M.	266 A.M.	218 A.M.	220 P.M.	222 P.M.	274 P.M.	226 P.M.	280 P.M.	232 P.M.	282 P.M.	284 P.M.	236 P.M.	288 P.M.	238 P.M.	292 P.M.	244 P.M.		
Haverhill	5 05	5 38	6 10	6 46	---	---	7 30	---	9 05	---	10 00	12 00	---	---	2 40	---	4 30	---	---	6 25	---	8 25	---	10 15		
Bradford	5 08	5 41	6 13	6 49	---	---	7 33	---	9 08	---	f 10 03	f 12 03	---	---	f 2 43	---	f 4 33	---	---	f 6 28	---	f 8 28	---	f 10 18		
Lawrence	5 19	5 52	6 24	7 00	---	---	7 44	---	9 19	---	10 14	12 14	---	---	2 54	---	4 44	---	---	6 39	---	f 8 39	---	f 10 29		
Andover	5 24	5 57	6 29	7 06	---	---	7 51	---	9 24	---	10 19	12 19	1 20	---	2 59	---	f 4 49	---	---	f 6 44	---	f 8 44	---	f 10 34		
Ballardvale	f 5 30	6 03	6 35	7 12	---	---	7 57	---	f 9 29	---	f 10 25	f 12 25	1 26	---	f 3 05	---	f 4 55	---	---	f 6 50	---	8 50	---	f 10 40		
North Wilmington	f 5 37	6 11	6 43	---	---	---	---	---	f 9 37	---	f 10 32	f 12 32	---	---	3 12	---	---	---	---	---	---	8 57	---	f 10 47		
Wilmington	---	---	---	7 22	---	---	8 07	---	---	---	---	---	1 37	---	---	---	---	---	---	7 00	---	---	---	---		
Anderson/Woburn	---	---	---	---	---	---	8 12	---	---	---	---	---	1 43	---	---	---	f 5 11	---	---	7 04	---	---	---	---		
Reading	5 44	6 19	6 51	---	7 30	8 00	---	8 30	9 44	10 05	10 39	12 39	---	3 00	3 19	4 32	---	5 35	6 38	---	8 00	9 04	10 14	10 54		
Wakefield	5 50	6 25	6 57	Via	7 36	8 06	Via	8 36	9 50	10 11	10 45	12 45	---	Via	3 05	3 25	4 38	---	Via	5 40	6 44	Via	8 05	9 09	10 19	10 59
Greenwood	f 5 53	6 28	7 00	Lowell	7 39	8 09	Lowell	8 39	9 53	f 10 14	f 10 48	f 12 48	Lowell	f 3 08	f 3 28	---	Lowell	5 43	f 6 47	Lowell	f 8 08	f 9 12	f 10 22	f 11 02		
Melrose Highlands	5 55	6 30	7 03	Line	7 42	8 12	Line	8 42	9 55	10 16	10 50	12 50	Line	3 10	3 30	f 4 41	Line	5 45	f 6 49	Line	f 8 10	f 9 14	f 10 24	f 11 04		
Melrose/Cedar Park	5 57	6 32	7 05	---	7 44	8 14	---	8 44	9 57	f 10 18	f 10 52	f 12 52	---	f 3 12	f 3 32	---	---	---	5 47	f 6 51	---	f 8 12	f 9 16	f 10 26	f 11 06	
Wyoming Hill	5 59	6 34	7 07	---	7 46	8 16	---	8 46	9 59	f 10 20	f 10 54	f 12 54	---	f 3 14	f 3 34	---	---	---	5 49	f 6 53	---	f 8 14	f 9 18	f 10 28	f 11 08	
Malden Center	L 6 02	L 6 38	L 7 11	---	L 7 50	L 8 20	---	L 8 50	L 10 03	L 10 24	L 10 58	L 12 58	---	L 3 18	L 3 38	L 4 47	---	L 5 53	L 6 57	---	L 8 17	L 9 22	L 10 31	L 11 12		
NORTH STATION	6 14	6 50	7 25	7 48	8 00	8 30	8 39	9 00	10 14	10 35	11 09	1 09	2 07	3 29	3 49	4 58	5 32	6 04	7 08	7 25	8 28	9 33	10 42	11 23		

Monday through Friday

Outbound from North Station

	253 A.M.	255 A.M.	205 A.M.	257 A.M.	209 A.M.	261 A.M.	213 A.M.	215 P.M.	217 P.M.	269 P.M.	223 P.M.	275 P.M.	227 P.M.	279 P.M.	231 P.M.	233 P.M.	281 P.M.	235 P.M.	237 P.M.	287 P.M.	239 P.M.	291 P.M.	243 P.M.	245 A.M.	
NORTH STATION	6 45	7 15	7 35	7 50	8 04	9 25	10 30	12 20	1 10	2 20	3 00	3 50	4 30	4 49	5 15	5 35	5 55	6 20	6 55	7 20	8 40	9 35	10 35	12 10	
Malden Center	6 55	f 7 25	7 45	---	f 8 14	f 9 35	10 40	12 30	1 20	2 30	3 10	4 01	4 41	4 59	5 25	5 45	6 05	6 30	---	7 30	8 50	9 45	10 45	12 20	
Wyoming Hill	f 6 59	f 7 28	f 7 49	---	---	f 9 38	f 10 43	f 12 33	f 1 23	f 2 33	f 3 13	4 04	---	5 02	---	5 48	6 08	6 33	---	f 7 33	f 8 53	f 9 48	f 10 48	f 12 23	
Melrose/Cedar Park	f 7 01	f 7 30	f 7 51	---	f 8 19	f 9 40	f 10 45	f 12 35	f 1 25	f 2 35	f 3 15	4 06	4 45	5 04	---	5 50	6 10	6 35	---	7 35	8 55	f 9 50	f 10 50	f 12 25	
Melrose Highlands	f 7 03	f 7 32	f 7 53	---	f 8 21	f 9 42	f 10 47	f 12 37	1 27	2 37	3 17	4 08	4 47	5 07	---	5 53	6 12	6 37	Via	7 38	8 57	9 52	10 52	12 27	
Greenwood	---	---	---	---	f 8 23	f 9 44	f 10 49	f 12 39	f 1 29	f 2 39	f 3 19	4 10	---	5 09	---	5 55	6 15	6 40	Lowell	f 7 40	f 8 59	f 9 54	f 10 54	f 12 29	
Wakefield	f 7 07	f 7 36	7 58	---	8 28	9 47	10 52	12 42	1 32	2 42	3 22	4 14	4 53	5 14	5 35	6 00	6 19	6 43	Line	7 44	9 04	9 58	10 59	12 33	
Reading	7 14	7 43	8 05	8 17	8 36	9 53	10 58	12 48	1 38	2 48	3 28	4 20	4 59	5 20	5 42	6 06	6 25	6 49	---	7 50	9 10	10 04	11 05	12 39	
Anderson/Woburn	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	7 19	---	---	---	---	
Wilmington	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	7 23	---	---	---	---	
North Wilmington	---	---	8 12	---	f 8 43	---	f 11 05	f 12 55	f 1 45	---	f 3 35	---	5 06	---	5 49	6 13	---	6 56	---	---	9 16	---	f 11 11	f 12 45	
Ballardvale	---	---	f 8 20	---	f 8 51	---	f 11 13	f 1 03	f 1 53	---	f 3 43	---	5 15	---	5 58	6 21	---	7 04	---	7 34	---	9 24	---	f 11 17	f 12 51
Andover	---	---	f 8 27	---	f 8 58	---	f 11 20	1 10	f 2 00	---	3 50	---	5 23	---	6 06	6 28	---	7 11	---	7 41	---	9 30	---	f 11 23	f 12 57
Lawrence	---	---	f 8 33	---	f 9 04	---	f 11 26	---	2 06	---	3 56	---	5 29	---	6 12	6 34	---	7 17	---	7 47	---	9 36	---	f 11 29	f 1 03
Bradford	---	---	L 8 42	---	L 9 13	---	L 11 35	---	L 2 15	---	L 4 05	---	L 5 38	---	L 6 22	L 6 44	---	L 7 27	L 7 56	---	L 9 45	---	L 11 38	f 1 12	
Haverhill	---	---	8 45	---	9 16	---	11 38	---	2 18	---	4 08	---	5 41	---	6 25	6 47	---	7 30	---	7 59	---	9 48	---	11 41	1 15

Saturday and Sunday

Inbound to North Station

	1204 A.M.	1208 A.M.	1212 P.M.	1216 P.M.	1220 P.M.	1224 P.M.
Haverhill	7 15	10 20	1 15	4 15	7 20	10 12
Bradford	7 18	10 23	1 18	4 18	7 23	10 15
Lawrence	7 27	10 32	1 27	4 27	7 32	10 24
Andover	7 32	10 37	1 32	4 32	7 37	10 29
Ballardvale	f 7 37	f 10 42	f 1 37	f 4 37	f 7 42	f 10 34
North Wilmington	f 7 43	f 10 48	f 1 43	f 4 43	f 7 48	f 10 40
Reading	7 52	10 57	1 52	4 52	7 57	10 49
Wakefield	7 58	11 03	1 58	4 58	8 03	10 55
Greenwood	f 8 01	f 11 06	f 2 01	f 5 01	f 8 06	f 10 58
Melrose Highlands	8 03	11 08	2 03	5 03	8 08	11 00
Melrose/Cedar Park	f 8 05	f 11 10	f 2 05	f 5 05	f 8 10	f 11 02
Wyoming Hill	f 8 07	f 11 12	f 2 07	f 5 07	f 8 12	f 11 04
Malden Center	8 10	11 15	2 10	5 10	8 15	11 07
NORTH STATION	8 21	11 26	2 21	5 21	8 26	11 18

Saturday and Sunday

Outbound from North Station

	1205 A.M.	1209 A.M.	1213 P.M.	1217 P.M.	1221 P.M.	1225 P.M.
NORTH STATION	8 45	11 30	2 45	5 50	8 40	11 30
Malden Center	8 55	11 40	2 55	6 00	8 50	11 40
Wyoming Hill	f 8 58	f 11 43	f 2 58	f 6 03	f 8 53	f 11 43
Melrose/Cedar Park	f 9 00	f 11 45	f 3 00	f 6 05	f 8 55	f 11 45
Melrose Highlands	9 02	11 47	3 02	6 07	8 57	11 47
Greenwood	f 9 04	f 11 49	f 3 04	f 6 09	f 8 59	f 11 49
Wakefield	9 08	11 53	3 08	6 13	9 03	11 53
Reading	9 14	11 59	3 14	6 19	9 09	11 59
North Wilmington	f 9 22	f 12 07	f 3 22	f 6 27	f 9 17	f 12 07
Ballardvale	f 9 28	f 12 13	f 3 28	f 6 33	f 9 23	f 12 13
Andover	9 33	12 18	3 33	6 38	9 28	12 18
Lawrence	9 38	12 23	3 38	6 43	9 33	12 23
Bradford	9 47	12 32	3 47	6 52	9 42	12 32
Haverhill	9 50	12 35	3 50	6 55	9 45	12 35

Notes: This schedule is effective from January 11, 2010 and replaces the schedule of February 16, 2009.

Times shown in this schedule are train departure times; customers are asked to arrive at the station platform in time for a prompt departure.

Holiday service - Trains will operate on a Saturday or Sunday schedule on the holidays indicated below:

Saturday service: President's Day and 4th July (train number 1225 may be held for 30 minutes after the conclusion of the 4th of July fireworks)

Sunday service: New Year's Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day

All other holidays: Regular service is provided on all other holidays. Consult 'Transit Updates' at www.mbta.com or call Customer Service at 617-222-3200 for any extra service that may be provided.

Times in red indicate an f stop - Passengers must notify the conductor that they wish to get off at these designated stations. Passengers who wish to board at these designated stations must be on the platform in full view of the engineer.

Times in blue indicate an L stop - This is a regular stop to discharge or pick up passengers, however the train may leave ahead of schedule.

VIA LOW - operates via the Lowell line between Wilmington and North Station. See the Lowell line schedule for all stops.

Bicycles are allowed on trains with the bicycle shown above the train number.

Shaded area indicates peak hour trains.

Fitchburg Line Effective November 22, 2010



Monday through Friday

Inbound to North Station

Train No.	404 A.M.	406 A.M.	408 A.M.	410 A.M.	412 A.M.	454 A.M.	456 A.M.	418 A.M.	420 A.M.	422 P.M.	424 P.M.	466 P.M.	468 P.M.	426 P.M.	434 P.M.	436 P.M.	438 P.M.
Fitchburg	5 15	6 00	6 30	6 55	7 20	---	---	10 27	11 24	1 05	3 05	---	---	6 40	7 30	8 25	10 25
North Leominster	5 22	6 07	6 37	7 02	7 27	---	---	10 34	11 31	1 14	3 14	---	---	6 47	7 37	8 32	10 33
Shirley	5 29	6 15	6 44	7 09	7 35	---	---	f 10 41	f 11 38	1 21	3 21	---	---	6 54	f 7 44	8 40	f 10 41
Ayer	5 34	6 21	6 51	7 15	7 41	---	---	f 10 46	11 43	1 26	3 26	---	---	6 59	7 49	8 44	10 45
Littleton/Rte 495	5 43	6 30	7 00	7 24	7 50	---	---	10 54	11 51	f 1 34	f 3 34	---	---	7 08	f 7 57	f 8 52	f 10 53
South Acton	5 51	6 38	7 08	7 32	7 58	8 41	9 25	11 02	11 59	1 42	3 42	4 17	5 09	7 14	8 05	8 59	11 00
West Concord	5 56	6 43	---	7 37	8 03	8 46	9 30	11 07	12 04	1 47	3 47	4 22	5 14	7 22	8 10	9 04	11 06
Concord	6 02	6 49	---	7 44	8 09	8 52	9 36	11 13	12 10	1 53	3 53	4 28	5 20	7 28	8 16	9 10	11 12
Lincoln	6 08	6 55	---	7 50	8 15	8 58	9 42	f 11 19	f 12 16	1 59	3 59	4 34	5 26	f 7 34	8 22	9 16	11 16
Hastings	6 12	7 00	---	---	8 20	---	---	f 9 46	f 11 23	---	---	---	---	---	---	---	---
Kendal Green	6 14	7 02	---	---	8 22	9 02	f 9 48	f 11 25	---	2 05	4 05	4 40	5 32	7 40	f 8 28	f 9 22	f 11 21
Brandeis/Roberts	6 17	7 06	---	---	8 26	9 05	9 51	f 11 28	12 24	2 08	4 08	4 43	5 35	7 43	8 31	f 9 25	11 25
Waltham	6 22	7 10	---	8 00	8 30	9 09	9 55	11 32	12 29	2 12	4 12	4 47	5 39	7 47	8 35	9 29	11 28
Waverley	6 27	7 15	---	---	8 35	9 14	f 10 00	f 11 37	---	---	---	4 51	5 43	---	---	f 9 34	---
Belmont	6 30	7 17	---	---	8 37	9 16	f 10 02	f 11 39	f 12 34	f 2 17	f 4 16	f 4 54	f 5 46	7 53	---	f 9 36	---
Porter Square	6 36	7 23	7 40	8 11	8 43	9 21	10 07	11 44	12 39	2 22	4 22	4 59	5 51	7 58	8 44	9 41	11 37
NORTH STATION	6 47	7 34	7 50	8 22	8 54	9 32	10 18	11 55	12 50	2 33	4 33	5 10	6 02	8 09	8 55	9 52	11 48

Silver Hill These trains stop at Silver Hill (Zone 3): 406 - 6 58 a.m. 412 - 8 18 a.m.

Outbound from North Station

Train No.	453 A.M.	455 A.M.	417 A.M.	419 A.M.	421 A.M.	423 P.M.	465 P.M.	467 P.M.	425 P.M.	427 P.M.	429 P.M.	431 P.M.	433 P.M.	435 P.M.	437 P.M.	439 P.M.	401 A.M.	
NORTH STATION	7 27	8 12	8 55	9 35	11 20	1 15	3 00	4 00	4 40	5 20	6 00	6 25	7 35	8 45	10 40	12 10		
Porter Square	7 37	8 22	9 05	9 45	11 30	1 25	3 10	4 10	4 50	5 30	6 10	6 35	7 45	8 55	10 50	12 20		
Belmont	f 7 42	f 8 27	---	f 9 50	---	f 1 30	f 3 15	f 4 15	---	5 05	---	5 55	6 40	f 7 50	f 8 59	f 10 55	f 12 25	
Waverley	f 7 44	f 8 29	---	f 9 52	---	---	f 3 17	f 4 17	---	5 07	---	5 57	6 42	f 7 52	f 9 02	f 10 57	f 12 27	
Waltham	7 50	8 35	9 15	10 00	11 40	1 37	3 23	4 23	---	5 13	5 41	6 03	6 48	7 58	9 07	11 03	12 33	
Brandeis/Roberts	f 7 54	8 39	9 19	10 05	11 44	1 41	3 27	f 4 27	---	5 17	---	6 08	6 53	8 03	9 11	11 07	12 37	
Kendal Green	7 57	f 8 42	---	f 10 08	f 11 47	f 1 44	f 3 30	f 4 30	---	5 20	---	6 10	6 55	f 8 06	f 9 14	f 11 10	f 12 40	
Hastings	---	---	---	f 10 10	f 11 49	---	---	f 4 32	---	f 5 22	---	f 6 12	---	f 8 08	---	---	---	
Lincoln	f 8 04	f 8 49	---	f 10 14	f 11 53	f 1 50	f 3 37	4 38	---	5 28	5 53	6 20	7 05	f 8 13	f 9 20	f 11 16	f 12 46	
Concord	f 8 10	8 55	9 27	10 20	11 59	1 56	3 43	4 44	---	5 34	5 59	6 26	7 11	8 19	9 24	11 22	12 52	
West Concord	L 8 16	L 9 01	---	f 10 26	12 05	2 02	L 3 49	L 4 50	---	5 40	6 05	6 32	7 17	8 25	9 30	f 11 28	f 12 58	
South Acton	8 24	9 09	9 34	10 32	12 11	2 08	3 57	4 58	5 22	5 47	6 12	6 39	7 24	8 32	9 36	11 34	1 04	
Littleton/Rte 495	---	---	f 9 42	f 10 40	f 12 18	2 15	---	---	5 29	5 54	6 19	6 46	7 31	8 39	9 43	f 11 42	f 1 12	
Ayer	---	---	9 50	10 48	12 26	2 23	---	---	5 37	6 02	6 27	6 54	7 39	8 48	9 52	11 50	1 20	
Shirley	---	---	9 55	f 10 53	12 31	2 28	---	---	---	5 42	6 07	6 32	6 59	7 44	8 53	9 57	f 11 55	f 1 25
North Leominster	---	---	10 02	11 00	12 38	2 35	---	---	---	5 49	6 14	6 39	7 06	7 51	9 00	10 04	12 02	1 32
Fitchburg	---	---	10 15	11 12	12 51	2 49	---	---	---	5 59	6 26	6 49	7 16	8 01	9 10	10 14	12 12	1 42

Silver Hill These trains stop at Silver Hill (Zone 3): 431 - 6 14 p.m. 433 - 6 58 p.m. 435 - 8 10 p.m.

Saturday and Sunday

Inbound to North Station

Train No Saturday.	1402 A.M.	1406 A.M.	1408 A.M.	1460 P.M.	1410 P.M.	1466 P.M.	1412 P.M.	1414 P.M.
Fitchburg	6 50	9 25	11 00	---	2 45	---	5 35	9 45
North Leominster	6 57	9 32	11 07	---	2 52	---	5 42	9 52
Shirley	f 7 04	f 9 39	f 11 14	---	f 2 59	---	f 5 49	f 9 59
Ayer	7 09	9 44	11 19	---	3 04	---	5 54	10 04
Littleton/Rte 495	7 17	9 52	11 27	---	3 12	---	6 02	10 12
South Acton	7 25	10 00	11 35	2 25	3 20	5 47	6 10	10 20
West Concord	f 7 30	f 10 05	f 11 40	f 2 30	f 3 25	f 5 52	f 6 15	f 10 25
Concord	7 36	10 11	11 46	2 36	3 31	5 58	6 21	10 31
Lincoln	7 42	10 17	11 52	2 42	3 37	6 04	6 27	10 37
Kendal Green	f 7 48	f 10 23	f 11 58	f 2 48	f 3 43	f 6 10	f 6 33	f 10 43
Brandeis/Roberts	f 7 51	f 10 26	f 12 01	f 2 51	f 3 46	f 6 13	f 6 36	f 10 46
Waltham	7 55	10 30	12 05	2 55	3 50	6 17	6 40	10 50
Waverley	f 8 00	f 10 35	f 12 10	f 3 00	f 3 55	f 6 22	f 6 45	f 10 55
Belmont	f 8 02	f 10 37	f 12 12	f 3 02	f 3 57	f 6 24	f 6 47	f 10 57
Porter Square	8 07	10 42	12 17	3 07	4 02	6 29	6 52	11 02
NORTH STATION	8 18	10 53	12 28	3 18	4 13	6 40	7 02	11 12

Outbound from North Station

Train No Saturday.	1405 A.M.	1407 A.M.	1459 P.M.	1409 P.M.	1463 P.M.	1411 P.M.	1413 P.M.	1415 P.M.
NORTH STATION	8 35	11 20	1 20	3 30	4 30	5 30	8 00	11 30
Porter Square	8 45	11 30	1 30	3 40	4 40	5 40	8 10	11 40
Belmont	f 8 50	f 11 35	f 1 35	f 3 45	f 4 45	f 5 45	f 8 15	f 11 45
Waverley	f 8 52	f 11 37	f 1 37	f 3 47	f 4 47	f 5 47	f 8 17	f 11 47
Waltham	8 58	11 43	1 43	3 53	4 53	5 53	8 23	11 53
Brandeis/Roberts	f 9 03	f 11 48	f 1 48	f 3 58	f 4 58	f 5 58	f 8 28	f 11 58
Kendal Green	f 9 06	f 11 51	f 1 51	f 4 01	f 5 01	f 6 01	f 8 31	f 12 01
Lincoln	9 12	11 57	1 57	4 07	5 07	6 07	8 37	12 07
Concord	9 18	12 03	2 03	4 13	5 13	6 13	8 43	12 13
West Concord	f 9 24	f 12 09	L 2 09	f 4 19	L 5 19	f 6 19	f 8 49	f 12 19
South Acton	9 30	12 15	2 15	4 25	5 25	6 25	8 55	12 25
Littleton/Rte 495	9 38	12 23	---	4 33	---	6 33	9 03	f 12 33
Ayer	9 46	12 31	---	4 41	---	6 41	9 11	12 41
Shirley	f 9 51	f 12 36	---	f 4 46	---	f 6 46	f 9 16	f 12 46
North Leominster	9 58	12 43	---	4 53	---	6 53	9 23	12 53
Fitchburg	10 08	12 53	---	5 04	---	7 04	9 33	1 03

Ski-Train

Notes: This schedule is effective from November 22, 2010 and replaces the schedule of January 11, 2010.

Times shown in this schedule are train departure times; customers are asked to arrive at the station platform in time for a prompt departure.

Holiday service - Trains will operate on a Saturday or Sunday schedule on the holidays indicated:

Saturday service: President's Day and 4th of July (train no. 1415 may be held for 45 minutes after the conclusion of the 4th of July fireworks).

Sunday service: New Year's Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day.

Bicycles are allowed on trains with the bicycle shown above the train number.

Times in red indicate an f stop - Passengers must notify the conductor that they wish to get off at these designated stations.

Times in blue indicate an L stop - This is a regular stop to discharge or pick up passengers, however the train may leave ahead of schedule.

Passengers who wish to board at these designated stations must be on the platform in full view of the engineer.

Shaded area indicates peak hour trains.

Monday through Friday

Inbound to South Station

Train No.	P500 A.M.	P502 A.M.	P504 A.M.	P506 A.M.	P508 A.M.	P510 A.M.	P512 A.M.	P514 A.M.	P516 A.M.	P518 A.M.	P520 P.M.	P522 P.M.	P524 P.M.	P526 P.M.	P528 P.M.	P530 P.M.	P532 P.M.	P534 P.M.	P536 P.M.	P538 A.M.	P540 A.M.
Worcester/Union Station	4 45	5 40	6 05	6 30	6 55	7 35	7 35	8 30	10 30	---	---	2 05	4 30	---	5 35	---	---	7 46	---	12 10	
Grafton	5 00	5 54	6 19	6 44	7 09	7 49	7 49	8 43	10 43	---	---	2 18	4 43	---	5 48	---	---	7 59	---	f12 22	
Westborough	5 06	5 59	6 24	6 49	7 14	7 54	7 54	8 47	10 47	---	---	2 22	4 47	---	5 52	---	---	8 03	---	f12 26	
Southborough	5 16	6 08	6 33	6 58	7 23	8 03	8 03	8 56	10 56	---	---	2 31	4 56	---	6 01	---	---	8 12	---	f12 34	
Ashland	5 23	6 13	6 38	7 03	7 28	8 08	8 08	9 00	11 00	---	---	2 35	5 00	---	6 05	---	---	8 16	---	f12 38	
Framingham	5 35	6 25	6 50	7 15	7 40	8 00	8 19	8 40	9 11	11 11	12 20	2 09	2 46	5 11	5 40	6 16	6 43	7 45	8 27	12 31	f12 48
West Natick	5 40	6 31	6 55	7 20	7 46	8 05	8 24	8 45	9 16	11 16	12 25	2 14	2 51	5 16	5 45	6 21	6 48	7 50	---	f12 36	---
Natick	5 45	---	7 00	7 25	7 51	8 10	8 29	8 50	9 21	11 21	12 30	2 19	2 56	5 21	5 50	6 26	6 53	7 55	---	f12 40	---
Wellesley Square	5 51	---	7 06	7 31	---	8 16	8 35	8 56	9 27	11 27	12 35	2 24	3 02	5 27	5 56	6 32	6 59	8 01	---	f12 45	---
Wellesley Hills	5 55	---	7 10	7 35	---	8 20	8 39	9 00	9 31	11 31	12 39	2 28	3 06	5 31	6 00	6 36	7 03	8 05	---	f12 48	---
Wellesley Farms	5 58	---	7 13	7 38	---	8 23	8 42	9 03	9 34	11 34	12 42	2 31	3 09	5 34	6 03	6 39	7 06	8 08	---	f12 51	---
Auburndale	6 03	---	7 18	7 43	---	8 28	---	9 08	---	11 39	12 47	2 36	---	---	---	---	---	---	---	f12 55	---
West Newton	6 06	---	7 21	7 46	---	8 31	---	9 11	---	11 42	12 50	2 39	---	---	---	---	---	---	---	f12 58	---
Newtonville	6 10	---	7 25	7 50	---	8 35	---	9 15	---	11 45	12 53	2 42	---	---	---	---	---	---	---	f1 01	---
Yawkey	L6 20	L6 57	L7 35	L8 00	---	L8 45	---	---	---	---	L1 04	L2 52	---	---	---	---	---	---	---	---	---
BACK BAY	L6 25	L7 02	L7 40	L8 05	L8 17	L8 50	L9 02	L9 29	L9 54	L11 59	L1 09	L2 57	L3 29	L5 59	L6 24	L7 03	L7 26	L8 28	L8 56	L1 17	L1 24
SOUTH STATION	6 31	7 08	7 46	8 11	8 23	8 56	9 08	9 35	10 00	12 05	1 15	3 03	3 35	6 05	6 30	7 09	7 32	8 34	9 02	1 23	1 30

Outbound from South Station

**** Train P528 only stops at Yawkey Station at 6 19pm on weekday evenings when Red Sox home games are scheduled.

Train No.	P501 A.M.	P503 A.M.	P505 A.M.	P507 A.M.	P509 A.M.	P511 A.M.	P513 P.M.	P515 P.M.	P517 P.M.	P519 P.M.	P521 P.M.	P523 P.M.	P525 P.M.	P527 P.M.	P529 P.M.	P531 P.M.	P533 P.M.	P535 P.M.	P537 P.M.	P539 P.M.
SOUTH STATION	4 00	6 50	6 59	7 29	8 50	11 00	12 10	1 00	2 40	4 05	4 27	5 00	5 15	5 35	6 15	6 30	7 15	8 20	10 20	11 25
BACK BAY	4 06	6 56	7 05	7 35	8 56	11 06	12 16	1 06	2 46	4 11	4 33	5 06	5 21	5 41	6 21	6 36	7 21	8 26	10 26	11 31
Yawkey	---	---	---	---	---	11 11	---	---	---	---	4 38	---	5 26	5 46	---	6 41	7 26	8 31	10 31	11 36
Newtonville	---	---	---	---	---	11 20	12 28	1 18	2 58	---	4 48	---	5 36	5 56	---	6 50	7 35	8 40	10 40	11 45
West Newton	---	---	---	---	---	11 24	12 32	1 21	3 01	---	4 52	---	5 40	6 00	---	6 54	7 39	8 44	10 44	11 49
Auburndale	---	---	---	---	---	11 27	12 35	1 24	3 04	---	4 55	---	5 43	6 03	---	6 57	7 42	8 47	10 47	11 52
Wellesley Farms	---	---	---	---	9 12	11 32	12 40	1 29	3 09	---	5 00	---	5 48	6 08	---	7 02	7 47	8 52	10 52	11 57
Wellesley Hills	---	---	7 24	7 55	9 15	11 35	12 43	1 32	3 12	---	5 03	---	5 51	6 11	---	7 05	7 50	8 55	10 55	12 00
Wellesley Square	---	L7 16	7 28	7 59	9 19	11 39	12 47	1 36	3 16	---	5 07	---	5 55	6 15	---	7 09	7 54	8 59	10 59	12 04
Natick	---	---	7 34	8 05	9 25	11 45	12 53	1 42	3 22	---	5 13	---	6 01	6 21	---	7 15	8 00	9 05	11 05	12 10
West Natick	---	7 25	L7 39	L8 10	9 30	L11 51	12 58	L1 47	3 27	4 36	L5 19	5 31	L 6 07	6 26	6 46	L7 22	8 06	9 11	11 11	L12 16
Framingham	4 40	7 30	7 45	8 16	9 35	11 57	1 03	1 53	3 33	4 42	5 25	5 37	6 13	6 32	6 52	7 28	8 11	9 16	11 16	12 21
Ashland	---	7 37	---	---	9 41	---	1 09	---	3 39	4 48	---	5 43	---	6 38	6 58	---	8 18	9 22	11 22	---
Southborough	---	7 42	---	---	9 46	---	1 14	---	3 44	4 53	---	5 48	---	6 43	7 03	---	8 23	9 27	11 27	---
Westborough	---	7 51	---	---	9 55	---	1 22	---	3 53	5 03	---	5 58	---	6 52	7 13	---	8 32	9 36	11 36	---
Grafton	L5 00	L7 59	---	---	L10 02	---	L1 27	---	L3 59	L5 09	---	L6 05	---	L6 58	L7 19	---	L8 38	L9 42	L11 42	---
Worcester/Union Station	5 19	8 14	---	---	10 16	---	1 41	---	4 13	5 24	---	6 20	---	7 13	7 34	---	8 52	9 56	11 56	---

Notes: This is a reprint of the schedule effective May 18, 2009.

Holiday service
Trains will operate on a Saturday or Sunday schedule on the holidays indicated below:

Saturday service
President's Day and 4th of July (train number P567 may be held for 45 minutes after the conclusion of the 4th of July fireworks).

Sunday service
New Year's Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day.

All other holidays
Regular service is provided on all other holidays. Consult 'Transit Updates' at www.mbta.com or call Customer Service at 617-222-3200 for any extra service that may be provided.

Times in red indicate an f stop - Passengers must notify the conductor that they wish to get off at these designated stations. Passengers who wish to board at these designated stations must be on the platform in full view of the engineer.

Times in blue indicate an L stop - This is a regular stop to discharge or pick up passengers, however the train may leave ahead of schedule.

Bicycles are allowed on trains with the bicycle symbol shown above the train number.

Shaded area indicates peak hour trains.

Saturday and Sunday

Inbound to South Station

Train No. Saturday	P550 SAT ONLY A.M.	P552 A.M.	P554 A.M.	P556 P.M.	P558 P.M.	P560 P.M.	P562 P.M.	P564 P.M.	P566 A.M.
Worcester/Union Station	---	9 25	---	2 35	---	6 20	8 00	---	12 50
Grafton	---	9 38	---	2 48	---	6 33	8 13	---	f1 03
Westborough	---	9 42	---	2 52	---	6 37	8 17	---	f1 07
Southborough	---	9 50	---	3 00	---	6 45	8 25	---	f1 15
Ashland	---	9 55	---	3 05	---	6 50	8 30	---	f1 19
Framingham	8 15	10 05	11 50	3 15	3 35	7 00	8 40	9 45	f1 29
West Natick	8 19	10 09	11 54	3 19	3 39	7 04	8 44	9 49	f1 33
Natick	8 24	10 14	11 59	3 24	3 44	7 09	8 49	9 54	f1 38
Wellesley Square	8 29	10 19	12 04	3 29	3 49	7 14	8 54	9 59	f1 43
Wellesley Hills	8 32	10 23	12 07	3 32	3 52	7 18	8 57	10 02	f1 46
Wellesley Farms	8 35	10 26	12 10	3 35	3 55	7 21	9 00	10 05	f1 49
Auburndale	8 40	10 31	12 15	3 40	4 00	7 26	9 05	10 10	f1 54
West Newton	8 43	10 34	12 18	3 43	4 03	7 29	9 08	10 13	f1 57
Newtonville	8 46	10 37	12 21	3 46	4 06	7 32	9 11	10 16	f2 00
Yawkey	---	L10 49	L12 31	---	L4 16	L7 42	---	---	---
BACK BAY	L8 59	L10 54	L12 37	L3 59	L4 22	L7 46	L9 24	L10 28	L2 10
SOUTH STATION	9 05	11 00	12 43	4 05	4 28	7 52	9 30	10 34	2 16

Outbound from South Station

Train No. Saturday	P551 SAT ONLY A.M.	P553 A.M.	P555 A.M.	P557 P.M.	P559 P.M.	P561 P.M.	P563 P.M.	P565 P.M.	P567 P.M.
SOUTH STATION	7 00	7 40	10 45	12 45	2 30	4 30	6 00	8 35	11 00
BACK BAY	7 06	7 46	10 51	12 51	2 36	4 36	6 06	8 41	11 06
Yawkey	---	---	---	12 56	---	4 41	6 10	---	11 10
Newtonville	7 17	7 57	11 02	1 04	2 47	4 49	6 18	8 52	11 18
West Newton	7 20	8 00	11 05	1 07	2 50	4 52	6 21	8 55	11 21
Auburndale	7 23	8 03	11 08	1 10	2 53	4 55	6 24	8 58	11 24
Wellesley Farms	7 28	8 08	11 13	1 15	2 58	5 00	6 29	9 03	11 29
Wellesley Hills	7 31	8 11	11 16	1 18	3 01	5 03	6 32	9 06	11 32
Wellesley Square	7 34	8 14	11 19	1 21	3 04	5 06	6 35	9 09	11 35
Natick	7 39	8 19	11 24	1 26	3 09	5 11	6 40	9 14	11 40
West Natick	L7 45	8 25	L11 30	1 32	L3 15	5 17	6 46	L9 20	11 46
Framingham	7 5								

Monday through Friday

Inbound to South Station

Train No.	600	602	604	606	608											
	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.	P.M.	P.M.	P.M.
Needham Heights	6 10	6 45	7 30	8 02	8 30	9 35	10 55	12 55	3 05	3 50	5 00	5 35	7 18	8 00	9 00	10 10
Needham Center	6 14	6 49	7 34	8 06	8 34	9 39	10 59	12 59	3 09	3 54	5 04	5 39	7 22	8 04	9 04	10 14
Needham Junction	6 18	6 53	7 38	8 10	8 38	9 43	11 03	1 03	3 13	3 58	5 08	5 43	7 26	8 08	9 08	10 18
Hersey	6 21	6 56	7 42	8 13	8 41	9 46	11 06	1 06	3 16	4 01	5 15	5 46	7 29	8 11	9 11	10 21
West Roxbury	6 25	7 01	7 47	8 18	8 46	9 51	11 11	1 11	3 28	4 06	5 20	5 53	7 39	8 16	9 16	10 26
Highland	6 28	7 05	7 50	8 20	8 49	9 53	11 13	1 13	3 30	4 08	5 22	----	7 41	----	9 18	10 28
Bellevue	6 31	7 08	7 53	8 22	8 52	9 56	11 15	1 15	3 32	4 10	5 24	----	7 43	----	9 20	10 30
Roslindale Village	6 34	7 12	7 57	8 25	8 55	9 59	11 17	1 17	3 34	4 13	5 26	----	7 45	----	9 22	10 32
Forest Hills	6 37	7 15	8 00	8 28	8 58	10 02	11 20	1 20	3 37	L4 15	L5 29	L6 04	7 48	8 23	9 25	10 35
Ruggles	6 41	7 20	8 05	8 33	9 04	10 07	11 24	1 24	----	----	----	----	7 52	8 27	9 29	10 39
BACK BAY	L6 45	L7 24	L8 09	L8 37	L9 08	10 11	11 28	1 28	3 45	4 22	L5 37	L6 12	7 56	8 31	9 33	10 42
SOUTH STATION	6 50	7 29	8 14	8 42	9 13	10 16	11 33	1 33	3 50	4 27	5 50	6 17	8 01	8 36	9 38	10 47

Outbound from South Station

Train No.																
	A.M.	A.M.	A.M.	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.
SOUTH STATION	7 05	7 25	8 40	10 00	12 00	2 00	3 00	4 00	4 40	5 20	5 55	6 25	7 10	8 10	9 15	10 30
BACK BAY	7 10	7 30	8 45	10 05	12 05	2 05	3 05	4 05	4 45	5 25	6 00	6 30	7 15	8 15	9 20	10 35
Ruggles	----	----	----	----	12 08	2 08	3 08	4 08	4 49	5 29	6 04	6 34	7 19	8 18	9 23	10 38
Forest Hills	7 16	7 36	----	10 12	12 13	2 14	3 13	4 13	4 54	5 34	6 09	6 39	7 24	8 23	9 28	10 43
Roslindale Village	7 20	----	8 59	10 15	12 16	2 18	3 16	4 16	4 57	5 37	6 12	6 42	7 27	8 26	9 31	10 46
Bellevue	7 22	----	9 01	10 17	12 18	2 21	3 18	4 19	5 00	5 40	6 15	6 45	7 30	8 29	9 34	10 49
Highland	7 24	----	9 03	10 19	12 20	2 23	3 20	4 21	5 03	5 43	6 18	6 47	7 32	8 31	9 36	10 51
West Roxbury	7 26	7 42	9 05	10 21	12 22	2 27	3 22	4 23	5 06	5 49	6 21	6 49	7 34	8 33	9 38	10 53
Hersey	7 32	7 54	9 10	10 27	12 27	2 32	3 27	4 28	5 11	5 54	6 26	6 54	7 39	8 38	9 43	10 58
Needham Junction	7 42	8 12	9 13	10 30	12 30	2 35	3 30	4 31	5 14	5 58	6 29	6 57	7 42	8 41	9 46	11 01
Needham Center	7 46	8 16	9 17	10 34	12 34	2 39	3 34	4 35	5 18	6 02	6 33	7 01	7 46	8 45	9 50	11 05
Needham Heights	7 50	8 20	9 21	10 38	12 38	2 43	3 38	4 40	5 22	6 06	6 37	7 05	7 50	8 49	9 54	11 09

Notes: This is a reprint of the schedule effective May 18, 2009.

Times shown in this schedule are train departure times; customers are asked to arrive at the station platform in time for a prompt departure.

Holiday service - Trains will operate on a Saturday or Sunday schedule on the holidays indicated below:

Saturday service: President's Day and 4th of July (train no. 1617 may be held for 45 minutes after the conclusion of the 4th of July fireworks).

Sunday service: There is no service on New Year's Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day.

Times in blue indicate an L stop - This is a regular stop to discharge or pick up passengers, however the train may leave ahead of schedule.

Bicycles are allowed on trains with the bicycle shown above the train number.

Shaded area indicates peak hour trains.

Saturday (no service Sunday)

Inbound to South Station

Train No.									
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Needham Heights	7 58	9 58	11 58	1 58	3 58	5 58	7 58	9 58	11 32
Needham Center	8 02	10 02	12 02	2 02	4 02	6 02	8 02	10 02	----
Needham Junction	8 06	10 06	12 06	2 06	4 06	6 06	8 06	10 06	----
Hersey	8 09	10 09	12 09	2 09	4 09	6 09	8 09	10 09	----
West Roxbury	8 14	10 14	12 14	2 14	4 14	6 14	8 14	10 14	----
Highland	8 16	10 16	12 16	2 16	4 16	6 16	8 16	10 16	----
Bellevue	8 18	10 18	12 18	2 18	4 18	6 18	8 18	10 18	----
Roslindale Village	8 20	10 20	12 20	2 20	4 20	6 20	8 20	10 20	----
Forest Hills	8 23	10 23	12 23	2 23	4 23	6 23	8 23	10 23	----
Ruggles	8 27	10 27	12 27	2 27	4 27	6 27	8 27	10 27	----
BACK BAY	8 31	10 31	12 31	2 31	4 31	6 31	8 31	10 31	----
SOUTH STATION	8 36	10 36	12 36	2 36	4 36	6 36	8 36	10 36	11 57

Outbound from South Station

Train No.									
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SOUTH STATION	7 10	9 10	11 10	1 10	3 10	5 10	7 10	9 10	10 45
Back Bay	7 15	9 15	11 15	1 15	3 15	5 15	7 15	9 15	10 50
Ruggles	7 18	9 18	11 18	1 18	3 18	5 18	7 18	9 18	10 53
Forest Hills	7 22	9 22	11 22	1 22	3 22	5 22	7 22	9 22	10 57
Roslindale Village	7 25	9 25	11 25	1 25	3 25	5 25	7 25	9 25	11 00
Bellevue	7 27	9 27	11 27	1 27	3 27	5 27	7 27	9 27	11 02
Highland	7 29	9 29	11 29	1 29	3 29	5 29	7 29	9 29	11 04
West Roxbury	7 31	9 31	11 31	1 31	3 31	5 31	7 31	9 31	11 06
Hersey	7 36	9 36	11 36	1 36	3 36	5 36	7 36	9 36	11 11
Needham Junction	7 39	9 39	11 39	1 39	3 39	5 39	7 39	9 39	11 14
Needham Center	7 43	9 43	11 43	1 43	3 43	5 43	7 43	9 43	11 18
Needham Heights	7 47	9 47	11 47	1 47	3 47	5 47	7 47	9 47	11 22

Franklin Line Effective November 22, 2010



Monday through Friday

Inbound to South Station

Train No.	790	702	704	706	708	732	710	734	712	714	716	718	720	736	796	798	726	728	730
	A.M.	A.M.	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.	P.M.	P.M.	P.M.
Forge Park/495	5 05	5 40	6 05	6 35	7 00	----	7 45	----	9 03	10 45	12 05	2 05	4 00	----	5 36	7 40	8 50	10 15	11 50
Franklin/Dean College	5 10	5 47	6 12	6 42	7 07	----	7 52	----	9 10	10 52	12 12	2 12	4 07	----	5 43	7 47	8 57	10 22	11 57
Norfolk	5 19	5 54	6 19	6 49	7 14	----	7 59	----	9 17	10 59	12 19	2 19	4 14	----	f5 49	7 53	9 03	----	----
Walpole	5 25	6 00	6 25	6 55	7 21	7 54	8 05	----	9 24	11 06	12 26	2 26	4 20	----	5 56	8 00	9 09	10 33	12 08
Plymptonville	----	----	----	6 58	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
Windsor Gardens	5 29	6 07	6 29	7 01	7 25	7 58	8 09	----	9 29	11 11	12 31	2 31	4 24	----	f6 01	----	----	----	----
Norwood Central	5 33	6 12	6 33	7 05	7 30	8 02	8 14	8 45	9 33	11 15	12 35	2 35	4 28	5 22	6 05	8 07	9 16	10 39	f12 14
Norwood Depot	5 36	6 15	6 37	7 08	----	8 05	8 17	8 47	9 35	11 17	12 37	2 37	4 31	----	f6 07	----	9 18	----	----
Islington	5 39	6 18	6 40	7 11	----	8 08	8 20	8 50	9 39	11 21	12 41	2 41	4 36	----	f6 11	----	9 22	----	----
Dedham Corp.Center	5 42	6 21	6 43	7 14	7 35	8 11	8 23	8 52	9 42	11 24	12 44	2 44	4 40	5 40	6 14	8 16	9 25	10 44	f12 19
Endicott	5 45	6 25	6 46	7 18	----	8 15	8 27	8 54	9 44	11 26	12 46	2 46	4 44	----	f6 17	----	9 27	----	----
Readville	5 48	6 28	6 49	7 21	----	8 19	8 31	8 59	9 47	11 29	12 49	2 49	4 48	----	----	----	----	----	----
Hyde Park	VIA	6 32	----	----	----	----	----	----	----	----	----	----	----	----	VIA	VIA	----	----	----
Ruggles	FAIR	----	7 00	7 32	7 50	----	8 44	----	9 59	11 39	12 57	----	----	----	FAIR	FAIR	----	----	----
BACK BAY	LINE	L6 45	L7 04	L7 36	L7 54	L8 35	L8 49	L9 20	L10 03	L11 43	L1 01	L3 00	L5 03	----	LINE	LINE	L9 40	L11 01	L12 36
SOUTH STATION	6 15	6 50	7 09	7 41	7 59	8 40	8 54	9 25	10 08	11 48	1 06	3 05	5 08	6 05	6 50	8 45	9 45	11 06	12 41

Outbound from South Station

Train No.	703	733	705	793	707	709	711	713	715	717	737	719	721	723	725	727	729	731
	A.M.	A.M.	A.M.	A.M.	A.M.	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.
SOUTH STATION	4 00	6 55	7 55	7 55	9 25	10 50	12 45	2 40	3 55	4 20	4 45	5 10	5 40	6 15	7 35	8 50	10 35	11 50
BACK BAY	----	----	8 00	VIA	9 30	10 55	12 50	2 45	4 00	4 25	4 50	5 15	5 45	6 20	7 40	8 55	10 40	11 55
Ruggles	----	----	----	FAIR	----	----	12 53	2 48	4 04	4 29	4 54	5 19	5 49	6 24	7 43	8 58	10 43	11 58
Hyde Park	----	----	----	LINE	----	----	----	----	----	4 37	5 03	----	5 59	----	----	----	10 52	----
Readville	----	7 12	----	8 20	9 41	11 05	1 03	2 58	4 14	4 40	5 07	----	6 02	6 32	7 53	9 08	10 55	12 08
Endicott	----	f7 16	----	f8 23	9 44	11 08	1 06	3 01	4 18	----	5 11	----	6 06	6 36	7 56	9 12	11 00	12 11
Dedham Corp.Center	----	f7 19	8 15	----	9 46	11 10	1 08	3 04	4 21	4 45	5 13	5 33	6 10	6 39	7 59	9 14	11 02	12 13
Islington	----	f7 22	f8 17	----	----	11 13	1 11	3 06	4 24	----	5 16	----	6 12	6 42	8 02	9 17	11 05	12 16
Norwood Depot	----	f7 25	----	f8 28	9 51	11 16	1 14	3 10	4 27	4 50	5 19	5 38	6 15	6 45	8 05	9 20	11 08	12 19
Norwood Central	L4 22	L7 32	8 22	8 31	9 54	11 19	1 17	3 13	4 31	4 54	5 22	5 41	6 18	6 48	8 08	9 23	11 10	12 21
Windsor Gardens	----	----	8 26	----	9 58	11 23	1 21	3 17	4 35	4 58	----	5 44	6 22	6 52	8 12	9 27	11 14	12 25
Plymptonville	----	----	----	----	----	----	----	----	----	----	----	5 48	----	----	----	----	----	----
Walpole	L4 28	7 42	8 30	----	10 02	11 28	1 26	3 21	4 40	5 03	----	5 52	6 30	6 57	8 17	9 31	11 18	12 29
Norfolk	----	----	8 36	----	10 08	11 34	1 32	3 28	4 47	5 10	----	6 04	6 38	7 05	8 25	9 38	11 25	12 36
Franklin/Dean College	4 40	----	8 43	----	10 15	11 42	1 40	3 36	4 55	5 18	----	6 12	6 44	7 13	8 33	9 46	11 33	12 44
Forge Park/495	4 50	----	8 50	----	10 22	11 49	1 47	3 46	5 02	5 25	----	6 19	6 51	7 20	8 40	9 53	11 40	12 51

Saturday and Sunday

Inbound to South Station

Train No.	Saturday		Saturday and Sunday							
	790	702	704	706	708	732	710	734	712	714
Train No. Saturday	1702	1704	1706	1708	1710	1712	1714	1716	1718	
Train No. Sunday	SAT ONLY	SAT ONLY	2706	2708	2710	2712	2714	2716	2718	
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Forge Park/495	6 35	8 35	10 40	12 40	2 35	4 35	6 35	8 35	10 35	
Franklin/Dean College	6 42	8 42	10 47	12 47	2 42	4 42	6 42	8 42	10 42	
Norfolk	6 49	8 49	10 54	12 54	2 49	4 49	6 49	8 49	10 49	
Walpole	6 55	8 56	11 01	1 01	2 56	4 56	6 55	8 55	10 55	
Windsor Gardens	6 59	9 00	11 06	1 06	3 01	5 01	6 59	8 59	10 59	
Norwood Central	7 03	9 05	11 10	1 10	3 05	5 05	7 03	9 03	11 03	
Norwood Depot	7 05	9 07	11 12	1 12	3 07	5 07	7 05	9 05	11 05	
Islington	7 08	9 10	11 16	1 16	3 11	5 11	7 08	9 08	11 08	
Dedham Corp. Center	7 10	9 12	11 19	1 19	3 14	5 14	7 10	9 10	11 10	
Endicott	7 13	9 15	11 21	1 21	3 16	5 16	7 13	9 13	11 13	
Readville	7 16	9 18	11 24	1 24	3 19	5 19	7 16	9 16	11 16	
Ruggles	7 26	9 28	11 34	1 34	3 29	5 29	7 26	9 26	11 26	
BACK BAY	7 30	9 33	11 38	1 38	3 33	5 33	7 30	9 30	11 30	
SOUTH STATION	7 35	9 38	11 43	1 43	3 38	5 38	7 35	9 35	11 35	

Outbound from South Station

Train No.	Saturday		Saturday and Sunday							
	703	733	705	793	707	709	711	713	715	717
Train No. Saturday	1703	1705	1707	1709	1711	1713	1715	1717	1719	
Train No. Sunday	SAT ONLY	SAT ONLY	2707	2709	2711	2713	2715	2717	2719	
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
SOUTH STATION	7 20	9 20	11 20	1 20	3 20	5 20	7 20	9 20	11 20	
BACK BAY	7 25	9 25	11 25	1 25	3 25	5 25	7 25	9 25	11 25	
Ruggles	7 28	9 28	11 28	1 28	3 28	5 28	7 28	9 28	11 28	
Readville	7 38	9 38	11 38	1 38	3 38	5 38	7 38	9 38	11 38	
Endicott	7 41	9 41	11 41	1 41	3 41	5 41	7 41	9 41	11 41	
Dedham Corp. Center	7 44	9 44	11 44	1 45	3 45	5 45	7 44	9 44	11 44	
Islington	7 46	9 46	11 46	1 47	3 47	5 47	7 46	9 46	11 46	
Norwood Depot	7 49	9 49	11 49	1 50	3 50	5 50	7 49	9 49	11 49	
Norwood Central	7 51	9 51	11 51	1 53	3 53	5 53	7 52	9 51	11 51	
Windsor Gardens	7 55	9 55	11 55	1 57	3 57	5 57	7 56	9 55	11 55	
Walpole	7 59	9 59	11 59	2 03	4 03	6 03	8 01	9 59	11 59	
Norfolk	8 05	10 05	12 05	2 10	4 10	6 10	8 07	10 05	12 05	
Franklin/Dean College	8 12	10 12	12 12	2 17	4 17	6 17	8 15	10 12	12 12	
Forge Park/495	8 19	10 19	12 19	2 24	4 24	6 24	8 22	10 19	12 19	

Notes: This is schedule is effective from November 22, 2010 and replaces the schedule of January 11, 2010.

Times shown in this schedule are train departure times; customers are asked to arrive at the station platform in time for a prompt departure.

Holiday service - Trains will operate on a Saturday or Sunday schedule on the holidays indicated:

Saturday service: President's Day and 4th of July (train no. 1719 may be held for 45 minutes after the conclusion of the 4th of July fireworks).

Sunday service: New Year's Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day.

Bicycles are allowed on trains with the bicycle shown above the train number.

Times in red indicate an f stop - Passengers must notify the conductor that they wish to get off at these designated stations.

Passengers who wish to board at these designated stations must be on the platform in full view of the engineer.

Times in blue indicate an L stop - This is a regular stop to discharge or pick up passengers, however the train may leave ahead of schedule.

VIA FAIR - operates via the Fairmount line between Readville and South Station. See the Fairmount line schedule for all stops.

Shaded area indicates peak hour trains.

For additional services to Ruggles refer to the Providence/Stoughton Line and Needham Line schedules. For additional services to Hyde Park refer to the Providence/Stoughton Line schedules.

For additional services to Readville refer to the Fairmount Line schedules.

Providence/Stoughton Line Effective November 14, 2011

Monday through Friday

Inbound to South Station

Zone	Train No.	800 A.M.	802 A.M.	902 A.M.	804 A.M.	904 A.M.	806 A.M.	832 A.M.	808 A.M.	906 A.M.	810 A.M.	908 A.M.	812 A.M.	834 A.M.	910 A.M.	814 A.M.	912 A.M.	816 A.M.	818 A.M.	914 P.M.	916 P.M.	976 P.M.	820 P.M.	918 P.M.	920 P.M.	822 P.M.	824 P.M.	922 P.M.	924 P.M.	8802 P.M.	926 P.M.	928 P.M.	826 P.M.	930 P.M.	828 P.M.	932 P.M.
9	TF Green Airport	---	5 05	---	---	---	6 13	---	6 52	---	7 15	---	---	---	---	9 23	---	11 45	---	---	---	3 50	---	---	---	---	---	7 20	---	---	---	8 50	---	10 15	---	
8	Providence	5 07	5 25	---	6 07	---	6 33	---	7 12	---	7 35	---	8 10	---	---	9 43	---	12 05	1 30	---	---	4 10	---	---	5 10	6 00	---	---	7 40	---	---	9 10	---	10 35	---	
7	South Attleboro	5 17	5 35	---	6 16	---	6 42	---	7 22	---	7 45	---	8 20	---	---	9 52	---	12 15	1 42	---	---	4 20	---	---	5 20	6 10	---	---	7 50	---	---	9 19	---	10 45	---	
7	Attleboro	5 27	5 45	---	6 28	---	6 52	---	7 32	---	7 55	---	8 30	9 00	---	10 02	---	12 25	1 51	---	---	4 30	---	---	5 29	6 18	---	---	7 58	---	---	9 28	---	10 54	---	
6	Mansfield	5 36	5 55	---	6 38	---	7 04	7 26	7 44	---	8 05	---	8 38	9 09	---	10 10	---	12 33	1 58	---	---	4 38	---	---	5 38	6 26	---	---	8 06	---	---	9 36	---	11 02	---	
4	Sharon	5 44	6 04	---	6 48	---	7 13	7 35	---	---	8 14	---	8 47	9 17	---	10 19	---	12 42	2 06	---	---	4 47	---	---	5 46	6 34	---	---	8 14	---	---	9 44	---	11 10	---	
4	Stoughton	---	---	6 28	---	6 56	---	---	7 48	---	---	8 28	---	---	9 40	---	10 40	---	---	2 20	3 23	---	---	5 00	5 45	---	---	6 42	7 19	---	7 35	8 52	---	9 50	---	11 53
3	Canton Center	---	---	6 36	---	7 04	---	---	7 57	---	---	8 36	---	---	9 49	---	10 49	---	---	2 27	---	4 30	---	---	5 08	---	---	6 49	---	---	---	---	---	---	---	
3	Canton Junction	5 51	6 11	6 39	---	7 08	---	7 41	---	8 01	8 24	8 40	8 54	9 24	9 52	10 26	10 52	12 50	---	2 30	3 33	4 33	---	5 10	---	5 53	---	6 52	---	7 45	9 02	9 51	10 00	---	f 1203	
2	Route 128	5 56	6 16	6 44	6 58	7 14	7 24	7 47	---	8 07	8 30	8 45	8 59	9 26	9 57	10 31	10 57	12 55	2 16	---	3 38	---	4 58	5 16	---	5 58	6 47	6 57	7 33	---	---	9 07	9 56	---	11 22	f 1208
1	Hyde Park	6 01	6 21	6 49	---	7 19	---	7 52	---	8 13	8 36	8 49	9 04	---	10 02	10 36	11 02	1 00	---	2 39	3 43	4 38	---	---	6 04	---	7 02	---	---	7 54	9 12	10 01	---	11 27	---	
1A	Ruggles	6 11	6 31	---	7 10	---	---	---	8 23	---	---	9 14	9 41	---	---	10 46	11 12	1 10	2 29	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
1A	BACK BAY	L6 15	L6 35	L6 59	L7 14	L7 28	L7 40	L8 02	L8 11	L8 27	L8 46	L8 58	L9 18	9 44	10 12	10 50	11 15	1 15	2 33	2 49	3 53	4 52	5 15	5 27	6 08	6 15	6 58	7 12	7 44	---	8 04	9 20	10 10	10 17	11 37	12 20
1A	SOUTH STATION	6 20	6 40	7 04	7 19	7 33	7 45	8 07	8 16	8 32	8 51	9 03	9 23	9 49	10 17	10 55	11 20	1 20	2 38	2 54	3 58	4 57	5 20	5 32	6 13	6 20	7 03	7 17	7 49	---	8 09	9 25	10 15	10 22	11 42	12 25

Outbound from South Station

Zone	Train No.	8801 A.M.	901 A.M.	903 A.M.	8803 A.M.	8805 A.M.	801 A.M.	831 A.M.	905 A.M.	803 A.M.	907 A.M.	833 A.M.	909 A.M.	911 A.M.	805 P.M.	807 P.M.	913 P.M.	809 P.M.	915 P.M.	975 P.M.	811 P.M.	917 P.M.	813 P.M.	919 P.M.	815 P.M.	921 P.M.	817 P.M.	923 P.M.	819 P.M.	925 P.M.	821 P.M.	927 P.M.	823 P.M.	929 P.M.	825 P.M.	931 P.M.	829 P.M.	
1A	SOUTH STATION	---	5 15	5 35	---	---	6 25	6 35	7 02	7 20	7 40	7 50	8 50	9 45	9 55	12 10	1 20	1 50	2 25	3 30	3 45	4 05	4 35	4 50	5 00	5 15	5 40	5 45	6 10	6 30	6 50	7 45	8 15	8 55	9 05	10 25	11 00	11 59
1A	BACK BAY	---	---	5 40	---	---	6 30	6 40	7 07	7 25	7 45	7 55	8 55	9 50	10 00	12 15	1 25	1 55	2 30	3 35	3 50	4 10	4 40	4 55	5 05	5 20	5 45	5 51	6 15	6 35	6 55	7 50	8 20	9 00	9 10	10 30	11 05	12 04
1A	Ruggles	---	---	---	---	6 33	---	---	7 28	---	7 58	---	---	---	12 18	---	1 58	2 33	3 38	3 53	4 13	4 43	4 59	5 09	5 24	5 49	5 56	6 19	6 38	6 58	7 53	8 23	9 03	9 13	10 33	11 08	12 07	
1	Hyde Park	---	---	---	---	---	---	---	---	---	---	---	---	10 11	12 28	1 41	2 07	2 43	3 46	---	4 21	---	---	---	5 34	---	---	6 48	7 08	8 03	8 33	9 13	9 23	10 43	11 17	12 16		
2	Route 128	---	---	5 51	---	6 45	---	7 40	7 57	8 10	9 07	---	---	10 16	12 34	1 47	2 13	2 49	3 52	---	4 27	4 54	5 10	---	5 40	---	6 08	6 29	---	7 13	8 08	8 38	9 18	9 28	10 48	11 22	12 21	
3	Canton Junction	---	---	---	---	---	---	7 23	7 46	8 02	8 15	9 13	10 07	---	10 22	12 39	1 53	2 18	2 55	3 58	---	4 33	---	5 17	---	5 48	---	6 14	---	6 57	7 18	8 14	8 43	9 24	9 33	10 53	11 28	12 26
3	Canton Center	---	5 38	5 59	---	---	---	7 26	---	8 07	---	9 16	10 10	---	---	1 56	---	2 58	4 01	---	4 36	---	5 20	---	5 52	---	6 17	---	7 00	---	8 17	---	9 27	---	11 31	---		
4	Stoughton	---	5 46	6 10	---	---	---	7 34	---	8 15	---	9 24	10 18	---	---	2 04	---	3 06	---	---	4 45	---	5 30	---	6 01	---	6 26	---	7 09	---	8 26	---	9 35	---	11 39	---		
4	Sharon	---	---	---	---	6 54	---	---	7 52	---	---	---	---	10 28	12 45	---	2 24	---	---	4 12	---	5 05	---	5 27	---	6 07	---	6 37	---	7 24	---	8 49	---	9 39	10 59	---	12 31	
6	Mansfield	---	---	---	---	7 01	7 08	---	7 59	---	8 28	---	---	10 35	12 53	---	2 32	---	---	4 21	---	5 14	---	5 36	---	6 19	---	6 47	---	7 33	---	8 57	---	9 47	11 07	---	12 39	
7	Attleboro	---	---	---	---	7 10	---	8 07	---	8 37	---	---	---	10 43	1 01	---	2 40	---	---	4 31	---	5 24	---	5 50	---	6 27	---	6 56	---	7 42	---	9 05	---	9 55	11 15	---	12 48	
7	South Attleboro	---	---	---	---	7 16	---	8 13	---	---	---	---	---	10 50	1 08	---	2 50	---	---	4 37	---	5 33	---	5 59	---	6 35	---	7 04	---	7 49	---	9 12	---	10 02	11 22	---	12 56	
8	Providence	4 35	---	---	5 38	6 00	7 25	---	8 22	---	---	---	---	11 00	1 17	---	2 59	---	---	4 46	---	5 42	---	6 10	---	6 46	---	7 13	---	8 00	---	9 23	---	10 11	11 32	---	1 06	
9	TF Green Airport	4 50	---	---	5 53	6 25	---	---	8 39	---	---	---	---	11 17	---	---	3 16	---	---	---	---	---	---	6 27	---	7 03	---	---	---	8 17	---	9 40	---	---	---	---		

Saturday and Sunday

Inbound to South Station

















Zone	Train No. Sat	1802 Sat Only A.M.	1804 Sat Only A.M.	1806 Sat Only A.M.	1808 Sat Only P.M.	1810 Sat Only P.M.	1812 Sat Only P.M.	1814 Sat Only P.M.	1816 Sat Only P.M.	1818 Sat Only P.M.
8	Providence	6 35	8 35	11 20	12 55	2 56	4 56	7 05	8 52	10 00
7	South Attleboro	6 45	8 45	11 30	1 05	3 06	5 06	7 15	9 02	10 10
7	Attleboro	6 53	8 53	11 38	1 13	3 14	5 14	7 23	9 10	10 18
6	Mansfield	7 00	9 00	11 45	1 20	3 24	5 24	7 30	9 20	10 25
4	Sharon	7 08	9 08	11 53	1 28	3 32	5 32	7 38	9 28	10 33
3	Canton Junction	7 15	9 15	12 00	1 35	3 39	5 39	7 45	9 35	10 40
2	Route 128	7 20	9 20	12 05	1 40	3 44	5 44	7 50	9 40	10 45
1	Hyde Park	7 25	9 25	12 10	1 45	3 49	5 49	7 55	9 45	10 50
1A	Ruggles	7 35	9 35	12 22	1 55	3 59	5 59	8 00	9 55	11 00
1A	BACK BAY	7 38	9 38	12 25	1 58	4 02	6 02	8 08	9 58	11 03
1A	SOUTH STATION	7 43	9 43	12 30	2 03	4 07	6 07	8 13	10 03	11 08

Outbound from South Station

Zone	Train No. Sat	1801 Sat Only A.M.	1803 Sat Only A.M.	1805 Sat Only A.M.	1807 Sat Only P.M.	1809 Sat Only P.M.	1811 Sat Only P.M.	1813 Sat Only P.M.	1815 Sat Only P.M.	1817 Sat Only P.M.
1A	SOUTH STATION	6 45	10 05	11 05	1 05	2 25	4 45	4 40	6 45	8 45
1A	BACK BAY	6 50	10 10	11 10	1 10	2 30	4 50	4 45	6 50	8 50
1A	Ruggles	6 53	10 13	11 13	1 13	2 33	4 53			
















Monday through Friday (no service on Saturday or Sunday)

Inbound to South Station

Train No.																	
790	744	746	748	750	754	756	758	760	762	764	766	796	768	770	798	772	
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Readville	5 48	6 35	7 15	7 55	8 35	11 00	1 00	3 00	4 10	5 06	5 46	6 21	6 25	7 10	8 10	8 22	10 20
Fairmount	f 5 51	6 38	7 18	7 58	8 38	f 11 03	f 1 03	f 3 03	f 4 13	f 5 09	f 5 49	----	6 30	f 7 13	f 8 13	----	f 10 23
Morton Street	f 5 55	6 42	7 22	8 02	8 42	f 11 07	f 1 07	f 3 07	f 4 17	f 5 13	f 5 53	----	----	f 7 17	f 8 17	----	f 10 27
Uphams Corner	f 6 02	6 49	7 29	8 09	8 49	f 11 14	f 1 14	f 3 14	f 4 24	f 5 20	f 6 00	----	----	f 7 24	f 8 24	----	f 10 34
SOUTH STATION	6 15	7 02	7 42	8 20	9 00	11 25	1 25	3 25	4 35	5 31	6 11	6 43	6 50	7 35	8 35	8 45	10 45

Monday through Friday (no service on Saturday or Sunday)

Outbound from South Station

Train No.															
743	745	747	793	749	753	755	757	759	761	763	765	767	769	771	
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
SOUTH STATION	5 50	6 40	7 20	7 55	8 00	10 05	12 05	2 05	3 30	4 30	5 10	5 45	6 30	7 30	9 40
Uphams Corner	f 6 01	----	f 7 31	----	f 8 10	f 10 16	f 12 16	f 2 16	f 3 41	4 41	5 21	5 56	6 41	f 7 41	f 9 51
Morton Street	f 6 07	f 6 56	f 7 37	----	f 8 17	f 10 23	f 12 23	f 2 23	f 3 48	4 48	5 28	6 03	6 48	f 7 48	f 9 58
Fairmount	L 6 11	L 7 00	L 7 41	----	L 8 21	L 10 27	L 12 27	L 2 27	L 3 52	L 4 52	L 5 32	L 6 07	L 6 52	L 7 52	L 10 02
Readville	6 15	7 04	7 45	8 20	8 25	10 31	12 31	2 31	3 56	4 56	5 36	6 11	6 56	7 56	10 06

Notes

This schedule is effective from November 22, 2010 and replaces the schedule of January 11, 2010.

Times shown in this schedule are train departure times; customers are asked to arrive at the station platform in time for a prompt departure.

Weekend service

No service on Saturday and Sunday

Holiday service

No service on: New Years Day, Presidents Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Christmas Day



Bicycles are allowed on trains with the bicycle shown above the train number.

Times in red indicate an f stop - Passengers must notify the conductor that they wish to get off at these designated stations.

Times in blue indicate an L stop - This is a regular stop to discharge or pick up passengers, however the train may leave ahead of schedule.

Passengers who wish to board at these designated stations must be on the platform in full view of the engineer.

Readville service is also available on Franklin Line trains.

Refer to the Franklin Line schedules for particular trains.

Shaded area indicates peak hour trains.

Monday through Friday

Inbound to South Station

Train No.	002	032	004	034	006	036	008	038	010	040	012	060	014	062	016	064	018	048	020	022	052	066	056	028		
	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.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Plymouth	---	---	---	---	---	---	---	---	---	---	---	1040	---	12 06	---	2 22	---	---	---	---	---	8 05	---	---	---	
Kingston	---	5 22	---	6 09	---	7 07	---	7 32	---	8 30	---	10 05	---	---	---	1 35	---	3 57	---	---	6 17	7 33	8 47	---	---	
Halifax	---	5 33	---	6 20	---	7 18	---	7 43	---	8 41	---	10 51	---	12 17	---	2 33	---	4 08	---	---	6 28	8 16	8 58	---	---	
Hanson	---	5 39	---	6 26	---	7 24	---	7 49	---	8 47	---	10 57	---	12 23	---	2 39	---	4 14	---	---	6 34	8 22	9 04	---	---	
Whitman	---	5 45	---	6 32	---	7 31	---	7 56	---	8 54	---	11 04	---	12 30	---	2 46	---	4 21	---	---	6 41	8 29	9 11	---	---	
Abington	---	5 49	---	6 36	---	7 35	---	8 00	---	8 58	---	11 08	---	12 34	---	2 50	---	4 25	---	---	6 45	8 33	9 15	---	---	
South Weymouth	---	5 55	---	6 42	---	7 42	---	8 06	---	9 04	---	11 14	---	12 40	---	2 56	---	4 31	---	---	6 51	8 39	9 21	---	---	
Middleborough/Lakeville	5 10	---	5 50	---	6 50	---	7 15	---	8 00	---	9 45	---	11 15	---	1 14	---	3 14	---	4 54	6 10	---	---	---	---	9 25	
Bridgewater	5 21	---	6 01	---	7 01	---	7 26	---	8 11	---	9 56	---	11 26	---	1 25	---	3 25	---	5 05	6 21	---	---	---	---	9 36	
Campello	5 30	---	6 10	---	7 10	---	7 35	---	8 20	---	10 05	---	11 35	---	1 34	---	3 34	---	f 14	f 30	---	---	---	---	9 45	
Brockton	5 35	---	6 15	---	7 15	---	7 40	---	8 25	---	10 10	---	11 40	---	1 39	---	3 39	---	f 19	f 35	---	---	---	---	9 50	
Montello	5 38	---	6 18	---	7 18	---	7 43	---	8 28	---	10 13	---	11 43	---	1 42	---	3 42	---	f 22	f 38	---	---	---	---	9 53	
Holbrook/Randolph	5 44	---	6 24	---	7 24	---	7 49	---	8 34	---	10 19	---	11 49	---	1 48	---	3 48	---	f 28	f 44	---	---	---	---	9 59	
Braintree	L 5 52	---	---	L 6 51	---	L 7 51	---	L 8 15	L 8 42	L 9 13	---	L 11 23	---	L 12 49	L 1 56	L 3 05	L 3 56	L 4 39	L 5 40	f 6 52	L 6 59	L 8 47	L 9 29	L 10 07	L 10 14	
Quincy Center	---	---	L 6 38	---	L 7 39	---	L 8 04	---	---	---	L 10 34	---	L 12 03	---	L 2 02	---	---	---	---	---	---	---	---	---	---	---
JFK/UMASS	L 6 07	L 6 18	---	---	L 7 48	L 8 04	L 8 13	L 8 28	L 8 58	L 9 26	---	---	---	L 1 02	---	---	---	---	---	---	---	---	---	---	---	---
SOUTH STATION	6 15	6 25	6 55	7 13	7 56	8 12	8 21	8 36	9 06	9 34	10 52	11 44	12 21	1 10	2 20	3 26	4 20	5 03	6 07	7 15	7 29	9 08	9 50	10 30	---	

Outbound from South Station

Train No.	003	033	005	061	007	063	009	065	015	017	043	019	045	021	047	023	067	025	051	027	055	029	057		
	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.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
SOUTH STATION	6 35	7 11	8 24	8 56	9 57	10 50	11 57	12 25	1 55	2 45	3 38	4 20	4 40	5 00	5 12	5 38	5 57	6 20	6 52	7 29	8 07	9 30	10 30	10 45	
JFK/UMASS	---	---	---	---	---	---	---	---	---	2 51	3 45	4 26	---	5 06	---	---	6 03	---	---	---	8 14	9 37	---	10 51	
Quincy Center	L 6 49	---	---	9 10	10 11	---	12 11	---	2 09	---	3 53	---	4 53	---	5 26	5 52	6 11	---	7 06	---	8 22	---	10 44	---	
Braintree	L 6 55	L 7 32	L 8 44	9 15	---	11 09	---	12 44	---	3 05	---	4 40	---	5 20	---	5 58	---	6 39	---	7 48	---	9 50	---	11 04	
Holbrook/Randolph	f 7 04	---	8 53	---	10 25	---	12 25	---	2 23	---	4 07	---	5 07	---	5 40	---	6 25	---	7 20	---	8 36	---	10 58	---	
Montello	f 7 10	---	8 59	---	10 31	---	12 31	---	2 29	---	4 13	---	5 13	---	5 46	---	6 31	---	7 26	---	8 42	---	11 04	---	
Brockton	f 7 13	---	9 02	---	10 34	---	12 34	---	2 32	---	4 16	---	5 16	---	5 49	---	6 34	---	7 29	---	8 45	---	11 07	---	
Campello	7 18	---	9 07	---	10 39	---	12 39	---	2 37	---	4 21	---	5 21	---	5 54	---	6 39	---	7 34	---	8 50	---	11 12	---	
Bridgewater	L 7 33	---	L 9 16	---	L 10 48	---	L 12 48	---	L 2 46	---	L 4 30	---	L 5 30	---	L 6 03	---	L 6 48	---	L 7 43	---	L 8 59	---	L 11 21	---	
Middleborough/Lakeville	7 47	---	9 30	---	11 02	---	1 02	---	3 02	---	4 44	---	5 44	---	6 17	---	7 02	---	7 57	---	9 13	---	11 35	---	
South Weymouth	---	L 7 40	---	9 23	---	11 17	---	12 52	---	3 13	---	4 48	---	5 28	---	6 06	---	6 47	---	7 56	---	9 58	---	11 12	
Abington	---	7 46	---	9 29	---	11 23	---	12 58	---	3 19	---	4 54	---	5 34	---	6 12	---	6 53	---	8 02	---	10 04	---	11 18	
Whitman	---	7 49	---	9 33	---	11 27	---	1 02	---	3 23	---	4 58	---	5 38	---	6 16	---	6 57	---	8 06	---	10 08	---	11 22	
Hanson	---	7 55	---	9 39	---	11 33	---	1 08	---	3 29	---	5 05	---	5 45	---	6 23	---	7 04	---	8 12	---	10 14	---	11 28	
Halifax	---	L 8 01	---	L 9 45	---	L 11 39	---	L 1 14	---	L 3 35	---	L 5 11	---	L 5 51	---	L 6 29	---	L 7 10	---	L 8 18	---	L 10 20	---	L 11 34	
Kingston	---	8 13	---	9 57	---	---	---	1 26	---	3 47	---	5 24	---	6 04	---	6 42	---	7 23	---	8 32	---	10 34	---	11 48	
Plymouth	---	---	---	10 23	---	11 53	---	1 52	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Saturday and Sunday

Due to necessary trackwork, all Old Colony Line service is temporarily suspended on Saturdays and Sundays; no train or shuttle bus service will be provided. Passengers are advised to seek alternate transportation

Notes:
This temporary schedule is effective September 19, 2011 and replaces the schedule of January 11, 2010.

Times shown in this schedule are train departure times; customers are asked to arrive at the station platform in time for a prompt departure.

Holiday service: Trains will operate on a Saturday or Sunday schedule on the holidays indicated below:

Saturday service: President's Day and 4th of July (Train nos. 1015 and 1041 may be held for 30 minutes after the conclusion of the 4th of July fireworks).

Sunday service: New Year's Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day.

All other holidays: Regular service is provided on all other holidays. Consult 'Transit Updates' at www.mbta.com or call Customer Service at 617-222-3200 for any extra service that may be provided.

Times in red indicate an **f** stop - Passengers must notify the conductor that they wish to get off at these designated stations. Passengers who wish to board at these designated stations must be on the platform in full view of the engineer.

Times in blue indicate an **L** stop - This is a regular stop to discharge or pick up passengers, however the train may leave ahead of schedule.

Bicycles are allowed on trains with the bicycle shown above the train number.

Shaded area indicates peak hour trains.

Monday through Friday

Inbound to South Station

Train No.	070 A.M.	072 A.M.	074 A.M.	076 A.M.	078 A.M.	080 A.M.	082 A.M.	084 P.M.	086 P.M.	088 P.M.	090 P.M.	092 P.M.
Greenbush	5 40	6 37	7 03	7 50	8 50	10 35	11 50	2 11	3 47	5 20	7 05	8 28
North Scituate	5 47	6 44	7 10	7 57	8 57	10 42	11 57	2 18	3 54	5 27	7 12	8 35
Cohasset	5 54	6 51	7 17	8 04	9 04	10 48	12 04	2 25	4 01	5 38	7 22	8 41
Nantasket Junction	5 58	6 55	7 21	8 08	9 08	10 51	12 08	2 28	4 05	5 42	7 26	8 44
West Hingham	6 03	7 00	7 26	8 13	9 13	10 56	12 13	2 33	4 10	5 47	7 31	8 49
East Weymouth	6 07	7 04	7 30	8 17	9 17	11 03	12 17	2 37	4 14	5 53	7 35	8 52
Weymouth Landing/East Braintree	6 13	7 10	7 36	8 23	9 23	11 09	12 23	2 43	4 20	5 59	7 41	8 58
Quincy Center	L6 22	----	L7 46	L8 32	L9 32	L11 17	L12 32	L2 52	L4 29	----	L7 53	L9 07
JFK/UMASS	L6 30	L7 28	----	----	----	----	----	----	----	----	----	----
SOUTH STATION	6 38	7 36	8 03	8 49	9 49	11 36	12 50	3 09	4 47	6 31	8 09	9 25

Outbound from South Station

Train No.	071 A.M.	073 A.M.	075 A.M.	077 P.M.	079 P.M.	081 P.M.	083 P.M.	085 P.M.	087 P.M.	089 P.M.	091 P.M.	093 P.M.
SOUTH STATION	6 54	9 25	10 30	12 41	2 27	4 00	4 52	5 20	5 45	6 38	8 20	10 00
JFK/UMASS	----	----	----	----	----	4 06	----	5 26	----	----	----	----
Quincy Center	----	9 39	10 44	12 55	2 41	----	5 06	----	5 59	6 52	8 34	10 14
Weymouth Landing/East Braintree	L7 17	9 47	10 52	1 03	2 49	4 22	5 14	5 42	6 07	7 00	8 42	10 22
East Weymouth	L7 23	9 53	10 58	1 08	2 55	4 28	5 20	5 48	6 13	7 06	8 48	10 28
West Hingham	7 30	9 57	11 03	1 13	2 59	4 33	5 25	5 53	6 18	7 11	8 53	10 33
Nantasket Junction	7 34	10 02	11 07	1 17	3 04	4 37	5 29	5 57	6 22	7 15	8 57	10 37
Cohasset	7 37	10 05	11 10	1 20	3 08	4 40	5 32	6 00	6 25	7 18	9 00	10 40
North Scituate	L7 45	L10 13	L11 18	L1 28	L3 15	L4 48	L5 40	L6 08	L6 33	L7 26	L9 08	L10 48
Greenbush	7 55	10 23	11 28	1 39	3 25	4 58	5 50	6 18	6 43	7 36	9 18	10 58

Saturday and Sunday

Inbound to South Station

Train No. Saturday	1070	1072	1074	1076	1078	1080	1082	1084
Greenbush	6 55	9 03	11 04	12 15	2 10	4 15	6 30	9 20
North Scituate	7 02	9 10	11 11	12 22	2 17	4 22	6 37	9 27
Cohasset	7 09	9 17	11 18	12 29	2 24	4 29	6 44	9 34
Nantasket Junction	7 13	9 21	11 22	12 33	2 28	4 33	6 48	9 38
West Hingham	7 18	9 26	11 27	12 38	2 33	4 38	6 53	9 43
East Weymouth	7 22	9 30	11 31	12 42	2 37	4 42	6 57	9 47
Weymouth Landing/East Braintree	7 28	9 36	11 37	12 48	2 43	4 48	7 03	9 53
Quincy Center	L7 38	L9 46	L11 47	L12 58	L2 53	L4 58	L7 13	L10 03
JFK/UMASS	L7 47	L9 55	L11 56	L1 07	L3 02	L5 07	L7 22	L10 12
SOUTH STATION	7 55	10 03	12 04	1 15	3 10	5 15	7 30	10 20

Outbound from South Station

Train No. Saturday	1071	1073	1075	1077	1079	1081	1083	1085
Greenbush	8 46	10 18	11 31	1 50	3 58	6 13	8 58	11 58
North Scituate	L8 36	L10 08	L11 21	L1 40	L3 48	L6 03	L8 48	L11 48
Cohasset	8 28	10 00	11 13	1 32	3 40	5 55	8 40	11 40
Nantasket Junction	8 25	9 57	11 10	1 29	3 37	5 52	8 37	11 37
West Hingham	8 21	9 53	11 06	1 25	3 33	5 48	8 33	11 33
East Weymouth	L8 17	9 49	11 02	1 21	3 29	5 44	8 29	11 29
Weymouth Landing/East Braintree	L8 11	9 43	10 56	1 15	3 23	5 38	8 23	11 23
Quincy Center	L8 03	L9 35	L10 48	L1 07	L3 15	L5 30	L8 15	L11 15
JFK/UMASS	f7 55	f9 27	f10 40	f12 59	f3 07	f5 22	f8 07	f11 07
SOUTH STATION	7 48	9 20	10 33	12 52	3 00	5 15	8 00	11 00
Train No. Sunday	2071	2073	2075	2077	2079	2081	2083	2085
Greenbush	8 46	10 18	11 31	1 50	3 58	6 13	8 58	11 58

Notes: This schedule is effective from January 11, 2010 and replaces the schedule of October 27, 2008.

Times shown in this schedule are train departure times; customers are asked to arrive at the station platform in time for a prompt departure.

Holiday service - Trains will operate on a Saturday or Sunday schedule on the holidays indicated:

Saturday service: President's Day and 4th of July (train no. 1085 may be held for 45 minutes after the conclusion of the 4th of July fireworks).

Sunday service: New Year's Day, Memorial Day, Labor Day, Thanksgiving Day and Christmas Day.

Times in red indicate an f stop - Passengers must notify the conductor that they wish to get off at these designated stations.

Passengers who wish to board at these designated stations must be on the platform in full view of the engineer.

Times in blue indicate an L stop - This is a regular stop to discharge or pick up passengers, however the train may leave ahead of schedule.

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