Changes to Transit Service in the MBTA district

1964-2026

By Jonathan Belcher

with thanks to Richard Barber and Thomas J. Humphrey

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Thomas J. Humphrey's original 1974 research on the origin and development of the MBTA bus network is now available here and has been updated through August 2020, and now also includes a full history of intercity bus service to the Boston area as of 2024:
http://roster.transithistory.org/MBTABUSDEV.pdf

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Discussion of changes is broken down into seven sections:

1) MBTA bus routes inherited from the MTA
2) MBTA bus routes inherited from the Eastern Mass. St. Ry. Co.
Norwood Area
Quincy Area
Lynn Area
Melrose Area
Lowell Area
Lawrence Area
Brockton Area
3) MBTA bus routes inherited from the Middlesex and Boston St. Ry. Co
4) MBTA bus routes inherited from Service Bus Lines and Brush Hill Transportation
5) MBTA bus routes initiated by the MBTA 1964-present
5b) Silver Line bus rapid transit service

6) Private carrier transit and commuter bus routes within or to the MBTA district
7) The Suburban Transportation (mini-bus) Program
8) Rail routes

Changes in MBTA Bus Routes 1964-present

Section 1) MBTA bus routes inherited from the MTA

The Massachusetts Bay Transportation Authority (MBTA) succeeded the Metropolitan Transit Authority (MTA) on August 3, 1964. The service area of the MTA consisted of the following fourteen cities and towns:
Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Milton, Newton, Revere, Somerville, and Watertown.

The creation of the MBTA expanded the transit agency's service district to 78 cities and towns, with the addition of the following 64 communities to the transit district:
Ashland, Bedford, Beverly, Braintree, Burlington, Canton, Cohasset, Concord, Danvers, Dedham, Dover, Duxbury, Framingham, Hamilton, Hanover, Hingham, Holbrook, Hull, Lexington, Lincoln, Lynn, Lynnfield, Manchester, Marblehead, Marshfield, Medfield, Melrose, Middleton, Millis, Nahant, Natick, Needham, Norfolk, North Reading, Norwell, Norwood, Peabody, Pembroke, Quincy, Randolph, Reading, Rockland, Salem, Saugus, Scituate, Sharon, Sherborn, Stoneham, Sudbury, Swampscott, Topsfield, Wakefield, Walpole, Waltham, Wayland, Wellesley, Wenham, Weston, Westwood, Weymouth, Wilmington, Winchester, Winthrop, and Woburn.

The town of Maynard would later join the district as the 79th community. Maynard later became the only community allowed to leave the MBTA district.

In 1999, as part of "forward funding" legislation, the MBTA district was expanded to 175 cities and towns by an additional 97 communities as follows:
Abington, Acton, Amesbury, Andover, Ashburnham, Ashby, Attleboro, Auburn, Ayer, Bellingham, Berkley, Billerica, Boxborough, Boxford, Bridgewater, Brockton, Carlisle, Carver, Chelmsford, Dracut, East Bridgewater, Easton, Essex, Fitchburg, Foxborough, Franklin, Freetown, Georgetown, Gloucester, Grafton, Groton, Groveland, Halifax, Hanson, Haverhill, Harvard, Holden, Holliston, Hopkinton, Ipswich, Kingston, Lakeville, Lancaster, Lawrence, Leicester, Leominster, Littleton, Lowell, Lunenburg, Mansfield, Marlborough, Maynard (2nd time joining), Medway, Merrimac, Methuen, Middleborough. Millbury, Newbury, Newburyport, North Andover, North Attleborough, Northborough, Northbridge, Norton, Paxton, Plymouth, Plympton, Princeton, Raynham, Rehoboth, Rochester, Rockport, Rowley, Salisbury, Seekonk, Shirley, Shrewsbury, Southborough, Sterling, Stoughton, Stow, Sutton, Taunton, Tewksbury, Townsend, Tyngsborough, Upton, Wareham, West Boylston, West Bridgewater, Westborough, West Newbury, Westford, Westminster, Whitman,

Worcester, Wrentham. The additional communities added were those cities and towns not within the former MBTA district boundaries, but which receive commuter rail service or are directly adjacent to a community with commuter rail service. The MBTA did not assume the responsibility for local transportation in the additional communities. The district later increased to 178 communities, as Bourne joined the MBTA district in 2015 while New Bedford and Fall River joined in 2022 and 2023 to accommodate the expansion of commuter rail service.

Background Data: Routes Discontinued between 1959 and 1964

1) Special "Owl" bus routes (which operated from 1 a.m. to 5 a.m.) were discontinued in June 1960.
The routes were:
Haymarket-Wonderland via Orient Heights
Haymarket-Wonderland via Chelsea
Haymarket-Everett/Malden loop
Haymarket-Medford/Somerville loop
Haymarket-Watertown/Waverley loop
Haymarket-Harvard
Haymarket-Central Sq., Cambridge via Lechmere
Haymarket-Watertown via Kenmore
Haymarket-Cleveland Circle/Commonwealth loop
Haymarket-Arborway
Haymarket-Egleston
Haymarket-Mattapan
Haymarket-Ashmont
Haymarket-Neponset
Sullivan-Harvard via Arlington Center
Central Sq. Cambridge-Cleary Sq. via Dudley
Egleston-Grove & Washington Loop
Egleston-Mattapan

The MBTA later resumed operating owl service Fridays and Saturdays beginning in September 2001. See the MBTA-initiated routes section for details.

2) Regular Routes discontinued 1959-1964:
-Route **12 Savin Hill-Andrew** was merged into Route 18 Ashmont-Uphams Corner in late 1962 (see Route 18 listing for information).
-In Spring 1961, the MTA merged Route **37 Independence Drive & VFW Parkway-Roslindale Sq**. into Route 51 Cleveland Circle-Roslindale Sq. The

merger resulted in no loss of service area but increased the trip time for Route 51.
-In October 1961, after the elimination of free transfers, Route **81 Arlington Center-Clarendon Hill** was merged with Route 89 Clarendon Hill-Sullivan, but in 1963 was changed and merged with 87 Clarendon Hill-Lechmere as 87A Arlington Center-Lechmere
-In December 1960 Route **84 Sacramento St-Kendall via Hampshire** was discontinued**.** Most portions of Route 84 already received service from Routes 83 Porter-Central and 85 Spring Hill-Kendall. The Route 84 number slot was then used to renumber Route 78A (Arlmont-Harvard).
-Route **103 Malden-Everett Station via Main St.** was discontinued after 1963, as through routed buses from Routes 97, 99, 107, and the already existing Route 106 covered the same territory.
-The MTA also discontinued a low-frequency route in Dorchester: **Codman Sq.-Uphams Corner**. This route was not displayed in system maps, and had no public number assigned to it.
-By 1961, the MTA discontinued special charter service to **Raytheon in Watertown**, this had operated since the Second World War.

3) In late 1963/early 1964, the Mass Transit Commission (MTC) conducted a large number of experiments throughout Massachusetts, to see what types of service changes could increase public-transit ridership, and at what cost. Most of these experiments involved headway and fare changes, but several involved experimental new bus routes including (for the MTA):
E2 North Station-Kendall Sq./MIT operated June-December 1963
E3 Sullivan-Dudley operated June-November 1963 (a combination of current Routes 66 and 86)
E5 Ashmont-Harvard Sq. via Reservoir and Forest Hills operated June-December 1963 for the entire length, cut back to:
E6 Reservoir- Ashmont in December 1963, operated as E6 to March 1964. (The route was a combination of portions of current Routes 86, 51, and 21)
E9 Boston College-Kenmore via Commonwealth Ave. supplemental service to the streetcar line, began in September 1963
E8 Fresh Pond drive-in to Harvard Sq. express bus park & ride service, operated September-December 1963
E10 Neponset drive-in to South Station (via Southeast Expressway) express bus park & ride service, operated September 1963-March 1964
E11 Revere drive-in to Haymarket express bus park & ride service, operated September-November 1963

The only routes to last beyond early 1964 were the Ashmont-Forest Hills portion of the Ashmont-Harvard line (Route 21), and the Boston College supplemental bus service.

Map number renumbering The version of the system route map introduced in 1969, as well as the color-coded destination signs used on the 6000 series GMC fishbowls used a public route numbering system which was slightly changed from those inherited from the MTA. Listed below are routes which were renumbered between December 1966 and 1968.

Old number, New Number, Route
1, Red Line, Harvard-Ashmont
2, Orange Line, Everett-Forest Hills
3, Blue Line, Wonderland-Bowdoin
4, Green Line-D, Riverside-Lechmere
5A, 3, South Sta.-Haymarket
24, 12, Hallet Sq.-Ashmont
28, Red Line-M, Mattapan-Ashmont High-Speed Line
31A, 24, Wakefield & Truman Highway-Mattapan
30A, 28, Mattapan-Arborway via Cummins
39, Green Line-E, Arborway-Park St.
47, 1, Harvard-Dudley
53, 2, South Sta.-North Sta.
57, Green Line-E, Heath St.-North Station
61, Green Line-C, Cleveland Circle-North Station
62, Green Line-B, Boston College-Government Center
69, Green Line-A, 57, Watertown-Park St. (streetcar, converted to bus in 1969)
77, 69, Harvard-Lechmere
79, 77, Arlington Heights-Harvard
81, 87A, Arlington Center-Lechmere
82, 77A, North Cambridge-Harvard (Trackless Trolley)
103A, 115, Medford Sq.-Malden Sq.

By December 1969, the public numbers used for schedules and maps were identical to the internal numbers being used by the MBTA computer for cost-allocation and run picking. Prior to 1969, the internal numbers used by the MTA and the MBTA were four-digit codes which bore no relationship to the public numbers used on maps (See “History of the Development of Route Numbers” in the Jan/Feb 1983 issue of ROLLSIGN).

Changes to former MTA routes, 1964 to the present time, all routes listed numerically using 1969 map numbering system

1 Harvard-Dudley via Mass. Ave.

-This route was created in September 1962 by merging Routes 76 Harvard-Mass. Station and 47 Mass. Station-Dudley. The Harvard-Mass Station segment was converted from trackless trolley to bus on 03/31/61. The Mass Station-Dudley segment last operated streetcars on 9/12/1953.

-Midday Dudley-bound trips were operated via Boston City Hospital, Harrison Ave., and Northampton St. between June and December 1972.

-In March 1979, buses began looping at Harvard Sq. via Dunster St. instead of via Brattle Sq. because of a permanent rearrangement of traffic through Harvard Sq. (initiated by Red Line construction). This was shortly changed to a loop around Harvard Yard via Quincy St., as it proved impractical at that time to route buses via narrow Dunster St.

-In September 1979, several late-night trips began operating via Boston City Hospital.

-In July 1983, Route 1 buses were diverted from the deteriorated Mass. Ave. bridge, using a detour via Kenmore Sq., Commonwealth Ave, the BU Bridge, and Vassar St. Memorial Drive was used in place of Vassar St. a short time after the detour began. Buses traveled closed-door through the detour route, until December 1983, when local stops were added on Commonwealth Ave., providing a direct bus service between Kenmore Sq. and Harvard Sq.

-In May 1987, after temporary repairs had been made to the bridge (which was later rebuilt), the detour ended, and buses returned to the original direct routing. No attempts were made to replace the service from Kenmore to Harvard. At the same time, as part of changes implemented for the opening of the Orange Line-Southwest Corridor extension, all service, at all times was rerouted via Boston City Hospital (bypassing Washington St. between Mass. Ave. and Melnea Cass. Blvd., and operating on Melnea Cass and Albany St. to Mass. Ave.). (See "The History of Route 1 Harvard-Dudley" in the Jan./Feb. 1983 issue of ROLLSIGN for more information).

-In September 2019, weekday peak and midday frequencies were improved to compensate for the discontinuation of Route CT1 service (see CT1 in the MBTA Initiated Routes section).

-In March 2020, the loop at Harvard Sq. was changed to operate from Mass Ave. to Mt. Auburn via Dunster St. in place of looping around Harvard Yard via Quincy St. A similar loop was briefly tried in 1979.

-In June 2020, the terminal name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.

-Currently the route operates every day as: **1 Harvard-Nubian via Mass. Ave. and Boston Medical Center**

2 South Sta.-North Sta. via Post Office Sq.
-Saturday service was discontinued in March 1952.
-In January 1964, several a.m. southbound trips began operating via 100 Nashua St., as a 30-day experiment. This service was not made permanent
-In June 1965 the route was extended a short distance from Causeway St. to a parking lot along the Nashua St. side of North Station.
-In October 1967, buses were diverted off of Canal St. (between Haymarket and North Station) due to construction. North Washington St. was used as a bypass. The route was changed again in June 1969 to use Staniford St., New Sudbury (South), and New Chardon (North).
-In December 1974, buses began using Merrimack St. in the peak direction of travel, to avoid congestion.
-By 1975, the route between Post Office Sq. and South Station was adjusted due to changed one-way street patterns. Purchase St. replaced High St. on the routing toward South Station. The basic routing continued to use Congress and Franklin Streets.
-Midday service was discontinued in June 1976.
-Route 2 was discontinued in April 1981, a victim not only of low ridership, but slow travel times due to congestion. Passengers traveling between these two points could use the Red and Orange lines as an alternative.
-In September 1998, the MBTA initiated a new Route 4 North Station-World Trade Center. This route provides service in territory similar to that once served by Route 2. In January 2005, Route 4 was modified to operate via South Station towards North Station in the a.m. and towards the World Trade Center in the p.m. This essentially restored all of the old Route 2 service, although only in one direction during each peak period.

3 South Sta.-Haymarket via Atlantic Ave.
-In December 1968, midday service began operating through with Route 7 as City Point-Haymarket. This practice ended in September 1970.
-Briefly, between September 1970 and June 1971, this route was combined with Route 52 (Copley-South Sta.) and Route 54 (Copley-Bowdoin Sq.) to form Route **76 Copley-Waterfront Belt**. Saturday Route 3 service was still operated independently as Route 3. This attempt at combining three low-ridership routes to increase patronage did not work.
-Route 76 was discontinued in June 1971, Route 3 South Station-Haymarket resumed Monday-Friday rush hour operation as an independent route. Midday and Saturday service were discontinued.

-In June 1975, Route 3 was merged with alternate trips of Route 6 (Army Base-South Sta. and Aquarium Station), forming **6 Army Base-Haymarket**. This merger resulted in no loss of service area, but a reduction in schedule frequency between Aquarium and South Sta. (See Jan./Feb. 1991 ROLLSIGN-"Serving Downtown Boston-part I" for additional information on this route). This merger was also a restoration of an old pattern, as Route 5 Fish Pier-South Station (see below) ran through to Haymarket until February 1956.
-In 1982, the empty Route 3 slot was used for a new line from Army Base to Chinatown (see MBTA initiated routes section).

5 Fish Pier (Northern Ave.)-South Station via Summer St.
-In May 1968, a massive warehouse fire destroyed part of the Summer St. overpass over the New Haven railroad yards in South Boston. As a result, a portion of Summer St. was indefinitely closed to traffic. Initially, an emergency reroute via Dorchester Ave., West 2nd St., and D street was used by Routes 5, 6 and 7. When it became apparent that the overpass would be closed for some time, a new reroute via Northern Ave., Sleeper St., and the Congress St. Bridge was put into place between Commonwealth Pier and South Station with the June 1968 schedule change. This emergency alternative route became the permanent route for Routes 6 and 7, resulting in no need for a separate Route 5, as the 6 and 7 (see below) now served the Fish Pier/Northern Ave. area. Route 5 did operate as a separate Saturday supplemental service through to December 1968 when that was also discontinued.
-In 1975, the empty Route 5 number slot was used for an experimental route from Broadway to Copley.
-In 1977, the empty number slot was being used for a route from City Point to McCormick Housing (see MBTA initiated routes section for information on these later services).

6 Army Base or Army Base Gate-South Station or Atlantic & State via Summer St.
-After May 1968, all service began operating via Northern Ave, Sleeper St, and the Congress St. bridge instead of Summer St. between Commonwealth Pier and South Station (see Route 5).
-Midday Route 6 service was reduced in September 1970 and discontinued in June 1971.
-Midday service between Fish Pier and South Station via Northern Ave. was operated between March 1972 and September 1973.
-In June 1975, alternate trips of Route 6 were merged with Route 3 (Haymarket-South Station) to form 6 Army Base-Haymarket or South Station
-In December 1977, buses began exiting the Army Base via Harbor St. and Northern Ave. instead of Summer St.

-The segment between South Station and Haymarket was reduced to only several trips in April 1981, but service was restored to previous levels in May 1982.
-Some minor rerouting changes occurred between 1983 and 1986 within the Army Base site, as it was converted to the Boston Marine Industrial Park.
-In March 1987, Route 6 buses began entering the former Army Base site on the Northern Ave side, looping through the industrial complex, and leaving on the Summer St. side.
-In March 1992, Route 6 service was rerouted (due to construction) from Sleeper St., and part of Northern Ave., to Congress St. and a new Massport haul road.
-Between September 1995 and March 1996, weight restrictions placed on the Congress St. bridge resulted in Route 6 being detoured via Northern Ave outbound; and A St. and the U.S. Postal Annex inbound.
-In early 1996, the route between Summer St. and Northern Ave. was changed to use D St. after Viaduct St. and Ramp St. were closed.
-By 1998, Central Artery construction made it impossible for buses leaving Haymarket to access Hanover Street. Service from Haymarket was rerouted via North Washington and Commercial in place of Hanover St. Buses operating toward Haymarket continued to use Hanover St.
-In September 1998, the route resumed service via Sleeper St. and Northern Ave instead of Congress and Haul Road, to serve the new Federal Courthouse. Also, short-turn trips between South Station and Boston Marine Industrial Park were discontinued and replaced by coordinating service with a re-routed Route 3 Boston Marine Industrial Park-Chinatown service (see Route 3 in the MBTA initiated routes section).
-In December 1998, service was rerouted off of Sleeper St. between Northern Avenue and Congress Street because of transitway construction. To serve the courthouse, buses began operating via Congress to B St., and a one-way loop via Old Northern Ave., Sleeper St., and New Northern Ave.
-In January 1999, the courthouse loop was eliminated.
-In December 2000, the span of late-morning service was reduced.
-In January 2005, Route 6 was cut back to only operate from Haymarket to South Station. The segment from South Station to Boston Marine Industrial Park was replaced by the opening of the South Boston Waterfront Silver Line.
-In October 2006, Route 6 operating toward South Station was slightly modified to use Purchase St. instead of High St., as the one-way street pattern on High St. was changed.
-Route 6 was discontinued in March 2009. It was partially replaced by rerouting Route 4 North Station-World Trade Center (see Route 4 in the MBTA initiated routes segment) to operate northbound in the a.m. peak and southbound in the p.m. peak via Atlantic Ave. and Commercial St. between North Station and

South Station This change provides coverage along most of the former Route 6, but only in one direction in each peak.

7 City Point-South Station via Summer St.

-This route was converted from streetcar to bus on 6/20/1953.
-After May 1968, all service began operating via Northern Ave, Sleeper St, and the Congress St. bridge instead of Summer St. between Commonwealth Pier and South Station (see Route 5).
-Between December 1968 and September 1970, midday service was through-routed with Route 3 to Haymarket as 7 City Point-Haymarket.
-In March 1972, service was briefly restored Monday-Friday to the detoured section of Summer St, but all service was back on Northern Ave. by Spring 1973. During this time, additional midday trips were operated between Fish Pier and South Station.
-Most reverse-peak rush hour trips (toward City Point a.m. and toward South Station p.m.) began operating into the Harbor Industrial Park in December 1972.
-Between March 1977 and August 1980, service was again routed over Summer St (and the bridge) in the peak-direction of service during the rush hour (towards South Station a.m., and towards City Point p.m.). Service continued to operate via Northern Ave. at all other times. Weight restrictions placed on the Summer St. bridge over the Fort Point Channel in August 1980, resulted in all service once again using Northern Ave. at all times.
-In September 1978, Route 7 was extended a short distance from South Station to Downtown (Federal & Franklin) at most times except nights and Sundays.
-In January 1981, budget cuts resulted in all service being cut back to South Station.
-Sunday Route 7 service was discontinued in February 1981.
-Late-evening service was discontinued in April 1981.
-Monday-Saturday service was restored to the South Station-Downtown segment in May 1982, during most hours (except nights).
-In Spring 1982, service year-round began operating in South Boston outbound beyond L St. via Broadway and Farragut Rd./Marine Park and inbound via P St. and East Fourth. Buses had formerly operated both in and outbound via P and East Fourth, and had been extended to Farragut Rd. in a loop via P St., E Sixth, Farragut Rd, and E Fourth St. summers only. This change was due to one-way street patterns being inaugurated on P and East Fourth. By October 1985, the layover and turn-around at City Point was moved from the site of the old North Point carhouse at E. Second & P St. to a turn-around loop built at the South Boston power station on East First St. It was only with the schedule change of September 1986 that the segment via East First St. from P St. to the layover was shown as part of the revenue route.

-An outbound a.m. and inbound p.m. trip operated into the D St. industrial area from June 1974 to September 1983.
-In December 1986, Route 7 service began operating via D & Fargo (bypassing Northern Ave., but still using the Congress St. bridge) during rush hours in the peak-direction of travel. Northern Ave continued as the routing at all other times.
-In March 1989 several p.m. peak outbound trips began serving the Harbor Industrial Park diversion.
-In March 1991, those outbound p.m. trips operating via Harbor Industrial Park began exiting the Park via East First St., instead of Summer St.
-In March 1992, all service was rerouted to Congress St. and a new Massport haul road from Sleeper St., and part of Northern Ave. due to construction.
-Between September 1995 and March 1996, weight restrictions placed on the Congress St. bridge resulted in Route 7 being detoured via Northern Ave outbound; and A St. and the U.S. Postal Annex inbound.
-In early 1996, the route between Summer St. and Northern Ave. was changed to use D St. after Viaduct St. and Ramp St. were closed.
-In June 1996, those outbound rush hour trips operating via the Harbor Industrial Park and East First St. were rescheduled to operate straight via the normal route of Summer & L. Rush hour passengers had complained about the added travel time to serve the park. Several outbound midday trips continued to operate via the Industrial Park and East First St.
-In June 1997, rush hour trips began operating via D St. and Haul Road instead of D St. and Fargo.
-Several changes began in September 1998: All service except that traveling in the peak direction of travel during the rush hour resumed service via Sleeper St. and Northern Ave. instead of Congress St. and Haul Rd. to serve the new federal courthouse. The remaining trips operating on East First St. were re-routed via the normal route, rush hour outbound and inbound trips continued to serve Harbor Industrial Park. All evening service was extended to Downtown
-In December 1998, service was rerouted off of Sleeper St. between Northern Avenue and Congress Street because of transitway construction. To serve the courthouse, Monday-Friday buses operated via Congress to B St., and made a one-way loop via Old Northern Ave., Sleeper St., and New Northern Ave. Rush hour service traveling in the peak direction of travel resumed service via Summer St. and the temporary bypass road from D St. to B St. for the first time since 1980.
-In January 1999, service operated via Old Northern Ave., Sleeper, New Northern Ave. and Purchase St. to serve the courthouse. This reroute replaced the courthouse loop.
-In March 2000, inbound p.m. peak buses began operating via East First St., Harbor Industrial Park, and Boston Marine Industrial Park.

-In June 2001, outbound morning buses began leaving Harbor Industrial Park via East First St. instead of Summer.
-In June 2002, the new Summer St. bridge opened. Rush hour peak-direction (inbound a.m., outbound p.m.) buses were rerouted to the bridge from a temporary bypass road between D St. and B St.
-In March 2004, off-peak and reverse peak service began operating via Congress St., Sleeper St., and New Northern Ave. in place of the Northern Ave. bridge, Atlantic Ave. (outbound) and Purchase St. (inbound). This was similar to the pattern operated between 1968 and 1992 and for a brief time in 1998.
-In January 2005, all service at all times began operating direct via Summer St. Service via Northern Ave and Boston Marine Industrial Park was discontinued. The new South Boston Waterfront Silver Line began providing service to this area. Route 7 still provided peak hour service to the Harbor Industrial Park towards City Point in the a.m. and towards Downtown in the p.m.
-In March 2008, a.m. peak outbound service was modified to operate via E. First St. instead of Broadway and Farragut Rd. between L St. and the City Point layover.
-In September 2014, the Harbor Industrial Park variation was discontinued.
-In September 2014, AM peak inbound service began alternating between trips operating to the regular downtown terminal, and trips operating only as far as South Station (Congress @ Atlantic). This change allowed frequencies to be improved.
-In February 2015, because of temporary one-way street patterns implemented after a winter emergency, the inbound route was changed to operate via East Broadway instead of East Fourth St. between P St. and L St. This reroute remained in effect through all of 2015 even after previous street patterns were restored, and became the official route with the schedule change of December 2015.
-In March 2017, p.m. peak inbound service was modified to operate via E. First St. instead of P St. and Broadway between the City Point layover and L St.
-In December 2020 all AM peak service was changed to operate through to Downtown (Otis St.) without any trips terminating at South Station.
-In December 2024, alternate AM peak service trips resumed terminating at South Station.
-Currently this route runs Monday-Saturday as: **7 City Point-Downtown via Summer St and South Station**

8 Columbia Point-Columbia Sta. via Mt. Vernon St.
-This short shuttle route began in 1954, to serve the then new housing development at Columbia Point**.**
-Route 8 was extended from Columbia Station to Andrew via Old Colony Ave and Preble St. during certain hours Monday-Saturday-only in March 1964.

-In January 1967, all Route 8 service at all times was extended from Columbia Station to Andrew as **8 Columbia Point-Andrew**.
-In November 1973, alternate Route 8 trips were rerouted and extended Monday-Friday from Columbia Station to Dudley Station via Columbia Road, Mass Ave. and Washington St. as **8D Columbia Point-Dudley**. The primary reason for the extension was to avoid the frequent hostile confrontations groups of teenagers traveling from Columbia Point to Dudley were having with other teenagers while waiting at Andrew station to transfer from the 8 to the Route 10 City Point-Dudley line.
-In February 1974, some peak-period Dudley trips began operation to U. Mass to replace discontinued Route 690 U Mass-Dudley (see Route 690 in the MBTA initiated routes section).
-In March 1974, Route 8D service was rerouted via Preble and Southampton St.
-In December 1974, Route 8 service to Dudley became full time as **8 Columbia Point-Dudley via Andrew**.
-In September 1975, additional alternate peak trips were operated via Morrissey Blvd., instead of Mt. Vernon St., to service U. Mass. Buses operated via U. Mass heading towards Columbia Point in the morning, and heading towards Dudley in the p.m.
-In April 1977, service between Columbia Station and Dudley was rerouted via Columbia Rd, Edward Everett Sq. and Mass. Avenue (instead of Andrew Sq. and Southampton St.) as **8 Columbia Point-Dudley via Edward Everett Sq.** This rerouting was initiated because of several incidents of buses being stoned while passing the McCormack housing area. A new route (Route 5), was initiated in April 1977 between Columbia Station and Andrew Sq. to replace the rerouted portion of Route 8.
-In September 1978, weight restrictions placed on the Columbia Road bridge required Route 8 to return to the Preble St. and Southampton St. routing, although buses did not enter or serve Andrew Station. Outbound buses served Newmarket Sq.
-Between December 1979 and April 1981, most trips serving U Mass also served the then new Kennedy Library.
-Service via U. Mass was dropped in May 1982.
-In March 1984, Route 8 returned to the Edward Everett Sq. routing as the Columbia Road bridge was rebuilt and could again handle buses.
-In May 1987, Route 8 was extended from Dudley to the new Ruggles station via New Dudley and Tremont St.
-In December 1989, Route 8 was extended on the northern end from Ruggles to Kenmore Sq. and was rerouted between Ruggles, Dudley, and Mass Ave. via Boston City Hospital (using the same route as Route 47, see Route 47 in the MBTA initiated routes section). At the same time, Route 8 was extended on the southern end from Columbia Point to the U. Mass campus. As part of the

extension to U. Mass, buses no longer looped on Monticello St. within the housing project.
-In January 1994, Route 8 began serving the South Bay Center shopping complex during middays, p.m. peak, Saturday, and Sunday. Early-morning, a.m. peak weekday, and late evening trips do not serve South Bay Center.
-In September 2002, Route 8 inbound between East Newton St. and Melnea Cass Blvd was rerouted to operate via Washington St. instead of Harrison Ave. With this change, Route 8 used Washington St. in both directions.
-In March 2003, inbound service was again routed via Harrison Ave.in place of Washington St. (see Route 47 in the MBTA initiated routes section for information on Route 8A).
-In January 2005, most trips on Route 8A were discontinued and replaced by extending Route 19 (Fields Corner-Ruggles) to Kenmore as Route 19 Fields Corner-Kenmore.
-In September 2006, two school day-only trips between Ave. Louis Pasteur and Dudley were discontinued. Several school day-only trips between Kenmore and Dudley and Kenmore and Ruggles remained. In September 2018 a morning Ruggles-Kenmore school trip was converted to an extension of Route 22. In December 2019, a school day-only trip between Kenmore and Ruggles in the afternoon was discontinued.
-In July 2008, the outbound routing between West Dedham Street and Harrison Ave. was changed to operate via Washington St. and Msgr. Reynolds Way instead of Washington St. and East Brookline St.
-In March 2009, the span of late-evening weekend service was slightly reduced.
-In June 2010, the span of late-evening weekday Route 8 service was slightly reduced.
-In March 2019 the terminal point was formerly changed to Harbor Point (Mt. Vernon St. at South Point Drive). Buses no longer enter the U Mass campus. Ongoing construction at the U Mass Boston campus had previously resulted in temporary route, stop, and layover changes before the terminal was officially changed to Harbor Point.
-Currently the route operates every day as: **8 Harbor Point-Kenmore via Ruggles and Boston Medical Center**

9 City Point-Broadway & Tremont via Broadway
-Bus service began 12/5/1953 in place of streetcars (former City Point-North Station line).
-In September 1975, Route 9 was extended and rerouted Monday-Friday (except nights) from Broadway & Tremont to Copley Sq. (operating via Herald St., Tremont St., Berkeley St, St. James Ave, and Huntington Ave. inbound and Boylston St, Arlington St., and Herald St. outbound). This was as a replacement for experimental Route 5 Broadway-Copley Station (see MBTA initiated routes

section for information on Route 5 and see "Serving Downtown, Part 2" in the Jan./Feb. 1991 issue of ROLLSIGN for more information).
-In December 1975, the weekday inbound routing was modified to operate via Washington, Marginal Rd. and Tremont St. in place of Herald St. While a more indirect route, this continued to provide some service to stops closer to the evening and weekend terminal of Broadway & Tremont.
-In Spring 1982, service year-round began operating in South Boston outbound beyond L St. via Broadway and Farragut Rd./Marine Park and inbound via P St. and East Fourth. Buses had formerly operated both in and outbound via P and East Fourth, and had been extended to Farragut Rd. in a loop via P St., E Sixth, Farragut Rd, and E Fourth St. summers only. This change was due to one-way street patterns being inaugurated on P and East Fourth. Also by October 1985, the layover and turn-around at City Point was moved from the site of the old North Point carhouse at E. Second & P St. to a turn-around loop built at the South Boston power station on East First St. It was only with the schedule change of September 1986 that the segment via East First St. from P St. to the layover was shown as part of the revenue route.
-In January 1983, service was extended to Copley evenings, Saturday, and Sunday. Thus, all service at all times ran to Copley.
-In March 1988, Route 9 was slightly modified inbound near Broadway station (via A St. and Dorchester Ave.) because of station reconstruction, and the subsequent permanent relocation of the main station entrance.
-In January 1999, the old Broadway bridge was closed and replaced by the new Broadway bridge, on a slightly different alignment. To reach the new bridge, buses operating toward Broadway began operating on Albany St. from Herald to Traveler St.; and buses operating away from Broadway began operating on Frontage Road from the bridge to Herald St.
-In May 1999, access to Herald St. from the Broadway bridge was eliminated. As a result, buses operating to Copley from Broadway station were rerouted via Foundry St., Dorchester Ave., E. Fourth St. Bridge, and East Berkeley St. With this change, Route 9 no longer operated via Tremont and Marginal Road.
-In March 2000, several extra peak trips operating only between Broadway and City Point were added. The last of these trips was discontinued in September 2014.
-In September 2007, two school day-only trips were added to the Route 9 schedule. The a.m. trip follows all of the regular Route 9 route from City Point to Copley, then continues via bus Routes 39 and 08 to Kenmore. The p.m. trip begins at Boston Latin school on Avenue Louis Pasture, follows the CT3 routing to Andrew, proceeds to Broadway station via Dorchester Ave, and then follows the normal Route 9 outbound route to City Point. Both of these trips replaced former special supplemental school-trip routes.

-In March 2008, a.m. peak outbound service was modified from September-June to operate via E. First St. instead of Broadway and Farragut Rd. between L St. and the City Point layover.
-In March 2012, some a.m. peak inbound trips were modified to operate via E. First St. instead of P St. and E. 4th between L St. and the City Point layover.
-In June 2014, summer service in the a.m. peak outbound was also modified to operate via E. First St.
-In February 2015, because of temporary one-way street patterns implemented after a winter emergency, the inbound route was changed to operate via East Broadway instead of East Fourth St. between P St. and L St. This reroute remained in effect through all of 2015 even after previous street patterns were restored, and became the official route with the schedule change of December 2015.
-In December 2020, the inbound routing at Broadway Station was changed to operate direct from Broadway to Dorchester Avenue. In March 2021, the previous route via Foundry St. resumed. Also in March 2021, alternate a.m. inbound peak trips operating via E First direct to L instead of P St. were replaced by trips following the regular route.
-Currently the route operates every day as **9 City Point-Copley via Broadway**

10 City Point-Dudley via Andrew
-This route was converted from streetcar to bus on 12/5/1953.
-Experimental service via Preble St. instead of Dorchester St. between Andrew Sq. and Old Colony Ave. was operated from June to September 1977 to replace experimental Route 5, which had in turn replaced part of Route 8 (see Route 5 in the MBTA initiated routes section, and Route 8 in this section).
-Between September 1974 and January 1983, one early morning trip per day made a slight diversion via Newmarket Sq.
-From September 1980 to April 1981, most service was extended to Kelly's Landing, an area otherwise only served in the summer (see below).
-Sunday Route 10 service was discontinued in February 1981.
-In Spring 1982, service year-round began operating in South Boston outbound beyond L St. via Broadway and Farragut Rd./Marine Park and inbound via P St. and East Fourth. Buses had formerly operated both in and outbound via P and East Fourth, and had been extended to Farragut Rd. in a loop via P St., E Sixth, Farragut Rd, and E Fourth St. summers only. This change was due to one-way street patterns being inaugurated on P and East Fourth.
-By October 1985, the layover and turn-around at City Point was moved from the site of the old North Point carhouse at E. Second & P St. to a turn-around loop built at the South Boston power station on East First St. It was only with the schedule change of September 1986 that the segment via East First St. from P St. to the layover was shown as part of the revenue route.

-In September 1986, weekday rush hour and midday service was slightly rerouted around Mass Ave. and Southampton St. to directly serve Newmarket Sq.
-In May 1987, as part of a series of route changes implemented with the opening of the Orange Line-Southwest Corridor, Route 10 was merged with Route 68 Boston City Hospital-Copley, forming **10 City Point-Copley via Boston City Hospital**. This merger resulted in the former Route 68 remaining intact, while the original Route 10 lost direct service from South Boston to Roxbury. The discontinued segment of Route 10 (from Washington & Mass Ave. to Dudley via Washington) was well covered by Route 49 (Dudley-Downtown via Washington St.). The original City Point-Dudley service had been losing ridership (and having headways increased) for years, because of changing demographics and travel patterns in the city of Boston.
-Also in May 1987, all service at all times was slightly rerouted to serve the Newmarket Sq. area (from Southampton St.) to service the various industries located there. Rush hour and midday trips were already rerouted in December 1986.
-Sunday service was restored in September 1993.
-In January 1994, Route 10 began serving the South Bay Center shopping complex during all hours except the a.m. and late evening.
-In June 1994, one a.m. peak trip in each direction was rerouted via South Bay Center.
-In June 1997, Route 10 was slightly rerouted outbound, operating via Harrison Ave. instead of Washington St. from East Brookline to East Concord St.
-In September 2000, one A.M. and one afternoon trip were added from City Point to Dudley and an afternoon trip from Boston @ Mayhew St. to City Point. These special variations were added to replace supplemental school trips that had previously operated independent of regular service. The a.m. Dudley trip continued to Townsend &Warren while the afternoon Dudley trip originated at Malcolm X Blvd (formerly New Dudley St.). The trip from Boston @ Mayhew was discontinued in June 2009. The afternoon trip from Malcolm X Blvd. to City Point was discontinued in June 2014. In September 2018, the trip from City Point to Townsend & Warren was reconfigured as a direct variation of Route 10, and began bypassing Dudley Sq.
-In December 2000, extra a.m. peak weekday trips were added from Copley to Andrew, and Saturday early morning trips were rerouted to serve South Bay Center.
-In January 2002, an extra school day trip in the a.m. was added from Andrew to City Point. In September 2018, this trip began operating as an extension of a Route 16 trip.
-In mid-September 2002, the terminal and turn-around routing at Copley was changed. Buses began looping via Dartmouth St., Stuart St., Trinity Place, and

St. James Ave. This replaced the former loop via Huntington Ave., Ring Road, Boylston St., and Dartmouth St. This change was put into place after Dartmouth St. was converted from a two-way street to a one-way street between Boylston St. and Huntington Ave.
-In July 2003 the outbound routing between West Dedham Street and Harrison Ave. was slightly changed to operate via Msgr. Reynolds Way instead of Washington St. and East Brookline St.
-In June 2004, the last trip of the day was extended to the old layover location at Copley Sq. on Boylston St. via Ring Road and returning via Clarendon St. to St. James Ave.
-In September 2007, two additional school day-only trips in the p.m. were added to Route 10, operating from Townsend & Warren St. in Roxbury to City Point. These trips follow Route 23 to Dudley, Route 8 to the Boston Medical Center, and then the regular Route 10 outbound route to City Point. These trips replaced former special supplemental school-trip routes.
-In December 2007, the outbound routing between West Dedham Street and Harrison Ave. was changed back to operate via Washington St. and East Brookline St. instead of Msgr. Reynolds Way
-In July 2008, the outbound routing between West Dedham Street and Harrison Ave. was changed back to operate via Washington St. and Msgr. Reynolds Way instead of Washington St. and East Brookline St.
-In February 2015, because of temporary one-way street patterns implemented after a winter emergency, the inbound route was changed to operate via East Broadway instead of East Fourth St. between P St. and L St. This reroute remained in effect through all of 2015 even after previous street patterns were restored, and became the official route with the schedule change of December 2015.
-In September 2019, morning and late evening trips began operating via South Bay Center. With this change, all trips at all times except for school day-only trips operate via South Bay Center.
-In June 2025, to accommodate a permanent change to bus stop locations at Copley, the route was extended from Copley to Arlington station via Stuart, Berkeley, Boylston, and Arlington St. inbound and St. James Ave outbound.
-Currently the route operates every day as: **10 City Point-Arlington Station via Boston Medical Center and Andrew**

11 Bay View-Kneeland & Washington
-In January 1967, the terminal at Bay View was extended from N and 6th to Columbia Rd and Farragut Rd.
-In September 1969, Route 11 was extended the short distance from Bay View (Columbia and Farragut) to City Point. This extension was inaugurated to take

advantage of the starter assigned to North Point, who could then monitor the Bay View service.
-By March 1977, the outbound routing from Kneeland St. was using the surface artery instead of Harrison Avenue.
-In September 1978, Route 11 was extended to the new Downtown Crossing pedestrian mall (Summer & Chauncy via Washington St.) from Kneeland & Washington St. during most hours except nights and Sundays. The route of the extension followed Washington to Milk, to Chauncy, Bedford, back to Wash, to Kneeland, to Surface Artery.
-Because of traffic pattern problems and conflicts with pedestrians on the Washington St. mall, it was rerouted to Washington and Franklin via Chauncy & Arch St (instead of Washington St.) in May 1979.
-In January 1981, the route was cut back to Essex & Washington streets at all times, due to budget cuts.
-In May 1982, service was restored to Downtown (Chauncy St. & Summer) during most hours. Inbound buses followed Washington, to Essex, to Chauncy. Outbound buses began using the Surface Artery all the way from Summer St. through Kneeland St. Late-evening and Sunday service was cut back to Kneeland & Washington.
-Sunday service to Downtown was initiated in June 1983 except during the early a.m. and late-evening.
-In June 1985, the terminal was changed from Chauncy & Summer to Chauncy & Bedford because of construction on Summer St.
-By October 1985, the layover and turn-around at City Point was moved from the site of the old North Point carhouse at E. Second & P St. to a turn-around loop built at the South Boston power station on East First St. It was only with the schedule change of September 1986 that the segment via East First St. from P St. to the layover was shown as part of the revenue route.
-In March 1988, Route 11 was slightly modified outbound near Broadway station (via Broadway and B St.) because of station reconstruction, and the subsequent permanent relocation of the main station entrance.
-In January 1999, the old Broadway bridge was closed and replaced by the new Broadway bridge, on a slightly different alignment. To reach the new bridge, buses operating toward Broadway began operating on Albany St. from Herald to Traveler St.; and buses operating away from Broadway began operating on Frontage Road from the bridge to Herald St.
-In May 1999, access to Herald St. from the Broadway bridge was eliminated. As a result, buses operating to Downtown Crossing from Broadway station were rerouted via Foundry St. Dorchester Ave., E. Fourth St. Bridge, and East Berkeley St. to Washington St.
-In January 2005, the outbound routing of Route 11 was changed between Bedford St. and Broadway Station to operate via Essex Sr., Atlantic Ave.,

Melcher St., A St., W Second, and Dorchester Ave. This replaced a portion of Route 3, which was discontinued (see Route 3 in the MBTA initiated routes segment). Late evening service (all days) and early Sunday morning Route 11 service continued to only operate as far as Kneeland & Washington.
-In March 2007, late-evening weekday service was extended from Kneeland & Washington to Downtown Crossing.
-In June 2007, late-evening Saturday and Sunday service was extended from Kneeland & Washington to Downtown Crossing. With this change, early-morning Sunday was the only time period when Route 11 terminated at Kneeland & Washington instead of Downtown Crossing.
-In March 2008, outbound a.m. peak service was altered so that 2/3s of the service returned to City Point as Route 7. This practice ended in July 2023.
-In March 2020, the downtown routing was changed to operate direct via Chauncy and Summer St. between Chauncy St. and South Station. The route had last operated on this segment of Summer St in June 1985.
-In August 2021, early morning Sunday service was extended from Kneeland & Washington to Downtown Crossing. With this change, all service at all times operates to Downtown Crossing.
-Currently the route operates every day as: **11 City Point-Chauncy & Summer St. via Bay View**

12 Hallet Sq.-Ashmont via Gallivan Blvd.
-This short rush hour only route was discontinued in June 1976, its replacement being the operation of Route 20 (Fields Corner-Adams Belt) Adams St. trips via Granite Ave., Hilltop St., and Hallet Sq. at all times. Route 20 had replaced Route 12 during the midday since the 1950s. Sunday service on the route was discontinued in June 1949 and Saturday service discontinued in March 1953.
-In addition, ex Eastern Mass Route 215 (Quincy-Ashmont) provided service over a large portion of Route 12 after the 1968 takeover of the Eastern Mass by the MBTA. Prior to the 1968 MBTA takeover, the Eastern Mass. ran closed door between Granite Ave. and Ashmont in Dorchester, in Route 12 territory. After the takeover, Route 215 buses began making local stops in Route 12 territory. Thus, all portions of the former Route 12 were now served by Routes 20 or 215.
-In September 1976, Route 12 returned as an experimental **12 North Quincy Station-Hallet Sq.-Ashmont** service (3 and a half roundtrips). The route was discontinued in October 1976, with the exception of one early morning inbound trip. This one trip a day was discontinued in April 1981.

13 Savin Hill-Northampton via Uphams Corner or Dorchester Ave.
-Evening Route 13 service was discontinued in September 1958.

-In September and December 1962, bus routes into Savin Hill station were changed. The MTA desired to build a parking lot at the Savin Hill busway location. Prior to the conversion, four routes served Savin Hill station as follows:

12 Savin Hill-Andrew Station via Dorchester Ave
13 Savin Hill-Northampton via Dorchester Ave and Mass. Ave.
14 Freeport & Mill St.-Savin Hill via Freeport St,
18 Ashmont-Uphams Corner via Savin Hill (a remnant of the Fields Corner Circuit line, which was discontinued in 1954, the Codman Sq.-Uphams Corner portion was discontinued in 1960.)

Service patterns were altered to reduce the number of buses using Savin Hill station. The changes resulted in Route 14 being rerouted to Fields Corner via Park St., Route 18 being merged with Route 12 to become 18 Ashmont-Andrew via Dorchester Ave.

Route 13 began operating via Uphams Corner between Savin Hill and Mass. Ave., to replace the portion of Route 18 not retained. Route 8 was extended from Columbia Station to operate from Columbia Point-Northampton & Washington. This replaced the part of Route 13 that was no longer served by the Uphams Corner reroute (Columbia Rd. between Mass Ave and Dorchester Ave.). This pattern did not last long, and in June 1963 Route 8 resumed operating between Columbia Station and Columbia Point only and alternate trips of Route 13 resumed operating via Dorchester Ave.

These changes reduced bus activity at Savin Hill to one terminal route (**13 Savin Hill-Northampton via Uphams Corner or Dorchester Ave**) and one route passing through (**18 Ashmont-Andrew**).

-In June 1976, weekday midday service along the Dorchester Ave. variation was discontinued.

-In September 1977, weekday midday service along the Uphams Corner variation was discontinued as well.

-Saturday Route 13 service was discontinued in December 1977, making the route a weekday rush hour only service.

-The Dorchester Ave. variation was discontinued in October 1979, with all remaining service operating via Uphams Corner.

-All service was discontinued in April 1981. A large portion of Route 13 (along Mass Ave. from Washington St. to Columbia Rd.) began receiving service from Route 8 (Columbia Point-Dudley, now Harbor Point-Kenmore) when Route 8 was rerouted from Andrew Sq. to Dudley in 1977. This restructured Route 8 service decreased the need for Route 13. By transferring from Route 8 to Route 17 (Fields Corner-Andrew) or Route 18 (Ashmont-Andrew), a former Route 13 rider could cover much of the territory of Route 13. The short segment from

Savin Hill station to Uphams Corner via Stoughton St., however, was left without buses with Route 13's abandonment.

14 Freeport & Mill-Fields Corner

-This was a very short (one mile long) rush hour only route.

-Route 14 originally ran as **14 Freeport & Mill-Savin Hill Station.** In September and December 1962, bus routes into Savin Hill station were changed. The MTA desired to build a parking lot at the Savin Hill busway location. Prior to the conversion, four routes served Savin Hill station. The changes resulted in Route 14 being rerouted to Fields Corner via Park St, operating as **14 Freeport & Mill-Fields Corner.**

-Between September-October 1977, Route 18 (Ashmont-Andrew) was operated via Freeport St between Dorchester Ave & Freeport St. to Fields Corner and Route 14 was discontinued. This operation proved unsatisfactory, and Route 14 returned in October 1977.

-In November 1979, Route 14 was discontinued, with no replacement.

-In March 1980, service was restored by through-routing Route 19 (Fields Corner-Dudley) with Route 14. The restored Route 14 used a slightly different routing than the original line, using Neponset Ave. and Victory Road inbound between Adams St. and Freeport instead of Ashland St. and Mill St. Park St. continued to be used outbound.

-Service over the Route 14 segment was again discontinued in April 1981, the result being that the residents of Clam Point now must walk 10 to 20 minutes to reach Fields Corner station.

-In 1986, the empty Route 14 number slot was used for a new line from Roslindale Sq. to Dudley (see MBTA initiated routes section).

15 Kane Sq.-Dudley via Uphams Corner and Dudley St.

-This route was converted from trackless trolley to bus 04/06/62.

-From September 1962 until June 1970, late-night and Sunday service were extended from Kane Sq. to Fields Corner to replace Route 17. This off-peak operating pattern was resumed in April 1981.

-All Route 15 service was extended from Dudley to Ruggles (via New Dudley and Tremont St. inbound; and Tremont, New Dudley, Roxbury St. and Dudley St. outbound) in May 1987, with the opening of the Southwest Corridor Orange Line extension. Some school day-only extra trips remain operating only to Dudley.

-In May 1987, the midday turn-around point was extended a short distance from Kane Sq. to St. Peter's Sq. In June 1997, the midday turn-around was cut back to Kane Sq. In January 2001, the turn-around was again extended to St. Peter's Sq.

-In September 1994, New Dudley St. was extended from Roxbury St. to Dudley St. Buses operating toward Dudley began operating direct via New Dudley to Dudley, bypassing Roxbury St. and Eliot Sq.
-In June 1998, separate Route 17 Sunday service was restored, and Route 15 was cut back to Kane Sq. (except early mornings and nights).
-In September 1999 the MBTA initiated several very early morning trips between Ashmont and Dudley operating via Fields Corner and Route 15.
-In September 2000, extra school day-only trips in the afternoon from New Dudley St. to Kane Sq. and Fields Corner were added to the schedule to replace former special supplemental school service.
-In December 2007 all Saturday and Sunday service at all times was extended from Kane Sq. to Fields Corner.
-In September 2014, Saturday afternoon service began alternating between outbound terminals at Kane Sq. or Fields Corner, in order to improve the frequency of service.
-In September 2019, Saturday trips only operating to Kane Sq. were discontinued and replaced by improving the frequency of trips operating to Fields Corner.
-In August 2024, the AM and PM peak turn-around was extended the short distance from Kane Sq. to St. Peters Sq., to match the midday service pattern.
-In August 2025, all service at all times including weekday midday and peaks was extended from St. Peters Sq. to Fields Corner.
-Currently the route operates as: **15 Fields Corner-Ruggles via Kane Sq.**

16 Egleston or Franklin Park-Andrew via Columbia Road and Uphams Corner.
-16 Franklin Park-Andrew was converted from trackless trolley to bus 04/06/62.
-In June 1963, the MTA extended Monday-Friday rush hour and midday service on Route 16 Andrew-Franklin Park from Franklin Park to Egleston Sq. via Seaver St. Evening service was extended as well, but this was cut back again to Franklin Park in September 1965 to improve headways.
-In December 1972, midday service was cut back to Franklin Park.
-In September 1975, alternate rush hour trips of Route 16 were extended from Franklin Park to Forest Hills via the JWV Parkway on the southern end; and from Andrew to U. Mass via Preble St., Old Colony Ave. and Morrissey Blvd. on the northern end, to replace discontinued Route 691 (U. Mass-Forest Hills, see the MBTA initiated routes section for more information on Route 691).
-Between September 1975 and April 1981, Route 16 buses alternated between serving Egleston and Forest Hills during the rush hour as **16 Forest Hills-U. Mass or 16 Egleston-Andrew**.

-In April 1981, both rush hour extensions were discontinued. All service at all times ran as**: 16 Franklin Park-Andrew**.
-In January 1983, the Forest Hills-Franklin Park and U. Mass-Andrew rush hour only segments were reactivated. The Egleston service was never restored. This was no great loss though, for the portion of Seaver St. dropped (between Franklin Park loop and Egleston) receives frequent service from other routes (29, and later 22 and 44).
-In June 1984, Saturday service to Forest Hills was introduced.
-In May 1987, the route began serving the new Southwest Corridor Forest Hills station in place of the original Washington St. El station.
-In December 1989, late evening and Sunday service was extended from Franklin Park to Forest Hills. Most trips at all times now ran to Forest Hills except early morning weekday and Saturday service.
-In September 1991, morning service toward Forest Hills (from September to June) began operating via Blue Hill Ave & Morton St. (instead of through Franklin Park) between Forest Hills and Franklin Park Loop. In September 2000, this practice was discontinued and all service at all times began operating through Franklin Park in both directions.
-In September 1990, off-peak service was extended from Andrew station to JFK/U. Mass station, due to reconstruction work at Andrew Station (peak-service continued to operate to U. Mass). Early morning weekday and Saturday service was also extended to Forest Hills.
-Off-peak service terminated at Andrew again in September 1993, after construction at Andrew was scheduled to be completed.
-In October 1993, off-peak service resumed to JFK/U. Mass, due to unexpected continuing construction at Andrew station.
-In January 1994, construction finally ended at the Andrew busway, and off-peak service once again terminated there.
-In January 1994, Route 16 began serving the South Bay Center shopping complex during middays, p.m. peak, early evening, and Saturday. When operating via the shopping complex, buses travel via Southampton St., the mall road, and Mass Ave, instead of Boston St., between Edward Everett Sq. and Andrew. Route 17 provides service on Boston St. during the hours that Route 16 serves the mall.
-In June 1994, one inbound a.m. weekday trip began operating via South Bay Center as well.
-In September 1994, the route between JFK U Mass station and U Mass was changed to operate via Mt. Vernon St. instead of Morrissey Blvd. There were no bus stops on Morrissey Blvd., so no service area was lost.
-In March 1995, two midday school trips began operation from Forest Hills to Dudley via Columbia Rd. and Dudley St. In January 2002, a morning trip from Dudley to Franklin Park was added as well. In September 2003, this trip was

extended to Ashmont, operating as Dudley-Ashmont via Dudley St., Columbia Rd., and Washington St. This trip was discontinued in March 2008. The afternoon Dudley variation trips were last run in June 2012 and were replaced by extra trips on the regular route in September 2012.
-In June 1998, Sunday service began operation via South Bay Center
-In January 2002, an extra school day trip in the a.m. was added from Franklin Park to Andrew. In September 2018, this trip was extended to City Point over Route 10.
-In April 2018, the weekday span of AM service was slightly improved.
-In March 2019 the terminal point for Harbor Point/U Mass trips was formerly changed to Harbor Point (Mt. Vernon St. at South Point Drive). Buses no longer enter the U Mass campus. Ongoing construction at the U Mass Boston campus had previously resulted in temporary route, stop, and layover changes before the terminal was officially changed to Harbor Point.
-In September 2019, midday weekday and Saturday service was extended from Andrew to McCormack housing, looping outbound via JFK UMass station. This change replaced service on Route 5 City Point-McCormack Housing (see Route 5 in the MBTA initiated routes section)
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 16 service between JFK UMass and Harbor Point was suspended. It was restored on August 31, 2020.
-In March 2021, additional trips operating only between Andrew and Forest Hills were added to the midday and evening peak schedules.
-In July 2023, most weekday and Saturday morning trips were modified to operate via South Bay Mall.
-Currently the route operates every day as: **16 Forest Hills-Andrew Station via Columbia Road and Uphams Corner,** with midday weekday and Saturday service operated as **16 Forest Hills-McCormack Housing** and rush hour service operated as: **16 Forest Hills-Harbor Point via Andrew**

17 Fields Corner Station-Andrew Station via Uphams Corner
-This route was converted from trackless trolley to bus 04/06/62.
-From September 1962 until June 1970, late-night and Sunday service were replaced by extending Route 15 (Kane Sq.-Dudley) to Fields Corner. In April 1981, during these same hours, this replacement routing was again implemented.
-In September 1990, Route 17 was rerouted from Andrew Station to JFK/U. Mass station via Edward Everett Sq. and Columbia Rd. (bypassing Andrew Sq.), operating as **17 Fields Corner-JFK/U. Mass Station**. This change occurred as a result of Andrew Station reconstruction work taking place, and the Andrew busway being closed.

-Service was rerouted back to Andrew again in September 1993, after construction at Andrew was scheduled to be complete.
-In October 1993, service resumed to JFK/U. Mass, due to unexpected continuing construction at Andrew station. This time though, service did not bypass Andrew as it had during the previous three-year reroute.
-In January 1994, construction ended at Andrew, and service once again terminated there.
-Also in January 1994, the span of evening service was improved Monday-Saturday.
-In June 1998, separate Route 17 Sunday service was restored.
-In September 2000, an extra school day-only trip in the afternoon from Boston @ Mayhew St. to Fields Corner was added to the schedule to replace former special supplemental school service. This trip was discontinued in June 2003.
-Currently the route operates every day as: **17 Fields Corner Station-Andrew Station via Uphams Corner**

18 Ashmont-Andrew via Dorchester Ave.
In September and December 1962, bus routes into Savin Hill station were changed. The MTA desired to build a parking lot at the Savin Hill busway location. Prior to the conversion, four routes served Savin Hill station as follows:
12 Savin Hill-Andrew Station via Dorchester Ave
13 Savin Hill-Northampton via Dorchester Ave and Mass. Ave.
14 Freeport & Mill St.-Savin Hill via Freeport St,
18 Ashmont-Uphams Corner via Savin Hill (a remnant of the Fields Corner Circuit line, which was discontinued in 1954, the Codman Sq.-Uphams Corner portion was discontinued in 1960.)
Service patterns were altered to reduce the number of buses using Savin Hill station. The changes resulted in Route 14 being rerouted to Fields Corner via Park St., Route 18 being merged with Route 12 to become 18 Ashmont-Andrew via Dorchester Ave., and alternate trips of Route 13 serving Uphams Corner, to replace the portion of Route 18 not retained. These changes reduced bus activity at Savin Hill to one terminal route (**13 Savin Hill-Northampton via Uphams Corner or Dorchester Ave**) and one route passing through (**18 Ashmont-Andrew**).
-Late evening service along both the original Route 12 and 18 was discontinued in December 1960.
-In March 1975, Route 18 was extended early evenings from Ashmont to Pierce Sq. (over Route 27) to serve Carney Hospital, but this experiment was discontinued in September 1975.
-Route 18 was briefly rerouted via Freeport & Mill St. (instead of Dorchester Ave.) in the segment between Fields Corner and Freeport St., from September to October 1977, as a replacement for Route 14.

-Sunday Route 18 service was discontinued in February 1981
-Saturday service was discontinued in April 1981.
-Between June 1981 and January 1982, Red Line service between Andrew and Ashmont was suspended due to track reconstruction. The shuttle bus route used to replace rail service essentially followed Route 18. Route 18 was discontinued as a separate route during this period, but returned in January 1982, when full Red Line service returned.
-Saturday service on Route 18 was restored in January 1983.
-In June 1983, Route 18 buses began serving an apartment for the elderly complex via a short loop of Bay, Auckland, and Dewar streets. With this change, Route 18 buses no longer served Savin Hill Station directly.
-Between September 1990 and September 1993, Route 18 was extended from Andrew Station to Broadway Station, due to station and busway reconstruction work at Andrew**.** Service operated as **18 Ashmont-Broadway**.
-In October 1993, service resumed to Broadway, due to continuing construction at Andrew station.
-In January 1994, construction ended at Andrew, and Andrew became the northern terminal again as the new busway was opened.
-Sunday service was restored in December 1997.
-In December 1999, an extra afternoon school day trip was added which bypassed Bay, Auckland, and Dewar streets.
-In September 2000, an extra school day-only trip in the afternoon Fields Corner to Ashmont was added to the schedule to replace former special supplemental school service. This trip was discontinued in June 2006.
-Sunday service was discontinued in July 2012.
-On August 31, 2020, midday weekday service was reduced to several trips.
-In March 2021, all Route 18 service was suspended.
-In June 2021, service resumed Monday-Saturday including weekday midday.
-In June 2020, the route was placed on a long-term detour via Columbia Road and Boston St. to bypass a portion of Dorchester Avenue because of bridge reconstruction work. The bridge work was completed and the route returned to the original route in September 2024.
-Currently the route operates Monday-Saturday as **18 Ashmont-Andrew**

19 Fields Corner-Dudley via Geneva Ave. and Warren St.
-This route was converted from trackless trolley to bus 04/06/62.
-This route was extended from Dudley to Ruggles (via New Dudley and Tremont St. inbound; and Tremont, New Dudley, Roxbury St. and Dudley St. outbound) in May 1987, with the opening of the Southwest Corridor Orange Line extension.
-Service was rush hour only, until September 1994, when midday service was introduced.

-In September 1994, New Dudley St. was extended from Roxbury St. to Dudley St. Buses operating toward Dudley began operating direct via New Dudley to Dudley, bypassing Roxbury St. and Eliot Sq.
-In September 2000, an extra school day-only trip in the afternoon from New Dudley St. to Fields Corner was added to the schedule to replace former special supplemental school service.
-In January 2005, peak-period Route 19 service was merged with Route 8A Dudley-Kenmore (see Route 8 in this section) to run as **Route 19 Fields Corner-Kenmore**. As part of this merger, the routing between Dudley and Ruggles was changed to operate via Melnea Cass Ave. northbound and Ruggles St. southbound in place of Malcolm X Boulevard. Midday service continues to operate just between Fields Corner and Ruggles.
-In September 2005, a school day-only trip operating from Gallivan Blvd to Avenue Louis Pasteur was added to the Route 19 schedule. This trip serves part of Route 201 as well as Route 19, and replaced a special supplemental trip formerly not displayed in the Route 19 schedule.
-In September 2007, two additional school day-only trips were added to the Route 19 schedule from Townsend & Warren St. to Gallivan Blvd, replacing former special supplemental route school trips.
-In June 2020, the midday terminal name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 19 was officially suspended, although some extra "Run As Directed" service was provided along the route. Route 19 service was restored in June 2020.
-Currently the route operates Monday-Friday as: **19 Fields Corner-Kenmore via Geneva Ave. , Warren St., Nubian, Ruggles, and Longwood Ave.**

20 Fields Corner-Neponset & Adams Belt (Buses operate both clockwise and counterclockwise around the loop)
-The 20 Fields Corner-Neponset route was converted from trackless trolley to bus on 03/31/61.
-This belt route was created in September 1962 by merging Routes **20 Fields Corner-Neponset** and **21 Fields Corner-Adams St**. at all times into a belt, with a connecting link via Gallivan Blvd. The belt had operated Sundays only since March 1958.
-In December 1970, operation of this route was transferred to the Quincy garage, a former Eastern Mass St. Ry. facility.
-In January 1973, Sunday service and Saturday evening service were reduced only to service operating via Neponset then Adams (clockwise) around the belt.

-In June 1975, weekday evening service was reduced only to service operating via Neponset then Adams (clockwise) around the belt.
-The Adams St (counterclockwise) trips on the beltline were rerouted via Granite Ave., Hilltop St., and Hallet Sq. (instead of Gallivan Blvd.) all day Monday-Friday in June 1976, to replace Route 12 (Hallet Sq.-Ashmont). Weekday, midday Adams St. trips had already operated via Hallet Sq. since the early 1950s.
-Route 20 Adams St. (counterclockwise) service was extended to the Keystone apartments complex via Hallet St. during midday weekdays and Saturdays beginning in March 1980. This also introduced Saturday service on the Hallet Sq. segment.
-Between June 1981 and January 1982, the Ashmont branch of the Red Line was closed for track reconstruction and replaced by shuttle buses. During rush hours, Route 20 was replaced by **Route 620 Fields Corner-North Quincy via Neponset** and **Route 621 Fields Corner-North Quincy via Adams**. This change allowed rush hour Route 20 passengers to reach the Red Line without having to transfer to shuttle buses. Regular Route 20 service operating only to Fields Corner continued to operate in the off-peak.
-In December 1984, Sunday service began operating both clockwise and counterclockwise around the belt again, with the Adams St. (counterclockwise) trips serving Keystone apartments as well.
-In March 1993 off-peak Neponset (clockwise) trips began serving the Keystone Apartments as well.
-In June 1993, Monday-Friday midday trips began operating via Victory Rd., Morrissey Blvd., and Freeport St. to serve a supermarket. Clockwise buses bypass Neponset Ave. between Victory Rd and Freeport St. while counterclockwise buses travel over this segment twice in one trip
-In June 1996, midday weekend service began operating via Victory Rd. as well.
-Since January 1972, Monday-Friday service on Neponset Ave is coordinated with Route 210 service to Quincy (see Eastern Mass.-Quincy section).
-Since March 1974, the last run of the day has operated through to Quincy Center, in September 1998 this trip was extended to Braintree Station.
-In June 1998, late-evening weekend service was discontinued except for the last through trip to Braintree (see above).
-In September 2000, p.m. peak trips on the Adams St. variation began serving Keystone Apartments.
-In March 2004, the inbound routing in the area around Fields Corner was changed to operate via straight Adams St. to Dorchester Ave to Park St. to Geneva Ave. Outbound buses continued operating via Park to Dorchester Ave. to Gibson to Adams. This change was to accommodate the reconstruction of Fields Corner station and the temporary relocation of the bus boarding area to Geneva Ave.

-In March 2005, Route 20 was renumbered into two separate services, to clearly identify which trips operate clockwise and which operate counterclockwise around the loop. Route 201 is used for those trips operating via Neponset to Gallivan Blvd. to Adams, and Route 202 is used to identify those trips operating via Adams St., to Hilltop St., to Neponset. In addition to this change, midday Saturday and Sunday service on both routes was extended to serve North Quincy station.
-In March 2007, p.m. peak service on Route 201 and a.m. peak service on Route 202 was modified to serve the Keystone apartments.
-In March 2009 the span of weekend morning and evening service was reduced.
-In December 2019, weekend service to North Quincy was discontinued. All weekend service operates only as Route 201 loop from Fields Corner via Neponset to Gallivan to Adams, with midday trips serving Puritan Mall and Keystone Apartments.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 202 service was suspended. Route 202 service resumed on August 31, 2020.
-In August 2022, midday service on Route 202 was discontinued
-Currently the routes operate as: **201 Fields Corner-Neponset & Adams Belt (operates every day) and 202 Fields Corner-Adams & Neponset Belt (operates weekdays peak period only)**

21 Ashmont-Forest Hills via Morton St.
-This route was implemented Monday-Fridays only in June 1963 as part of the MTC experiments. It was the only MTC new-route experiment involving the MTA to become a permanent operation, operating rush hours.
-In March 1964, Ashmont bound buses began a slight diversion off of Morton St. to enter the Shattuck Hospital grounds. This practice was initiated because outbound bus passengers bound for the Shattuck formerly had to face a safety hazard to cross the high-speed traffic on Morton St. to reach the hospital. Most trips stopped serving the Shattuck with the September 1971 schedule change and all Route 21 buses stopped serving the Shattuck by January 1972. By that time, the hospital began operation of a courtesy shuttle van to Forest Hills.
-Midday service on Route 21 was introduced experimentally in March 1974, and permanently in September 1974. Some of these trips operated via the Shattuck Hospital grounds outbound. This variation was discontinued in September 1981.
-Saturday service was introduced in September 1979 but discontinued in April 1981.
-Saturday service was reintroduced in January 1983.

-Sunday service was introduced in March 2002.
-Late evening weekday and Saturday service was introduced in March 2009.
-In September 2018 a morning inbound and afternoon outbound trip which had operated schooldays as through-trips with Route 39 to/from Avenue Louis Pasteur, were converted to Route 21 trips operating direct to/from Avenue Louis Pasteur.
-Currently the route operates every day as: **21 Ashmont-Forest Hills via Morton St.**

22 Ashmont-Dudley via Talbot and Warren
-This route was converted from trackless trolley to bus 04/06/62.
-Beginning in June 1954, late night service was combined with Route 45, with Route 22 operating via Blue Hill Ave. instead of Warren St. during late night hours. In December 1966, weekday and Saturday evening service resumed operating via the regular Route 22 route, except for the last trip of the day, which remained combined. In December 1974, the first inbound trip on Saturday morning was combined. In June 1976, Sunday evening service resumed operating via the regular Route 22 route.
-Route 22 was rerouted to Ruggles Station in May 1987 from Warren St. and Dudley Station, to a new pattern via Seaver St, Egleston Sq., Columbus Ave. and Jackson Sq. Station. A new route (28 Mattapan-Ruggles) began providing service on the section of Warren St. (between Seaver St. and Dudley) formerly served by Route 22, while Route 43 (Egleston-Downtown) was cutback to Ruggles Station, as the rerouted 22 now served the Egleston-Ruggles segment. All of these changes occurred in conjunction with the opening of the Southwest Corridor Orange Line extension.
-In September 2000, extra school day-only trips in the afternoon from New Dudley St. to Ashmont were added to the schedule to replace former special supplemental school service. New Dudley St. supplemental service was discontinued in June 2023.
-In December 2003, a school day-only trip was added in the afternoon direct from Avenue Louis Pasteur (along Routes 8 and 47) to Ashmont. This replaced a former special supplemental trip.
-In September 2006, an extra school day-only trip in the afternoon from Townsend & Warren streets to Ashmont were added to the schedule to replace former special supplemental school service.
-In September 2018 a morning inbound trip which had operated schooldays as through-trips with Route 8 to/from Kenmore, were converted to a Route 22 trip operating direct to Kenmore.
-In December 2025, the last outbound trip of the day, that had been combined with Route 45, was changed to be a regular separate trip on each of the two routes.

-Currently the route operates every day as**: 22 Ashmont-Ruggles via Talbot, Seaver, & Jackson Sq.**

23 Ashmont-Dudley via Washington St. (Dorchester) and Warren
-This route was converted from trackless trolley to bus 04/07/62.
-This route was extended from Dudley to Ruggles (via New Dudley and Tremont St. inbound; and Tremont, New Dudley, Roxbury St. and Dudley St. outbound) in May 1987, with the opening of the Southwest Corridor, Orange line extension. Some school day-only extra trips remain operating only to Dudley.
-In September 1994, New Dudley St. was extended from Roxbury St. to Dudley St. Buses operating toward Dudley began operating direct via New Dudley to Dudley, bypassing Roxbury St. and Eliot Sq.
-In September 2000, extra school day-only trips in the afternoon from Townsend & Warren St. to Ashmont and New Dudley St. to Ashmont were added to the schedule to replace former special supplemental school service.
-In June 2020, the midpoint name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-Currently the route operates every day as: **23 Ashmont-Ruggles via Washington St. (Dorchester), Warren, & Nubian**

24 Wakefield Ave. & Truman Highway-Mattapan via River St.
-In December 1972, late-night service was combined with Route 31 (Wolcott Sq.-Mattapan), with Route 31 making an outbound loop via Wakefield & Truman Highway. Combined Sunday service was introduced as well. The combined route operated on the Neponset Valley Parkway from Truman Highway to Wolcott Sq. Regular Route 24 evening service last operated in December 1960. Sunday service from Wakefield & Truman to Cleary Sq. had operated from September 1950 to June 1958.
-In April 1981, Route 31 was discontinued (see below). Route 24 resumed independent late-night operation, and lost Sunday service. The route between Logan Sq. and Truman Highway was changed from Fairmount Ave. to Hyde Park Ave and Dana St.
-Sunday service was restored in January 1983.
-In January 1984, most trips resumed operating via Fairmount Ave instead of Hyde Park Ave and Dana St., between Logan Sq. and Truman Highway. Some midday trips of Route 24 continued operating directly via Dana St. and Cleary Sq., however this practice was discontinued in March 1988.
-In September 1999, extra school day-only trips between Mattapan and Logan Sq. were added to the schedule. The number of trips was increased in January 2001 and September 2002 to replace former supplemental school service. These trips were discontinued in June 2011 after the Hyde Park High school complex was closed.

-In September 1995, afternoon midday service began a diversion via Hyde Park High School (Metropolitan Ave), inbound during the school year. This variation were discontinued in June 2011 after the Hyde Park High school complex was closed.
-In September 2000, early a.m. weekday inbound trips were added between Logan Sq. and Mattapan.
-In September 2002, school day afternoon trips between Hyde Park High (Metropolitan Ave.) and Mattapan were added to the schedule to replace former supplemental school service. In September 2003, these school trips were converted to an extension of several Route 28 trips, operating through from Hyde Park High to Ruggles. These trips were discontinued in June 2011 after the Hyde Park High school complex was closed.
-Evening and Late Night (Monday-Saturday) Route 24 service was through-routed with Route 27 to Ashmont.
-In March 2005, all Saturday service began operating through with Route 27 to Mattapan.
-In June 2005, all Sunday service began operating through with Route 27 to Mattapan.
-In March 2021 weekday peak and midday service was through-routed with Route 27. With this change all service at all times operates through to Ashmont.
-In April 2026, the span of Sunday service was improved in both the morning and evening.
-Currently the route operates every day as: **24 Wakefield Ave. & Truman Highway-Ashmont via Mattapan and River St.**

25 Morton & Gallivan-Ashmont, and **25A Gallivan & Washington-Ashmont Station via Ashmont St.,**
26 Norfolk St.-Ashmont
-In June 1971, Route 25 extra rush hour service (**Route 25a**) which ran from Gallivan & Washington to Ashmont via Ashmont St, Washington, Morton, and Gallivan Blvd. was discontinued. Regular rush hour Route 25 trips began looping via Washington, Morton, and Gallivan instead of Gallivan & Morton, as a replacement.
-In April 1981, Routes 25 and 26, which had been merged Sundays and evenings since March 1958 into a counterclockwise belt line (via Talbot, Norfolk, Morton, Gallivan Blvd., Washington, and Talbot), were merged permanently as one belt route, with Route 25 losing its separate identity. There was a slight loss of service area covered, as the rush hour loop of Washington/Morton/Gallivan lost coverage.
-Sunday service was discontinued in April 1981 as well but was restored in January 1983.

-In January 1982, buses began operating around the loop in both clockwise and counterclockwise directions during the rush hour. Monday-Saturday evening service was changed to operate clockwise.
-In March 2005, late evening Monday-Saturday service was slightly altered to include a stop on Blue Hill Ave. & Morton St. This diversion operated during hours when Route 21 did not operate. In March 2009, this diversion was discontinued and replaced by operating Route 21 later in the evening Monday-Saturday. Route 26 resumed following the normal route during late-evening hours.
-In June 2022, all clockwise trips were eliminated, and all trips at all times were scheduled to operate counterclockwise via Talbot, Norfolk, Morton, Gallivan Blvd., Washington, and Talbot
-In December 2025, the span of Sunday service was improved in both the morning and evening.
-Currently the route operates every day as: **26 Ashmont-Norfolk & Morton Belt**

27 Mattapan-Ashmont via River St. & Dorchester Ave.
-Sunday service was discontinued in April 1981, but was restored in January 1983.
-Evening Monday-Saturday trips were through-routed with trips of both Route 24 or Route 30 until March 2002, when service was reduced to only operate with Route 24. Midday weekday trips were through-routed with Route 30.
-All Saturday service began operating through to Route 24 in March 2005.
-All Sunday service began operating through to Route 24 in June 2005.
-Mid-day weekday through-routing with Route 30 was discontinued in June 2005.
-In September 2018 a morning outbound and afternoon inbound trip which had operated schooldays as through-trips with Routes 30 and 36 to/from Catholic Memorial High School, were converted to Route 27 trips operating direct to/from the school.
-In March 2021, all Route 27 service at all times was through-routed with Route 24 and renumbered as part of Route 24. The school day-only trip was also renumbered as a Route 24 variation. The school trip was discontinued at the end of the school year in June 2022.

28 Mattapan-Arborway via Cummins Highway
-This rush hour only service via Cummins Highway and Hyde Park Ave was discontinued in April 1981. The end of the route resulted in no loss of service area, as all segments of the route were already covered by parts of two other lines (Routes 32 and 30), but the discontinuance did require passengers traveling from Cummins Highway to Forest Hills to change buses.

-Beginning in 1989, passengers desiring to travel from Mattapan to Forest Hills could do so by using new Route 31, however this route travels via Blue Hill Ave. and Morton.
-In March 1995, Route 30 Mattapan-Roslindale was extended from Roslindale to Forest Hills rush hours only. This restored through service from Cummins Highway to Forest Hills after a 14-year gap. Off-peak service has since been extended as well (see Route 30 listing).
-In 1987, the empty Route 28 number slot was assigned to a new route from Mattapan to Ruggles via Dudley (see MBTA initiated routes section).

29 Mattapan-Egleston via Blue Hill Ave. and Seaver St.
-This route was converted from streetcar to bus on 09/10/1955.
-Extra rush hour service between Wellington Hill and Egleston was discontinued in November 1962. It was operated again September-June from September 1966-January 1967 and September 1970-June 1977.
-In January 1979, some midday trips began operating via the Franklin Field Housing Project (see Route 150/151 in the MBTA initiated routes section)
-With the opening of the Southwest Corridor Orange Line in May 1987, Route 29 (Mattapan-Egleston) was extended from Egleston to Ruggles station via Jackson Sq. station to form **29 Mattapan-Ruggles via Blue Hill Ave, Seaver St. and Jackson Sq. Station**, and a supplemental new route was also initiated**, 28 Mattapan-Ruggles via Blue Hill Ave, Warren St. and Dudley**.
-In December 1989, additional changes were made in this corridor. Route 28 became the predominant route in the corridor. A new Route **31 Mattapan-Forest Hills via Blue Hill & Morton** was initiated. It was planned to discontinue Route 29 service (as Routes 22, 28, and 31 covered it) but community interest in retaining the through service from Mattapan to the Egleston Sq. area resulted in Route 29's retention as rush hour only Route **29 Wellington Hill-Ruggles**. Midday service continued to also provide several trips via Franklin Field Housing Area.
-In June 1991, rush hour service was recast as **29 Mattapan-Jackson Sq. Station** and late evening service was restored as **29 Mattapan-Ruggles via Jackson Sq. Sta.**
-In September 1998, some rush hour trips began operating via Franklin Field Housing
-In March 2002, an extra school day-only trip in the afternoon from Malcolm X Blvd. to Mattapan was added to the schedule to replace former special supplemental school service. This trip was discontinued in June 2009.
-The span of late-evening Route 29 service was slightly reduced in June 2010.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 29 only operated weekday

evenings under this schedule. Regular weekday service resumed on August 31, 2020.
-Evening service and one afternoon supplemental trip were cut back from Ruggles to Jackson in July 2023. All service at all times now operates only to Jackson.
-Currently the route operates weekday rush hours and both weekday and Saturday evenings as: **29 Mattapan-Jackson Sq. via Blue Hill Ave. and Seaver St.,** while Midday trips are operated as **29 Mattapan-Jackson via Franklin Field Housing**

30 Mattapan-Roslindale via Cummins Highway
-Cummins Highway service was converted from streetcar to bus on 4/25/1953.
-Evening service was discontinued in December 1960.
-The span of evening service was improved in September 1969.
-Sunday service was discontinued in April 1981 but restored in January 1983.
-By June 1990, this line was slightly rerouted from a small portion of Cummins Highway to Blue Hill Ave., bypassing the segment of Cummins between Woodhaven St. and Mattapan Sq., due to a closed bridge. Service over the bridge was restored in December 1994.
-In operating practice, midday and evening Route 30 trips were through routed with Route 27 Mattapan-Ashmont. In June 1994, schedules began indicating which trips are run through.
-In January 1995, buses began detouring between Hyde Park Ave. and Roslindale Sq. due to bridge reconstruction. The regular route was resumed by March 1996.
-In March 1995, rush hour service was extended from Roslindale Sq. to Forest Hills via Washington St. The span of operation for through service gradually increased to include late-morning and late-afternoon as well.
-In June 1998, early a.m., and Saturday service were also extended to Forest Hills
-In September 1998, weekday afternoon service was extended to Forest Hills.
-In September 2000, an extra school day-only trip in the afternoon from Cummins Highway @ Brown St. to Forest Hills was added to the schedule to replace former special supplemental school service. This trip was discontinued in June 2002.
-In March 2002, Weekday and Saturday evening service was extended to Forest Hills and through-routing with Route 27 discontinued in the evening. With this change, the only time weekday service did not operate through to Forest Hills was for several hours in the late morning after the a.m. peak, when service was through-routed with Route 27.

-In March 2005, midday weekday service was extended to Forest Hills, while still continuing to be through-routed with Route 27 was well.
-In June 2005, Sunday Route 30 service was extended to Forest Hills.
Mid-day weekday through-routing with Route 27 was also discontinued in June 2005. With these changes, all Route 30 service at all times operates to Forest Hills.
-In September 2008, one a.m. and one afternoon school day-only trip was added from Mattapan to Roslindale Sq. Each of the two trips is through-routed on one end with Route 36 and on the other with Route 27. In September 2018, these trips were converted to a variation of Route 27. These trips were discontinued in June 2022.
-In August 2021, the outbound routing at Roslindale Sq. was modified to operate direct via Poplar St. in place of South Street, Belgrade Ave, and Corinth.
-Currently the route operates every day as **30 Mattapan-Forest Hills via Roslindale Sq. and Cummins Highway**

31 Wolcott Sq.-Mattapan via Hyde Park Ave, Cleary Sq. and River St.
-In December 1972, late-night and Sunday service were combined with Route 24 (see Route 24 in this section).
-Route 31 was discontinued in April 1981, and replaced by extending Route 32 (Cleary Sq.-Forest Hills) from Cleary Sq. to Wolcott Sq. The portion of the former Route 31 between Cleary Sq. and Mattapan continued to receive service from Route 33 (Dedham Line-Mattapan).
-In 1989, the empty Route 31 number slot was assigned to a new route from Mattapan to Forest Hills (see the MBTA initiated route section and Route 29 in this section).

32 Cleary Sq.-Arborway via Hyde Park Ave
-This route was converted from trackless trolley to bus on 10/01/58.
-In April 1961, extra rush hour short turn trips between Greenwood & Hyde Park Ave.-Arborway were discontinued.
-In November 1962, extra rush hour service between Cummins Highway & Hyde Park Ave.-Arborway was discontinued.
-In September 1980, midday trips were extended a short distance on Hyde Park Ave., beyond Cleary Sq., to serve a supermarket.
-This route was extended full-time in April 1981 from Cleary Sq. to Wolcott Sq. to replace Route 31, operating as **32 Wolcott Sq.-Arborway**
-Additional rush hour service is operated from Cleary Sq. to Forest Hills. Cleary Sq. extra service was cut back in March 1996, but resumed in September 1997.
-In May 1987, the inbound terminal was changed from Arborway yard to the new Forest Hills station.

-Beginning in July 1991, reconstruction of the Mother Brook bridge on Hyde Park Ave between Cleary Sq. and Wolcott Sq. forced Route 32 service to use a detour from Wolcott Sq. to Cleary Sq. via Neponset Valley Parkway and River St. instead of Hyde Park Ave. A shuttle bus (**32 Blake Estates-Hyde Park Ave & E. Greenwood**) was operated from one side of the bridge to the other via Hyde Park Ave., River St., Neponset Valley Parkway, and Hyde Park Ave. Regular Route 32 service resumed (and the shuttle ended) following bridge repairs in May 1992.
-In December 1999, one a.m. outbound trip and one p.m. inbound trip were rerouted between Cleary Sq. and Wolcott Sq. via the Westinghouse Industrial Area (River St. and Neponset Valley Parkway),
-In March 2005, one Saturday morning outbound trip was rerouted to serve part of Route 33.
-In September 2007, two school day-only trips were added to Route 32, one in the a.m., and one in the p.m., operating from Wolcott Sq. to Townsend & Warren Streets in Roxbury. These trips follow the regular Route 32 routing between Wolcott and Forest Hills, and continue via portions of Routes 16, 22, and 44 to Townsend & Warren. These trips replaced former special supplemental route school trip service.
-In September 2018 a morning inbound and afternoon outbound trip which had operated schooldays as through-trips with Route 39 to/from Avenue Louis Pasteur, were converted to Route 32 trips operating direct to/from Avenue Louis Pasteur.
-In March 2021, most Cleary Sq.-Forest Hills peak trips were dropped and replaced by improved frequencies on the full route to Wolcott. Some school day-only trips continued to operate between Cleary Sq. and Forest Hills
-In March 2022, peak period trips operating only between Cleary Sq. and Forest Hills were returned to the schedule.
-In April 2025, Cleary Sq.-Forest Hills peak trips were dropped and replaced by improved frequencies on the full route to Wolcott. Some school day-only trips in the afternoon continue to operate between Cleary Sq. and Forest Hills
-Currently the route operates every day as: **32 Wolcott Sq.-Forest Hills via Cleary Sq. and Hyde Park Ave.**

33 Dedham Line (River & Milton)-Mattapan via River St. and Stonybrook
-Service between Dedham Line and Cleary Sq. was inaugurated by the MTA in January 1959, replacing a similar service operated by Pierce Bus Lines. The MTA added a new segment via Stony Brook Village (Turtle Pond Parkway, Smith Field Rd., and Reservation Rd.) to the route in September 1959. Several inbound a.m. and outbound p.m. trips served Stonybrook. Trips serving Stonybrook bypassed a short stretch of River St.

-The route was extended from Cleary Sq. to Mattapan in October 1961, when free transfers were eliminated. The first outbound and last inbound trips of the day operated to/from Arborway via Cleary Sq. and Hyde Park Ave instead of Mattapan via River St.
-In March 1969, Stonybrook service was expanded to include all inbound a.m. and outbound p.m. trips.
-Service on the Stonybrook variation was extended via Dedham Parkway to the Georgetowne apartment complex (Alwin Rd. and Dedham Parkway) in June 1970 but was supplanted in that complex by Route 40 (Georgetowne-Forest Hills) service in December 1973.
-In December 1970, all trips at all times in both directions began serving Stony Brook except for early a.m. outbound trips and the last evening inbound trips which operate through from Cleary Sq. to Arborway.
-Between September 1972 and June 1974, most Monday-Friday trips were through routed with ex-M&B Route 541, to Endicott (see Route 541 in the M&B section).
-In July 1975, while the bridge on River St. over the Mother Brook was rebuilt, a shuttle bus (633 River & Milton-River & Neponset) was operated in a loop via River St., Neponset Valley Parkway, Readville St., and Milton St. Passengers walked across the bridge to regular Route 33 service at River @ Turtle Pond Parkway. After the bridge was reopened in December 1975, the loop used by the shuttle bus was retained as part of regular Route 33 service. Morning outbound buses operate clockwise around the loop while p.m. operate counterclockwise.
-Between January 1977 and April 1981, one inbound a.m. peak trip operated to Arborway instead of Mattapan between September and June.
-In December 2008, one a.m. peak outbound trip and one afternoon inbound trip were modified to operate via Westinghouse Loop to service a school.
-In May 2022, service was placed on a long-term detour to operate via Reservation Rd and Hyde Park Ave, between River St. and Cleary Sq. because of the unplanned closure of the River St. bridge over the Northeast Corridor rail line. Service to Stonybrook and Alwin Rd was only provided in the inbound direction as part of the detour.
-In January 2025, after the bridge had reopened, service resumed over the previous route.
-Currently the route operates Monday-Saturday as: **33 Dedham Line (River & Milton St.)-Mattapan via River St., Stonybrook, and Georgetowne**

34 Dedham Line-Arborway via Washington St.
-This route was converted from trackless trolley to bus on 09/06/58.
-In June 1963, short-turn trips from Maplewood & Washington to Arborway were discontinued.

-From September 1969 to December 1971, between September and June, extra AM peak short-turn trips were operated from LaGrange & Washington to Forest Hills.
-Since September 1970, off-peak service has been coordinated with the former Eastern Mass route to East Walpole (see the Eastern Mass-Norwood routes section). The Eastern Mass had formerly operated closed-door in Route 34 territory.
-In April 1981, Sunday and late-evening service on Route 34 was discontinued, with Route 34E providing all service. Route 34 Dedham Line trips during these time periods were restored in January 1983.
-In May 1987, the inbound Route 34 terminal was changed from Arborway yard to the new Forest Hills station.
-In June 2001, the official outbound terminal was extended from the Boston/Dedham Line to the rotary of Washington St. and VFW Parkway in Dedham. Buses had been turning at the rotary for many years but had been considered out of service within Dedham.
-In September 2007, two school day-only trips were added to Route 34, one in the a.m., and one in the p.m., operating from Dedham Line to Townsend & Warren Streets in Roxbury. These trips follow the regular Route 34 routing between Dedham Line and Forest Hills, and continue via portions of Routes 16, 22, and 44 to Townsend & Warren. These trips replaced former special supplemental route school trip service.
-In September 2018 a morning inbound and afternoon outbound trip which had operated schooldays as through-trips with Route 39 to/from Avenue Louis Pasteur, were converted to Route 34 trips operating direct to/from Avenue Louis Pasteur.
-In December 2019, most Route 34 service except for early mornings and late evenings was rerouted to terminate at Dedham Mall. At the same time this change was implemented, Route 34E was changed to no longer directly service Dedham Mall.
In March 2022, all Route 34 trips were extended from Dedham Mall to Dedham Sq., with outbound trips operating as far as Sylvia Lane.
-In June 2022, service was cut back to again terminate at Dedham Mall.
-Currently the route operates every day as: **34 Dedham Mall-Forest Hills via Washington St.**

35 Centre & Spring St.-Arborway via Washington St.
-Prior to October 1961, Route 35 operated as **35 Grove & Washington-Baker & Vermont** With the elimination of free transfers in October 1961, this route was split into two routes and extended to Arborway, becoming Route 37 Baker & Vermont-Arborway via Belgrade and Route 35 Centre & Spring-Arborway via Washington

-In March 1965, this line was rerouted via Centre and Stimson streets in place of Centre and Groves streets, between Centre & Spring, and Washington St.
-This line was radically rerouted in June 1969. Prior to that time it ran from Arborway via Washington St., to Stimson, to Centre, to a terminal at Centre & Spring. After 1969, it was reversed, operating from Arborway via Belgrade, to Centre St, to Stimson, to a terminal at Stimson & Washington, with service being coordinated in a trunk with Route 36 (Charles River-Forest Hills) and Route 37 (Baker & Vermont-Forest Hills). No loss of service area took place with this change, as Washington St. was and is well served by Routes 34 and 34E.
-Evening service was introduced in September 1969.
-Sunday Route 35 service was introduced in September 1970 as well. The last Sunday service on the old Grove & Washington-Baker & Vermont service ran in June 1958 and only ran from Centre & Grove to Baker & Vermont.
-Between September 1970 and March 1971, midday service was extended from Stimson & Washington to the Dedham Mall.
-In June 1974, Route 35 was again extended from Stimson St. to the Dedham Mall, Monday-Saturday during the hours that the Mall is opened.
-In April 1981, the span of evening service was reduced.
-Sunday Route 35 service was discontinued in April 1981 but was restored in June 1984. Sunday service was extended to the Dedham Mall at this time as well.
-In May 1987, the inbound terminal of Route 35 was changed from Arborway yard to the new Forest Hills station.
-By 1990, outbound morning trips operating only to Stimson and Washington were rerouted via Grove Steet so that buses no longer had to turn around on Washington St, to reverse direction.
-In September 2008, one a.m. and one afternoon direct trip were added to Route 35 operating to/from Avenue Louis Pasteur along Route 35, Centre St. (along Route 38) and Route 39. This replaced former special supplemental Routes 9808 and 9813.
-Currently the route operates every day as **35 Dedham Mall-Forest Hills via Stimson, Centre, and Belgrade**

36 Charles River-Arborway via Spring, Centre, and Belgrade
-This route was converted from trackless trolley to bus on 09/06/58.
-In June 1963, rush hour short-turn service between Centre & Spring-Arborway and Belgrade & Corinth (Roslindale Sq.)-Arborway were discontinued.
-Beginning in March 1965, the last trip of the day was operated outbound to Charles River, then to Dedham Line, and then inbound to Arborway via Route 34 (Dedham Line-Arborway via Washington St.). This practice was discontinued in September 2014, with the last Route 34 and 36 trips converted to conventional last trips on each route.

-Since 1969, service on Route 36 has been coordinated with Routes 35 and 37 to form a West Roxbury trunk.
-One round trip was extended to Gardner & Rivermoor St. via VFW Parkway in December 1975. This trip was discontinued in December 1976.
-Many trips on this route were extended a short distance from Charles River loop to the West Roxbury VA Hospital beginning in June 1976.
-In April 1981, late-evening service was cut back from the VA to Charles River loop.
-In May 1987, the inbound terminal was changed from Arborway yard to the new Forest Hills station.
-In September 1999, Monday-Friday service on selected trips was extended from the VA Hospital to Rivermoor St. Industrial Area via V.F.W. Parkway, Charles Park Rd., and Rivermoor St. Buses operating outbound to Rivermoor stop as the VA as well, however inbound buses do not.
-In December 2006, an afternoon school trip from Catholic Memorial to Forest Hills was added to the schedule. This replaced a former special supplemental service. This trip was discontinued in June 2014.
-In September 2007, two school day-only trips were added to Route 36, one in the a.m., and one in the p.m., operating from Charles River to Townsend & Warren Streets in Roxbury. These trips follow the regular Route 36 routing between Charles River and Forest Hills, and continue via portions of Routes 16, 22, and 44 to Townsend & Warren. These trips replaced former special supplemental route school trip service.
-In September 2008 a school day-only a.m. trip from Roslindale Sq. to Rivermoor St. and an afternoon trip from Catholic Memorial High School to Roslindale Sq. were added to the schedule. Both trip are through-routed with Route 30 and Route 27 to Ashmont and replaced former special supplemental routes 9807 and 9820. In September 2018, these trips were converted to a variation of Route 27. These trips were discontinued in June 2022.
-In December 2015, most trips operating to Rivermoor St. were modified to terminate at nearby Millennium Park on Gardner St. instead. Evening trips that service the area continue to operate through to Rivermoor Industrial Park.
-In September 2018 a morning inbound and afternoon outbound trip which had operated schooldays as through-trips with Route 39 to/from Avenue Louis Pasteur, were converted to Route 36 trips operating direct to/from Avenue Louis Pasteur.
-In December 2019, all weekend and weekday evening trips that terminated at Charles River Loop were extended to terminate at V.A. Hospital. With this change, the only trips continuing to use the Charles River Loop were several early morning weekday trips, and several school day-only trips. Also at this time, the route to and from the VA Hospital for trips terminating there was modified to operate via Oligocene St. from Spring St. in place of VFW Parkway.

Trips operating to/from Millennium Park or Rivermoore continue to operate via VFW Parkway.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service to Millennium Park and Rivermoore was suspended with this schedule. Service resumed on August 31, 2020.
-In August 2021, weekday early-morning trips were extended to the VA Hospital.
-Currently the route operates every day as **36 Millennium Park, Rivermoor St. Industrial Park, VA Hospital or Charles River-Forest Hills via Spring, Centre, and Belgrade**

37 Baker & Vermont-Arborway via La Grange, Centre and Belgrade
-This route was created with the elimination of free transfers in October 1961 when Route **35 Grove & Washington-Baker & Vermont** was split into two routes and extended to Arborway, becoming Route 37 Baker & Vermont-Arborway via Belgrade and Route 35 Centre & Spring-Arborway via Washington
-Beginning in June 1969, service on this route was coordinated with Routes 35 and 36 to form a West Roxbury trunk.
-Evening service was introduced in September 1969. Late evening service on the original Route 35 had been discontinued in December 1960.
-Sunday service was initiated in September 1970. The last Sunday service on the old Grove & Washington-Baker & Vermont service ran in June 1958.
-Since September 1970, several school year outbound a.m. rush hour trips operated via Catholic Memorial High School. These trips were discontinued in December 2004.
-Late-Evening service was discontinued in April 1981.
-Sunday service was discontinued in April 1981 but was restored in June 1984.
-In May 1987, the inbound terminal was changed from Arborway yard to the new Forest Hills station.
-In June 1998, Sunday Route 37 service was merged with Route 38 Wren, operating as 37 Forest Hills-Baker & Vermont via Centre St. In December 1998, several early Saturday morning Route 37 trips also began operation via Centre St.
-In January 2005, some peak period and midday trips were extended to serve LaGrange St. and Corey St. This change was in response to community requests to provide service to a neighborhood which had no direct bus service prior.
-Sunday Route 37/38 service was discontinued in July 2012.
-In September 2018 a morning inbound and afternoon outbound trip which had operated schooldays as through-trips with Route 39 to/from Avenue Louis Pasteur, were converted to Route 37 trips operating direct to/from Avenue Louis Pasteur.

-In December 2019, early Saturday morning service resumed operating via the regular Route 37 pattern and were no longer through routed with Route 38.
-In December 2019, service on the extension to La Grange and Corey St. was reduced to just one school day-only trip in the AM inbound and a return trip in the PM base.
-Currently the route operates Monday-Saturday as: **37 Baker & Vermont-Forest Hills via La Grange, Centre and Belgrade**

38 Wren St.-Green St. Station via Centre, and South St.
-In 1961, Route 38 began operating via Forest Hills station inbound. Prior to 1961, Route 38 had avoided Forest Hills completely by using Mc Bride St.
-For one rating period in 1977 (December 1976-March 1977), Route 38 terminated at Arborway instead of Green St. A special connecting shuttle (Route 588) was operated in a loop from Green St. to Forest Hills during this rating. The route was split to improve schedule performance during winter operating conditions.
-In March 1979, the layover in the afternoon and evening was shifted to Forest Hills instead of Green St.
-In April 1981, 38 Wren service was again rerouted to terminate at Forest Hills, resulting in a small loss of service area on Green St. The change took place because of passenger preference for Forest Hills station as a transfer point instead of Green St. station.
-Sunday service was discontinued in April 1981, but was restored in June 1984.
-In April 1981, evening and late-evening service was reduced to a small number of trips which matched the needs of Faulkner Hospital.
-In June 1998, Sunday Route 38 service was replaced by a variation of 37 Baker & Vermont-Forest Hills, operating as 37/38 Baker & Vermont-Forest Hills via Centre St. In December 1998, several early Saturday morning Route 37 trips also began operating as Route 37/38 via Centre St.
-In September 2007, two a.m. trips operating direct to Avenue Louis Pasteur & Longwood Ave were added to the Route 38 schedule. One trip originates at Wren St., the other at Centre St. @ West Roxbury Parkway. Both trips follow the regular Route 38 trip to Centre & South streets, but then proceed north along Route 39 to Longwood Ave., rather than proceeding to Forest Hills. These trips replaced former special supplemental route school-trip service.
-In December 2007 a school day-only afternoon trip was added to the schedule operating direct from Townsend @ Humboldt Ave. to Wren St. This replaced former special supplemental Route 9806
-Sunday Route 37/38 service was discontinued in July 2012.
-In September 2018 an afternoon outbound trip which had operated schooldays as a through-trip with Route 39 from Avenue Louis Pasteur, was converted to a Route 38 trip operating direct from Avenue Louis Pasteur.

-In December 2019, early Saturday morning service resumed operating as regular Route 38 service and was no longer combined with Route 37.
-Currently the route operates Monday-Saturday as: **38 Wren St.-Forest Hills Station via Centre, and South St.**

40 Arborway-Egleston via Washington St.
-This route was converted from streetcar to bus on 12/17/1955.
-This short Monday-Friday route was discontinued in June 1971 with no replacement. Saturday service was discontinued in June 1958, resumed in September 1959 and discontinued again in June 1960. Midday service was discontinued in September 1960.
-Service along this line was reactivated in April 1981, when Route 42 (Egleston-Dudley) was extended from Egleston to Arborway. This extension was primarily made to provide a link between the Bartlett St. garage and the Arborway rating station. With the closing of the Orange Line-Washington St. El in May 1987, the Dudley-Egleston-Arborway corridor became the exclusive domain of Route 42.
-In 1973, the empty Route 40 number slot was assigned to a new route from Georgetowne to Forest Hills (see MBTA initiated route section)

41 Centre & Eliot-Dudley via Centre
-In June 1971, rush hour, short-turn trips from Centre & South Huntington to Dudley were discontinued.
-Sunday service and late-evening service were discontinued in April 1981.
-Route 41 began serving the new Jackson Sq. station of the Orange Line in May 1987
-In June 1998, the span of Saturday evening service was slightly reduced.
-In September 1998, the span of weekday evening service was slightly reduced
-In March 2002, the route was extended from Dudley to JFK/U Mass station via Dudley St., Uphams Corner, and Columbia Road. Sunday service was reintroduced as well.
-In March 2004, several late evening trips which only operated between JFK U Mass and Dudley were extended to Centre & Eliot.
-In June 2020, the midpoint name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-Currently the route operates every day as: **41 Centre & Eliot-JFK U Mass via Centre, Jackson Sq., and Nubian.**

42 Egleston-Dudley via Washington St.
-This route was extended from Egleston to Arborway in April 1981 as **42 Arborway-Egleston** (see Route 40).
-Sunday service and late-evening service were discontinued in April 1981.

-Route 42 was extended from Dudley to Ruggles (via New Dudley and Tremont St. inbound; and Tremont, New Dudley, Roxbury St. and Dudley St. outbound) in May 1987, as part of the changes made with the opening of Southwest Corridor Orange Line extension. The southern terminal was also extended at this time to the new Forest Hills station.
-Sunday service and a longer span of evening service were restored at this time as well.
-In March 1990, school year, extra service began operation between Forest Hills and Dudley only during the a.m. peak and midday.
-In March 2005, all Monday-Saturday service was cut back to only operate between Forest Hills and Dudley. Only Sunday service continued to Ruggles.
-In March 2014, Sunday service was also cut back to only operate between Forest Hills and Dudley, with service to Ruggles eliminated.
-In June 2020, the terminal name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-Currently the route operates as: **42 Forest Hills-Nubian via Washington St.**

43 Egleston-Boylston & Tremont via Tremont St. and Columbus Ave.
-This route replaced Tremont St. streetcar service, providing all service between Egleston & Lenox St. since 06/15/1956 and all service north of Lenox St. since 11/18/61. From November 1961 to Spring 1962, the route terminated at Kneeland & Washington. The inbound terminal was changed to Boylston & Tremont St. in Spring 1962
-In January 1966, a portion of Boylston St. was closed, due to a fire-damaged building, which was in danger of collapse. As a result, Route 43's terminus was cut back the short distance from Boylston & Tremont to Stuart & Tremont. After the building in question was demolished, the city of Boston decided not to allow buses back on Boylston St. Stuart & Tremont became the permanent terminal. As a result, no direct connection was available between Route 43 buses, and the Tremont St. subway.
-This situation was corrected in June 1972, when Monday-Saturday service was extended from Stuart & Tremont around the Boston Common to Park & Tremont (providing connections to Park St. station).
-Sunday service was extended in March 1975 as well.
-In September 1978, Route 43 was rerouted to the new Downtown Crossing pedestrian mall (Summer & Chauncy via Washington St.), eliminating the portion of the route from Stuart to Park & Tremont.
-Because of passenger protests, partial rush hour service was restored to the Park & Tremont route in March 1979, and in May 1979, all Downtown Crossing service was dropped, with Park & Tremont restored as the full-time terminal.
-In May 1987, the southern end of the line was cut back from Egleston to the new Ruggles station, with Routes 22 and 29 providing service over the Egleston-

Ruggles segment. This change occurred due to the Orange Line-Southwest Corridor extension opening.
-Currently the route operates every day as: **43 Ruggles Sta.-Park & Tremont via Tremont**

44 Seaver St.-Dudley via Humboldt
-This route was converted from trackless trolley to bus on 03/31/61.
-From March 1963 to March 1964, Sunday service was extended to Egleston and operated as a loop with Route 42 Egleston-Dudley.
-In September 1982, Humboldt/Seaver St. service was extended a short-distance from Seaver & Humboldt to Franklin Park Loop.
-In May 1987, service was extended from Dudley to Ruggles (via New Dudley and Tremont St. inbound; and Tremont, New Dudley, Roxbury St. and Dudley St. outbound), as part of the changes made with the opening of Southwest Corridor Orange Line extension.
-In December 1989, service was extended and rerouted from Franklin Park to Jackson Sq. station via Seaver St., Egleston Sq. and Columbus Ave.
-In September 1994, New Dudley St. was extended from Roxbury St. to Dudley St. Buses operating toward Dudley began operating direct via New Dudley to Dudley, bypassing Roxbury St. and Eliot Sq.
-In September 2007, an additional school day-only trip was added in the afternoon from Townsend & Warren to Jackson Sq.
-In October 2009, late-evening weekday outbound trips and all weekend outbound trips were altered to operate via Eliot Square between Ruggles and Dudley.
-In September 2019, late-evening and weekend trips resumed operating via the regular route via Malcom X Boulevard and no longer serve Eliot Square.
-In June 2020, the midpoint name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-Currently the route operates every day as: **44 Jackson Sq.-Ruggles via Seaver, Humboldt and Nubian Station**

45 Grove Hall-Dudley via Blue Hill Ave.
-This route was converted from trackless trolley to bus on 04/06/62.
-From June 1954 until 1966, late-night service was combined with Route 22. The last trip of the day was combined until December 2025.
-In December 1973, Route 45 was extended Monday-Friday along Blue Hill Ave. from Grove Hall to Franklin Park Loop.
-In March 1974, weekend service was extended to Franklin Park as well.
-In May 1987, Route 45 was extended from Dudley to Ruggles (via New Dudley and Tremont St. inbound; and Tremont, New Dudley, Roxbury St. and Dudley

St. outbound), as part of the changes made with the opening of Southwest Corridor Orange Line extension.
-In September 1994, New Dudley St. was extended from Roxbury St. to Dudley St. Buses operating toward Dudley began operating direct via New Dudley to Dudley, bypassing Roxbury St. and Eliot Sq.
-In September 2000, an extra school day trip in the a.m. was added from Franklin Park to Dudley.
-In October 2009, late-evening weekday outbound trips and all weekend outbound trips were altered to operate via Eliot Square between Ruggles and Dudley.
-In June 2020, the midpoint name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-In December 2025, the last outbound trip of the day, that had been combined with Route 22, was changed to be a regular separate trip on each of the two routes.
-Currently the route operates every day as: **45 Franklin Park-Ruggles via Grove Hall, Blue Hill Ave, and Nubian Station**

46 Heath St.-Dudley via Heath and Centre
-Sunday service and evening weekday service were initiated on this route in June 1972.
-Sunday service was discontinued in February 1981.
-Evening service was discontinued in April 1981.
-This route began serving the new Jackson Sq. station of the Orange Line in May 1987.
-In March 2002, this route was merged with Route 14 Roslindale Sq.-Dudley (see MBTA initiated routes section) to form Route 14 Roslindale Sq.-Heath St. via Dudley. This was an end-to-end combination, with no loss of service area in the original Route 46 segment.

48 (renumbered 171 in December 1969) Northampton-Dover via Albany St.
-This short rush hour industrial route, serving factories along Albany St., was renumbered from 48 to 171 in December 1969.
-After June 1971, schedules were no longer published for Route 171, and it was not shown on any system route map.
-Route 171 lingered until April 1981, operating a handful of trips.
-A 1992 short extension of Route 47 from Boston City Hospital to Albany St. bus garage via Albany St. serves a large portion of the territory originally covered by this very short route
-Between 1972 and 1981 the Route 48 number slot was used by a route from Dudley to Boston State Hospital.

-In January 1982, Route 595 Jamaica Plain Loop was reassigned the empty Route 48 number slot (see MBTA initiated routes section for information on Route 47 and both of these later Route 48s).

49 Northampton-Kneeland & Washington via Washington St.

-Late evening service was discontinued in June 1958. Sunday service from Northampton to Dover & Washington was discontinued in June 1951.
-One morning inbound trip was extended from Kneeland & Washington to South Station until June 1974**.**
-Evening service was discontinued in June 1971.
-In June 1975, service was routed via University Hospital (via Harrison Ave. and Albany St) on the southern end of the line, and extended from Kneeland & Washington to Essex & Washington streets on the northern end.
-Between March and September 1978, select a.m. outbound and p.m. inbound trips of Route 49 were operated via Albany St. instead of Washington street.
-In September 1978, Route 49 was extended to the new Downtown Crossing pedestrian mall (Summer & Chauncy via Washington St.) from Essex & Washington St. The route of the extension followed Washington to Milk, to Chauncy, Bedford, back to Wash, to Kneeland, to surface artery. The outbound route followed Washington, to Kneeland, to Surface Artery in place of Harrison Ave.
-Because of traffic pattern problems and conflicts with pedestrians on the Washington St. mall, it was rerouted to Washington & Franklin via Chauncy & Arch St (instead of Washington St.) in May 1979.
-In January 1981, service was cut back to Essex & Washington, but was restored to Downtown (Chauncy St. & Summer) in May 1982. With the restored route, inbound buses followed Washington, to Essex, to Chauncy. Outbound buses began using the Surface Artery all the way from Summer St. through Kneeland St.
-Service became midday-only in April 1981, but was restored during rush hours in May 1982.
-Sunday service was initiated in June 1983.
-In June 1985, the terminal was changed from Chauncy & Summer to Chauncy & Bedford because of construction on Summer St.
-In May 1987, the closing of the Orange Line-Washington St. El saw Route 49 transformed from a low-ridership feeder route, to a heavy trunk service. The line was extended from Northampton Street to Dudley Station and routed directly via Washington St.
-In October 1997, the route was slightly modified outbound near Harrison Ave. via Albany St. and East Berkeley because of highway construction.
-In December 2001, the Downtown terminal was changed to Temple Place instead of Bedford & Chauncy. Inbound buses follow Washington north to

Temple Place and return outbound via Temple Place, Tremont, Stuart, and Washington. This change inaugurated the use of a contra-flow bus only lane southbound on Washington St. from Marginal Rd. to East Berkeley St. This change was made in anticipation of this route becoming the Silver Line.
-Route 49 was converted to the Silver Line on 07/20/2002. The primary change to the service was to consolidate stops as follows: Dudley, Melnea Cass, Lenox St., Massachusetts Avenue, Newton St., Union Park St., East Berkeley St., Herald St., New England Medical Center, Chinatown (inbound only), Downtown Crossing @ Temple St. (terminal stop) and Boylston St. (outbound only). A stop at Worcester Sq. was restored later in 2002.
-In June 2020, the terminal name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-Currently the route operates every day as: **Silver Line SL5: Nubian-Downtown via Washington St.**

50 Cleary Sq.-Arborway via West St., Poplar St., Metropolitan Ave, and Roslindale Sq.
-Sunday service between Cleary Sq. and Roslindale Sq. was discontinued in December 1960.
-Route 50 only ran between **Cleary Sq.-Kittredge & Washington (Roslindale Sq.)** until the elimination of free transfers in October 1961, when service was extended from Kittredge & Washington to Arborway via Washington St.
-In 1975, this route was slightly rerouted between West St. and Cleary Sq., operating on the opposite side of the commuter rail tracks via Austin & Summer St (to serve an elderly housing complex), instead of Hyde Park Ave.
-The Hyde Park Ave routing returned for a time between Spring 1989 and Spring 1991 because of bridge reconstruction, but service via Austin & Summer was restored.
-In May 1987, the inbound terminal was changed from Arborway yard to the new Forest Hills station.
-In March 2005, a new Sunday route combined with Route 40 Georgetowne-Forest Hills (see Route 40 in the MBTA-initiated routes section) was introduced. Sunday buses operate outbound via Route 40 to Georgetowne, proceed via River St. to Cleary Sq., and then return inbound via Route 50.
-In December 2006, the last evening weekday trip, and the last two Saturday evening trips of Route 40 were modified to follow the combined 40/50 route (the same pattern as Sunday service).
-In March 2007, the span of Saturday evening service was expanded with the addition of two more combined Route 40/50 trips.
-In March 2008, the span of weekday evening service was expanded with the addition of one combined Route 40/50 trip.

-In May 2022, service was placed on a long-term detour to operate via Hyde Park Ave, between West St. and Cleary Sq. because of the unplanned closure of the River St. bridge over the Northeast Corridor rail line. Although the bridge reopened in 2024, the change was made permanent.
-In April 2026, The combined Route 40/50 was discontinued, and new evening and Sunday service was added to Route 50.
-Currently the route operates everyday as: **50 Cleary Sq.-Forest Hills via West St., Poplar St., Metropolitan Ave, and Roslindale Sq.**

51 Cleveland Circle-Arborway via Hancock/Westbrook Village and Independence Drive. or via South St., Putterham (rush hour alternate)
-Prior to 1961, Route 51 weekday trips operated via South St., while Route 37 (Independence Dr. and V.F.W Parkway-Roslindale Sq.) served Weld St and Corey St.
Route 37 evening service was discontinued in September 1957 and Route 51 service rerouted to operate via Corey and Weld streets in place of a direct route on South St. Saturday Route 37 service was discontinued in June 1958.
The routes were merged at all times in April 1961, as Route 51. The empty Route 37 number slot was later assigned to the then new Baker & Vermont-Forest Hills route.
-Sunday Route 51 service was discontinued in December 1960.
-Route 51 ran as **51 Cleveland Circle-Roslindale Sq.** until the elimination of free transfers in October 1961. At that time service was extended from Roslindale Sq. to Forest Hills via Washington St.
-During rush hours, Route 51 buses used two alternative routings to travel between Newton & Grove streets and the VFW Parkway. The primary route was via Independence Drive and Hancock Village. The secondary route (known as "via Putterham") was used by alternate rush hour trips, and traveled a few blocks over on South St. Saturday service over the Putterham variation was discontinued in June 1958. By 1974 (possibly December 1968), a section of the Putterham alternate route (on South St. between Newton & Grove streets and on Russet Rd.) was discontinued, with Putterham buses using straight Grove St. and South St.
-The entire Putterham rush hour alternate route was discontinued in April 1981. There was no great loss of service area with this change, as the Putterham & South route was within walking distance of the Hancock Village, Independence Drive service. It should be noted that Putterham is the neighborhood name of the section of Brookline served by Route 51. Bus destination signs continue to use the "Via Putterham" destination, though this is referring to the Hancock Village route.
-Late-evening service was discontinued in April 1981.

-In May 1987, the inbound terminal was changed from Arborway yard to the new Forest Hills station.
-In December 1996, the route name was changed from Cleveland Circle to Reservoir although there was no actual change made to the route.
-In September 2007, two a.m. and one p.m. school day-only trips were added to Route 51, operating direct to Union Sq. Allston. These trips followed the regular Route 51 route from Forest Hills to Cleveland Circle, and then proceed beyond Cleveland Circle via Routes 86 and 57 to Union Square. These trips replaced former special supplemental route school-trip service. These trips were discontinued in June 2023.
-In December 2007, a school day-only afternoon trip operating from Greenough St. @ Tappen St. (Brookline High) to Newton St. @ Arlington Road was added to the Route 51 schedule. This replaced former special supplemental Route 9860. The trip started at Brookline High (located near Brookline Hills station on the Green Line Riverside branch), followed Boylston St. in Newton along Bus Route 60, and then followed the regular Route 51 routing from Boylston & Lee streets to Grove St. at Beverley Rd. From Beverly Road, the trip continued via LaGrange St., Princeton Rd., and Newton St. to Newton & Arlington Rd. This segment was not along the regular Route 51 route and covered a segment which has not had regular bus service since Route 59 Chestnut Hill-Forest Hills was discontinued in 1979. In March 2008, the trip was altered to continue from Newton & Arlington Rd back to Forest Hills via Route 51. The trip was discontinued in June 2022.
-Currently the route operates Monday-Saturday as**: 51 Reservoir-Forest Hills via Hancock Village**

52 Copley Sta.-South Sta. via Kneeland & Stuart
54 Copley Sta.-Bowdoin via Boylston and Charles St.
-Until December 1960, Route 54 ran as Mass. Station-Bowdoin. At that time, Route 54 was cut back to Copley because of changed one-way street patterns on Boylston St. Sunday and evening service were discontinued on Route 54 in June 1958, and Saturday service was discontinued in December 1960.
-Route 52 was diverted to serve the Prudential Center in March 1967,
-In September 1970, these two routes, along with Route 3 (South Sta.-Haymarket), were combined as a belt route, which was known as **76 Copley-Waterfront Belt via Bowdoin, Haymarket, and South Station**. Buses operated in both the clockwise and counterclockwise directions around the loop. Route 76 operated Monday-Friday-only. Route 3 continued to operate as an independent route on Saturdays.
-The belt route was discontinued in June 1971, Route 3 was restored, but the Route 52 and 54 segments were discontinued permanently. All of the points covered by these routes are within walking distance of rapid transit stations.

An extension in June 1982 of Route 55 (Queensberry St.-Copley) to Park St. covered a portion of the territory formerly served by both routes. (See "serving Downtown" in the Jan./Feb. 1991 ROLLSIGN for more information on Route 54).
-In 1982, the long empty 52 and 54 number slots were assigned to former M&B routes 533 and 521 (see Middlesex & Boston section).

55 Queensberry & Jersey St.-Boylston & Mass Ave. via Boylston and Ipswich
-This route originally ran to Mass. station (the current Hynes Convention Center station on the Green Line). In January 1963, the Massachusetts Station (now Hynes Convention Center Station) busway was permanently closed because of the construction of the Mass. Turnpike extension. From September 1962 to June 1963, Route 55 was operated as a loop via Kenmore Station inbound and returning via Massachusetts Station and the regular route outbound. The closing of the station busway in 1963 resulted in Route 55 terminating at Boylston & Mass. Ave, and looping via Mass. Ave., Burbank St., and Hemenway St.
-The closing of Burbank St. for construction resulted in Route 55's inbound loop being changed to Boylston, Gloucester, Newbury, Mass. Ave. and back to Boylston by 1967.
-In December 1968, the inbound terminal was moved one block along Boylston to Boylston & Fairfield St. This provided closer access to the Prudential Center.
-The route was extended full-time from Boylston & Fairfield to Copley Sq. in December 1976.
-Some trips were extended Monday-Friday from Copley to Park & Tremont via Boylston St. inbound and St. James Ave. outbound in June 1982.
-In September 1982, all Monday-Friday trips were extended to Park St.
-In March 1983, night trips were cut back to Copley. (For more information on the early history of this route see "The Last Days of Cypress St."-ROLLSIGN March/April 1984).
-Outbound buses were rerouted via Dartmouth, Huntington, Dalton, and Boylston in place of Dartmouth, Newbury, and Mass. Ave, effective June 1998.
-In March 2002, outbound buses began operating through Copley Sq. directly via St. James Ave. to Huntington and Dalton, eliminating a double loop via Ring Rd. and Boylston St. The evening and weekend terminal was also slightly moved from Copley Sq. at Boylston St. to St. James & Dartmouth.
-In January 2005, the span of late evening service was reduced.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service between Copley and Park

St. was suspended. On August 31, 2020, midday weekday service was suspended. Weekday evening service was suspended in December 2020.
-In March 2021, all Route 55 service was suspended.
-In June 2021, service resumed midday-only, weekdays and weekends, between Queensberry St. and Copley.
-In July 2023, the route name was changed from Queensberry to West Fenway
-In June 2025, to accommodate a permanent change to bus stop locations at Copley, the route was extended from Copley to Arlington station via Boylston, and Arlington St. inbound and St. James Ave outbound.
-Currently the route operates, all days, middays only, as **55 West Fenway-Arlington Station**

56 (renumbered 175 in 1970) Amesbury St.-Kendall via Vassar St.
-This line was an industrial service initiated in 1947 to serve businesses located in Cambridgeport. The route operated via straight Vassar St. until September 1958, when a slight diversion was added weekdays via Mass Ave. and Main St. through Lafayette Ss. This reroute incorporated the former Lafayette Sq.-Kendall via Main St. route. Saturday service was discontinued in June 1958, restored in December 1958, and discontinued in June 1959.
-As many of the industries of Cambridge left or closed (with MIT expanding into the area) the need for Route 56 was reduced, with all service ending in June 1971.
-A 1989 initiated rush hour extension of Route 64 (Oak Sq.-Central Sq.) to Kendall Sq. covered a small portion of the former Route 56 territory on Main St. Cambridge between Kendall Station and the intersection of Mass. Ave. and Main St. Most points formerly served by Route 56 are within walking distance of current Routes 1 or 47. Bus service was restored on Vassar St. in September 1994, when a new experimental cross-town bus (CT2 Kendall-Ruggles) began operation (see CT2 entry in the MBTA initiated routes section). This new route only makes two stops on Vassar St. however.
-In 1982, the long empty Route 56 number slot was assigned to former M&B Route 522 (see Middlesex & Boston routes section).

58 Cypress St.-Kenmore via Boylston St.
-When the Riverside line (Highland Branch) opened in 1959, Routes 58 Cypress St.-Kenmore and 60 Chestnut Hill-Kenmore were cut back from Kenmore to Brookline Hills station. Some service on the Chestnut Hill route was continued to Kenmore, while a separate route was established from Brookline Village to Kenmore. The revised routes were numbered as **60 Chestnut Hill-Brookline Hills or Kenmore**, **60A Cypress St.-Brookline Hills**, and **58 Washington St. & Brookline Ave-Kenmore**. Residents surrounding Brookline Hills station complained of buses clogging their narrow streets. By September 1960, all

Cypress St. and Chestnut Hill service terminated at Brookline Village station instead of Brookline Hills station. When free transfers were eliminated in October 1961, through-service was restored between Cypress St. and Chestnut Hill to Kenmore as 60 Chestnut Hill-Kenmore and 58 Cypress St.-Kenmore
-As operated by 1964, Route 58 was a Monday-Saturday separate service from Route 60 (Chestnut Hill-Kenmore) with Route 60 running along Boylston St. entirely, and Route 58 operating along Boylston from Cypress St. The routes were combined during nights and Sundays since September 1958, with Chestnut Hill buses operating via Cypress St. and High St., and bypassing Boylston from Cypress to High St.
-In September 1969, Route 58 was discontinued, and all Route 60 service began operating via Cypress St. and High St. at all times except rush hours when separate service was operated as Route **60A Cypress St.-Kenmore**. When Route 60A was operating, Route 60 trips to or from Chestnut Hill operated on Boylston St. and bypassed Cypress & High Streets.
-In December 1985, the separate route diversion was discontinued, and all service began operation as **60 Chestnut Hill-Kenmore via Cypress and High St.** at all times including rush hour. The Cypress St. loop (High St., Highland Rd., Jamaica Rd., Pond St., and Chestnut St.), as well as a small portion of Boylston St. (between Cypress St. and High St.) lost bus service with this change, but the main impact of the change was a slight increase in travel time for passengers traveling from beyond Cypress St. (See "Last days of Cypress St. Carhouse" article in March/April 1984 ROLLSIGN for additional information).

58 Boston College-Kenmore via Commonwealth
-This was a rush hour only, school year (September-June) supplement to Commonwealth Ave. streetcar service, operated as an MTC experiment between September and December 1963.
-The route was retained by the MTA a regular service after the MTC experiment. Service was not resumed in September 1965, but was restored in March 1967.
-The line did not have a public route number assigned to it until September 1969, when the above mentioned Cypress St. service was discontinued and the Route 58 number slot became available. For the 1971-72 school year, Route 58 service did not resume until January 1972. Boston College-Kenmore supplemental bus service was last operated in 1981.
-In 1982, the empty Route 58 number slot was assigned to former M&B Route 527 (see Middlesex & Boston routes section).

59 Chestnut Hill-Forest Hills
-Route 59 only ran from Chestnut Hill to Centre & South St. until the elimination of free transfers in October 1961. At that time service was extended from Centre & South to Green St. Station. In November 1963, service was

rerouted from Green St. to Forest Hills via South St. Service operated Monday-Saturday, Sunday service was discontinued in March 1950.
-In March 1974, service on West Roxbury Parkway (which was used outbound only) was discontinued, with both outbound and inbound buses using Beverly Road.
-Also in March 1974, service on the Newton St. portion of Route 59 was extended on certain trips to Brookline St. in the Oak Hill section of Newton.
-In June 1974, the terminal at Chestnut Hill was extended to the new Chestnut Hill Mall, Monday-Friday.
-In September 1974, one trip began operating via the Hammond House on Hammond Pond Parkway
-Service to Chestnut Hill Mall was discontinued in December 1974 and the route returned to the previous turn-around.
-In June 1976, weekday service was restored to the Mall.
-In September 1976, Saturday service was extended to the mall as well.
-In June 1977, Route 59 was extended from Chestnut Hill to Newton Centre via Langley Rd. to form Route **59 Newton Centre-Forest Hills.**
-Service on Brookline St. was dropped in June 1977 but was restored as far as Dudley Rd. in September 1977.
-In October 1977, one trip a day began a slight detour along Clyde St. from Newton St. to Clyde & Lee.
-All Route 59 service was discontinued in November 1979. The abandonment of the route left a large portion of Brookline without bus service, but it was (and is) a sparsely populated and very high-income neighborhood of Brookline. The principle traffic on this route was domestic workers traveling to Chestnut Hill in the morning and back to Forest Hills at night.
-In 1982, the empty Route 59 number slot was assigned to ex M&B Route 532 (see Middlesex & Boston routes section).

60 Chestnut Hill-Kenmore via Route 9 and Brookline Ave.
-See Route 58 Cypress St.-Kenmore entry above for changes involving both Routes 58 and 60
-In March 1974, a free Monday-Saturday shuttle bus began operation from the terminus of Routes 59 and 60 (at the Chestnut Hill Shopping Center.) to the new Mall at Chestnut Hill. The shuttle was given route number 160.
-In June 1974, the shuttle was discontinued, and Route 60 was extended to the Mall during hours that the Mall was opened until September 1974, when service was cut back to the former terminal.
-By 1981, the outbound routing of Route 60 was slightly rerouted in the Brookline Village area from Boylston St. to Pearl St, to directly serve Brookline Village station on the Riverside Green Line, and to respond to lane and signal changes made by the town of Brookline at Brookline Village. Service was

rerouted off of Pearl St. back to Boylston St. in October 2016 because of construction. Service resumed operating via Pearl St. in December 2020.
-In December 1985, this line was routed full-time via Cypress St. and High St. (see Route 58).
-In June 1998, the span of late-evening Sunday service was slightly reduced.
-In September 1998, the span of late-evening weekday service was slightly reduced.
-In January 2005, the span of Sunday evening service was again slightly reduced.
-In December 2006, the terminal for the route was extended from the Chestnut Hill Shopping Center to Chestnut Hill Mall, a restoration of a service briefly operated in 1974. Buses operate via Hammond Pond Parkway outbound to the Mall and return via Route 9.
-Currently the route operates every day as: **60 Chestnut Hill Mall-Kenmore via Route 9, Cypress & High St., and Brookline Ave.**

63 Cleveland Circle-Central Sq., Cambridge via Chestnut Hill Ave., Market St. and Western Ave.
-In September 1962, a through routing experiment was initiated: Route 63 Cleveland Circle-Central and 83 Central-Porter were through routed to form **Cleveland Circle-Porter Sq. via Central**. The Route 63/83 pairing ended in March 1964.
-Sunday service in part of Route 63 territory was introduced in June 1973, when a special Sunday variation of Route 86 which was a combination of Routes 63, 64, and 86, began operation from Cleveland Circle to Union Sq., Somerville via Union Sq. Allston. Regular Route 63 Sunday service last operated in April 1958. The combined 63/64/86 Sunday service was discontinued in April 1981.
-In April 1981, a special late-night route variation of Route 63, which was a combination of Routes 63 and 64 began operation from Cleveland Circle to Central Sq. via Oak Sq. Buses operated outbound via Route 64 and inbound via Route 63. This replaced regular-route Route 63 evening service and Saturday morning service.
-The special late-night variation began running all day Sundays in January 1983.
-In December 1989, Route 66 (Union Sq., Allston-Dudley) was extended from Union Sq. to Harvard Sq., while Route 86 (Sullivan-Union Sq. Allston) was rerouted and extended from Western Ave. & North Harvard St. over Route 63 territory (Western Ave, Market St., and Chestnut Hill Ave.) to Cleveland Circle to form Route **86 Cleveland Circle-Sullivan**. Route 63 was discontinued as a separate service. Route 70 continued to provide service from Central Sq. to Western Ave. & North Harvard St.

-Elderly former midday patrons of Route 63, upset with the need to change buses to travel from Brighton Center to Central Sq. Cambridge, lobbied for a reinstatement of Route 63 service. They eventually succeeded, with service being reinstated midday between Cleveland Circle and Central Sq. in December 1990. Technically this was not Route 63 though, as this new service was officially a diversion of Route 64 (Oak Sq.-Central), branching off from the North Beacon and Cambridge St. routing of Route 64.
-Route 64 service to Cleveland Circle was discontinued in December 1993.

64 Oak Sq.-Central Sq. Cambridge via Faneuil and North Beacon
-In April 1962, Route 64 (Faneuil St.-Central) was extended from Faneuil St. to Oak Sq., as an attempt to siphon off ridership from the Watertown-Park St. carline.
-Sunday service in Route 64 territory was re-established in June 1973, when a special Sunday variation of Route 86, which was a combination of Routes 63, 64, and 86, began operation from Cleveland Circle to Union Sq., Somerville via Union Sq. Allston. Sunday service on Route 64 had last operated in December 1960.
-From July 1958 until September 1975, late-night outbound service operated via Pearl & Putnam streets during hours when Route 67 did not operate.
-In June 1976, midday Route 64 service was slightly rerouted inbound in Cambridge from River St. (at Putnam) to Magazine St. This change was to benefit riders of the former Route 67 (see Route 67 for details).
-In January 1977, all weekday inbound service began operating via Magazine St.
-Sunday service was discontinued in April 1981.
-All route inbound 64 service at all times began operating via Magazine St. in April 1981.
-In April 1981, a special late-night and Saturday morning route variation of Route 63, which was a combination of Routes 63 and 64 began operation from Cleveland Circle to Central Sq. via Oak Sq. Buses operated outbound via Route 64 and inbound via Route 63.
-The late-night variation began running all-day Sundays in January 1983
-Beginning in June 1989, Route 64 was extended during midday and rush hours from Central Sq. to Kendall Station via Mass. Ave and Main St. Cambridge.
-After the replacement of Route 63 by Route 86 (see above) in December 1989, regular Route 64 service began operation on Sundays.
-Midday service was cut back from Kendall to Central in December 1989.
-In December 1990, midday supplemental service was established to Cleveland Circle as **64.2 Cleveland Circle-Central via North Beacon and Market St.** (see Route 63).

-Service to Cleveland Circle was discontinued in December 1993.
-In June 1998, the segment between Central and Kendall was rerouted via Prospect and Broadway, instead of Mass. Ave. and Main St. Also, at all times except rush hour service was extended service from Central Sq. to University Park.
-Also in June 1998, service was slightly rerouted off of a portion of North Beacon St. via Guest St. to serve a new supermarket.
-In March 1999, the turn-around loop at University Park was changed to operate via Lansdowne, Franklin, Sydney and Green in place of straight Sydney to Green.
-In October 2014 the northbound route between Main and Broadway near Kendall Sq. was changed to use Galileo Way in place of Ames St. There were no stops missed or altered with the change. By April 2018, the route resumed operating via Ames St.
-In December 2018, service resumed operating via Guest Street after a multi-year construction detour was completed.
-In December 2018, the last trip of the night was extended to Oak Square.
-In December 2019, all weekday midday and evening service was extended to Kendall Sq. With this change, all weekday service operates to Kendall.
-In December 2019, the route in Brighton was changed to operate direct via Brook Street between Hobart and Faneuil, bypassing portions of Hobart and Faneuil. This had previously been a snow-emergency only route.
-In March 2020, the route was shifted from North Beacon St. to Guest St. in the section between Life St. and Market St.
-In June 2020, all inbound service began operating via River St. in place of Magazine Street in Cambridge.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service between Central and Kendall was suspended. Service to Kendall resumed on August 31, 2020.
-In June 2024, the route was shifted to use Everett St. in place of Arthur St. between Guest St. and North Beacon St.
-In November 2024, outbound service from Kendall was rerouted from Ames St. to Galileo Galilei Way because of long-term construction.
-In December 2025, all weekend service at all times was extended to Kendall. The span of Sunday service was also improved in both the morning and evening.
-Currently the route operates everyday as: **64 Oak Sq.-Kendall via Faneuil, North Beacon, and Central Sq.**

65 Brighton Center-Kenmore via Washington St. and Brookline Village

-Route 65 only ran between Brighton Center and Brookline Village until the elimination of free transfers in October 1961. At that time service was extended from Brookline Village to Kenmore via Brookline Ave.
-Service on this route is somewhat coordinated with Route 60 (Chestnut Hill-Kenmore), between Kenmore and Brookline Village.
-Saturday Route 65 service was introduced in September 1979, it had last operated in March 1953.
-In April 2018, the weekday span of AM service was slightly improved.
-Currently the route operates Monday-Saturday as: **65 Brighton Center-Kenmore via Washington St. and Brookline Village.**

66 Allston-Dudley via Brookline Village and 66A **Oak Sq.-Dudley via Union Sq.**
-In April 1962, select trips of Route 66 (Allston-Dudley) were extended from Allston to Oak Sq. as Route **66A Oak Sq.-Dudley** At this same time, the Allston bus yard (on Wilton St.) was closed, and the terminus for Route 66 was changed from the Allston yard site to Union Sq., Allston (Brighton Ave. and Cambridge St.).
-Route 66A was an attempt to siphon riders from the adjacent Watertown carline. It failed but remained on the schedules until June 1971 (see "The History of Boston's Crosstowns-The Allston-Dudley Route Part 2" in July/August 1985 ROLLSIGN for additional information on this service).
-Extra school year Route 66 service was operated during the morning rush from Dudley to Huntington Ave. & Longwood until December 1975.
-In December 1989, Route 66 was extended full-time from Union Sq. Allston to Harvard Sq., Cambridge via Cambridge St. and North Harvard St., covering territory formerly served by Route 86 (see Route 86 and 63 entries). Initially, Union Sq. proper was bypassed, with buses operating straight via Harvard Ave. between Brighton Ave. and Cambridge St. Immediate protests resulted in the new extended route making a slight diversion via Brighton Ave. and Cambridge St. to serve Union Sq. proper.
-In September 1994, New Dudley St. was extended from Roxbury St. to Dudley St. Buses operating toward Dudley began operating direct via New Dudley to Dudley, bypassing Roxbury St. and Eliot Sq.
-In June 1998, Harvard-bound buses began operating through the Harvard Sq. bus tunnel (instead of congested Harvard Sq. surface). In June 2004, buses returned to the surface routing to accommodate the operation of CNG buses on Route 66.
-In September 2000, extra school day-only trips in the afternoon from New Dudley St. to Union Sq. and in the a.m. from Union Sq. to Dudley were added to the schedule to replace former special supplemental school service. In

September 2018, these trips were converted to a Route 66 variation operating direct from Oak Sq. to Malcom X Boulevard.
-In September 2004, extra school day-only Route 66 trips from Dudley to Brighton Center were added to the schedule for part of the morning rush hour. These trips follow regular Route 66 from Dudley to Union Sq. and Route 57 from Union Sq. to Brighton Center. The trips replaced special supplemental service.
-In September 2007, two extra p.m. school day-only trips were added to Route 66 operating from Cambridge & Warren (Brighton High) to Dudley. An additional a.m. and p.m. trip were added between Union Sq. and Dudley, through-route with Route 57 on one end, and Route 23 on the other, to operate from Oak Square to Townsend & Warren Streets in Roxbury. All of these trips replaced former special supplemental-service school-trip routes.
-In January 2018, additional school day-only afternoon trips were added from Brighton High to Dudley.
-In June 2020, the terminal name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-In August 2024, Harvard-bound buses again began operating through the Harvard Sq. bus tunnel as they had between 1998 and 2004.
-Currently the route operates every day as **66 Harvard-Nubian via Union Sq. Allston and Brookline Village**

67 Brookline & Granite-Green & Pearl
-In September 1975, this short Cambridge loop route was extended Monday-Friday to Boston over the BU Bridge, Mountfort St., and Park Dr.; and merged with an extension of Route 47 (Kenmore-Boston City Hospital, see MBTA initiated routes section) to form **47 Central Sq.-Boston City Hospital** service. There was no loss of service area from this route merger, in fact it was a major service expansion.
-Route 67 continued to operate as a separate route on Saturdays until September 1976, when Route 47 began operating on this day as well.
-Route 47 Sunday service began in December 1977. Route 67 Sunday service had been discontinued year-round in April 1951. Sunday service on Route 67 ran in the summer to serve Magazine Beach through Summer 1960.
-With this change, service was also extended the short distance from Green & Pearl streets to Central Sq. proper, though the terminal stop was moved back to Green & Pearl from December 1977 to December 1978.
-One drawback for local Cambridge riders of the Route 47 through-service was the elimination of the Route 67 loop configuration. Passengers traveling from the near side of the loop (Pearl & Putnam) could formerly board a Route 67 bus, and ride it around the loop until they reached Central Sq. These passengers now had to walk to a bus stop on the other side of the loop (Brookline St.) to board a Route 47 bus to Central. In December 1976, Route 64 (inbound only)

was redirected down Putnam & Magazine St. (instead of River St.) to reach Central. Former Route 67 loop riders could now walk a shorter distance, and board Route 64 inbound to reach Central Sq., and return outbound on a Route 47 bus.

68 Boston City Hospital (East Concord St.)-Copley via South End

-Sunday and evening service was discontinued in June 1958 and Saturday service discontinued by 1961.
-In November 1964, weekend service was reinstated on Route 68 as a 30-day experiment. The weekend service was dropped in December.
-In November 1965, the routing into Copley Sq. was slightly changed from Huntington Ave, to a loop around the then new Prudential Center complex via Belvedere, Dalton, and Boylston St.
-Until 1975, Route 68 operated as a loop route, using Dartmouth St. when traveling from Copley to Boston City Hospital, and using West Newton St. to travel from Boston City Hospital to Copley. In September 1975, Route 68 began using Dartmouth St. in both directions. Experimental Evening, Saturday and Sunday service were introduced at this time as well.
-In March 1976, Route 68 changed patterns again, operating in both directions on West Newton St from Huntington to Columbus Ave., traveling on Columbus to Dartmouth St., and then operating on Dartmouth in both directions to Washington St. The experimental Evening, Saturday and Sunday service were discontinued at this time.
-By December 1975, the turn-around loop at Boston City Hospital began operating via Albany St.
-In December 1978, the turnaround loop was extended to Harrison and Mass Ave.
-In May 1987, Route 68 was merged with 10 City Point-Dudley to form **10 City Point-Copley via Boston City Hospital** (see Route 10). Most of the Route 68 segment remained intact with this merger, however service was again discontinued on West Newton St., with Dartmouth St. being used in both directions between Washington St. and Copley Sq. This change resulted in no major loss of service area, as West Newton St. is just a few blocks away from Dartmouth St.
-In June 1998, the Route 68 number slot was used for a restored service from Harvard-Kendall (see Route 75 in this section)

69 Harvard-Lechmere via Cambridge St

-This route was converted from trackless trolley to bus on 03/31/63.
-Saturday and Sunday service were converted to bus in June 1962 and extended from Lechmere to Kendall via Third St. In September 1962, weekend service was cut back from Kendall to Lechmere.

-In March, 1977, this route was through-routed middays and rush hours (Monday-Friday) with Route 74 Belmont Center-Harvard and (middays only) with Route 84 Arlmont-Harvard, to form 69/74 Belmont-Lechmere and 69/84 Arlmont-Lechmere. This through-routing was discontinued in March 1978.
-In September 1999, extra school day-only trips in the afternoon from Cambridge @ Felton to Lechmere were added to the schedule to replace former special supplemental school service.
-In March 2022, the route was slightly modified to service the new Lechmere station.
-Currently the route operates every day as: **69 Harvard-Lechmere via Cambridge St.**

70 Watertown Sq.-Central Sq. via Arsenal St. and Western Ave.
-This route was converted from trackless trolley to bus on 03/31/61.
-School year short-turn trips to School St. in Watertown were discontinued in December 1968.
-In September 1972, several months after the MBTA takeover of the Middlesex & Boston, through service was initiated between Waltham and Cambridge by combining ex-M&B Route 523 (Waltham-Watertown Sq.) with Route 70, forming Route **70/523 Waltham-Central Sq. Cambridge via Watertown**. Service initially was through-routed Monday-Saturday-only, there was no evening or Sunday service to Waltham at all.
-Sunday service to Waltham (discontinued when the MBTA took over the M&B) was restored in March 1974. Weekday evening service resumed in September 1974. Late evening and Sunday service to Waltham operated to Trapelo Rd and Lexington St. instead of Cedarwood to provide coverage on part of Route 525. This was a restoration of an M&B late evening and Sunday practice.
-In September 1976, the Waltham terminal was extended a short distance from Stow & Main St. to Cedarwood gate (Stow & Weston St.). Also in September 1976, Saturday late-evening service to Waltham was restored.
-By March 1978, Sunday late evening service to Waltham was restored.
-For a period of time, the route had a dual-identity, with schedules and maps listing both 70 and 523. In March 1979, the Route 523 designation was used to cover all service on the line, since the restoration of Sunday and evening service to Waltham resulted in the majority of trips running through to Waltham.
-Between December 1979 and April 1981, one a.m. trip was operated direct to the Raytheon plant (detouring from Main St. via Gore, Sexon, River, and Willow).
-In September 1982, the MBTA decided to renumber all former M&B routes from the 500-series into empty slots in the 52-76 number series. With this change, the Route 70 designation reappeared, and has been used since.
-In April 1981, alternate Saturday trips on the Waltham portion were rerouted to Trapelo Rd. and Lexington St. instead of Cedarwood to replace Saturday 525

Lexington-Waltham service. Weekday and Saturday evening and all Sunday service were rerouted to operate to Cedarwood instead of Trapelo Rd. and Lexington St.
-Between September 1984 and June 1985, additional weekday rush hour and Saturday trips were operated between Watertown and Central. Because of construction at Watertown Sq., these trips operated to Watertown carhouse.
-In December 1986, supplemental service again began operation Saturdays between Watertown Sq. and Central, to service the Watertown and Arsenal Malls.
-Extra rush hour service was again operated from Watertown to Central Sq. from December 1987 to September 1988.
-In December 1989, the Lexington portion of Route 525 (renumbered 61 in 1982) was discontinued at all times, and all service on the Waltham portion was through routed to Cambridge, as Route 70A. This pattern was already in effect on Saturdays.
-In March 1995, extra Saturday service was extended from Watertown Sq. to Central Sq., Waltham.
-In June 1998, service was extended from Central Sq. to University Park at all times except nights and early Sunday mornings. Weekday evening service was extended in December 1998.
-In March 1999, the turn-around loop at University Park was changed to operate via Lansdowne, Franklin, Sydney and Green in place of straight Sydney to Green.
-In December 2000, some weekday afternoon trips operating only to Central Sq. Waltham were added to the schedule.
-In May 2003, the layover location for Route 70A was moved from Wal-Lex plaza to Lincoln St. and Silver Hill Lane because of construction at the plaza.
-In December 2015, alternate trips on the Route 70 to Cedarwood were replaced with alternate trips operating to the shopping center at 1260 Main St. in Waltham (Market Place Drive). Route 70 trips alternated between Cedarwood or Market Place Drive at all times except late evenings, when service operated only to Cedarwood.
-In April 2018, the weekday span of AM service was slightly improved.
-In December 2019, Route 70A was discontinued and replaced by restoring a separate Route 61 (Waltham Center-North Waltham Loop) in Waltham and improving the frequency on the trunk portion of Route 70 between Waltham Center and University Park. Route 61 operates along the same pattern in both directions at all times, operating via Main, Church, School, Lexington, Dale, Beacon, Totten Pond Rd, Wyman, and Lincoln Streets and looping in North Waltham via Lincoln, Lake, Trapelo, and Smith Street to Wyman. With this change, service was discontinued on Lexington Street between Lake Street and

Totten Pond Rd. with the exception of two trips that were operated via Route 170 (see Route 170 in the MBTA initiated routes section).
-Also in December 2019, service to Cedarwood was reduced to a peak period only variation with the majority of service operating to Market Basket and additional trips operating only to Waltham Center.
-Currently the route operates every day as **70 Waltham (Market Place Drive)-University Park, via Watertown and Central Sq.** Additional service is operated Monday-Saturday as **70 Waltham Center-University Park and weekday peaks as 70 Cedarwood-University Park.** Local service to North Waltham is operated every day as : **61 Waltham Center-North Waltham Loop**

(Former Trackless Trolley routes as inherited from MTA until 2022)
71 Watertown-Harvard via Mt. Auburn St.,
72 Huron Ave.-Harvard via Concord Ave.,
73 Waverley-Harvard via Trapelo Rd. and Mt. Auburn St.,
77A North Cambridge-Harvard via Mass. Ave.
-As taken over from the MTA, diesel buses replaced trackless trolleys on Sundays.
-Route 72 was converted to trackless trolley on 04/02/38. Trackless trolleys began providing short-turn service as far as Benton Sq. on Route 73 on 11/11/1957. All of Route 73, as well as Routes 71 and 77A were converted from streetcar to trackless trolley on 09/05/1958.
-Regularly scheduled short turn service on Route 73 from Benton Sq. was dropped in September 1970. Route 72 peak trips were extended to/from Huron Ave to Benton Sq. through January 1967 in the p.m. peak and June 1967 in the a.m. peak.
-The trackless trolley lines were rerouted during the 1979-1985 time period, due to construction of the Harvard-Alewife Red Line Northwest extension. In March 1979, the Harvard bus tunnel closed, so that Red Line construction could begin. Between March 1979 and September 1983, Routes 71 and 73 terminated at the temporary Harvard/Brattle Station, while Routes 72 and 77A terminated at Cambridge Common.
The through-routing of Route 77A with Route 71 or 73 ended.
During this time period, Routes 71 and 72 were periodically operated with diesel buses, due to separate road construction projects along both lines
-In March 1980, Bennett St carhouse in Cambridge closed and a storage yard for trackless trolleys was opened at Watertown carhouse. Trips pulling out from the carhouse bypassed the first stop at Watertown Sq. Storage of trackless at Watertown later ended in April 1981.
-Between April 1981 and January 1983, Route 71 service was provided by diesel buses at all times because of roadway reconstruction along Mt. Auburn St. in Watertown.

Trackless trolley service was operated across the bridge to Watertown carhouse between June and December 1984 because of continuing construction at Watertown Sq.
-Major cut backs in trackless service began in April 1981. Diesels replaced trackless nights and Saturdays on all routes. Route 72 became a rush hour only route, however midday service was restored in September 1981.
-In May 1982, Route 77A Saturday service was discontinued (and replaced by local Route 77 diesel service).
-In April 1983, a weekday diesel bus supplemental route began operation middays from North Cambridge to Harvard/Brattle, due to complaints of elderly passengers who preferred not to walk from Cambridge Common to the Red Line.
-In September 1983, the new Harvard station opened, and Harvard/Brattle station was permanently closed. The Harvard bus tunnel however, remained closed, due to on-going construction. As a result, Routes 71 and 73 were routed to Cambridge Common via the Huron Avenue line. A supplemental diesel bus shuttle was operated Monday-Friday along Mt. Auburn St. from the intersection of Mt. Auburn & Belmont St. to Harvard Sq., to replace the rerouted trackless trolleys, this route was known as **75 Mt. Auburn-Harvard.** Diesel buses provided all evening and weekend service, over the normal 71 and 73 routes. No evening or weekend service was provided on Huron Ave. During this time-period, Route 72 lost its separate identity.
-In September 1985, the new Harvard bus tunnel was finally completed, and all four trackless trolley lines were restored to their configurations as of 1979. However, Routes 71 and 77A were now only through-routed for pull-in/pull-out trips and only every other peak trip on Route 73 was through-routed with Route 77A. Weekend Route 72 service, and evening and Saturday trackless service were restored at this time as well. (For more information on these lines, see the Nov./Dec. 1983 issue of ROLLSIGN)
-In June 1998 Route 72 Sunday service was replaced with a Sunday-only variation of Route 74/75 (see below).
-In June 1998, the span of early a.m. and late-evening Route 72 weekday service was slightly reduced.
-In December 1998, most midday service on Route 77A was discontinued and replaced by Route 77 diesel buses operating local.
-In March 2002, Saturday evening service on Route 72 was also replaced by Route 72/75
-In March 2002, Route 77A was discontinued during the p.m. peak and Route 77 diesels began operating local at all times except inbound during the a.m. peak. Trackless service between Harvard and North Cambridge was reduced to just the morning peak and those trips in the afternoon and evening required to move equipment from Harvard Sq. to North Cambridge carhouse.

-In January 2005, most Route 77A morning peak service was discontinued and replaced by Route 77 diesel buses operating local inbound. Route 77A remained in order to move trackless trolleys from the carhouse at North Cambridge to Harvard Sq. for service on Routes 71, 72, and 73. While service was limited to these required moves, the trips were open to the public and included in the public timetable for Route 77.
-In June 2005, the official internal number for Route 77A trips was changed from variations of Routes 71 or 73, to Route 77.4.
-In March 2006, a direct trip operated by a diesel bus from Huron Ave. to Cambridge Rindge & Latin high school (Broadway @ Felton St.) was added to the Route 72 schedule schooldays only. This replaced a former special supplemental service trip.
-In June 2010, Route 73 was temporarily converted to diesel bus operation because of roadway construction in Belmont. Trackless trolleys returned in January 2011.
-In March 2013, Route 72 was converted from trackless trolley to diesel bus operation to accommodate building construction at Bennett Alley and roadway construction on Huron Ave. While the conversion was originally planned to be temporary, revenue trackless trolley service over Route 72 was never restored.
-In September 2013, Route 73 was temporarily converted to diesel bus to accommodate roadway construction in Belmont.
-In March 2016 some inbound trips operating only between Benton Sq. and Harvard in the a.m. peak were added to the Route 73 schedule.
-In December 2016, trackless trolley operation resumed on Route 73. Several AM peak trips operating from Benton Sq. remained as scheduled weekday diesel bus trips.
-Between June and December 2019, Route 72 diesel bus service operated inbound on the surface through Harvard Sq. and continued operating outbound via the Harvard bus tunnel to accommodate tunnel repair work.
-Between June and December 2019, Routes 71 and 73 terminated on the surface on Mt. Auburn St. (at University Rd inbound and Story St. outbound) and did not operate via the Harvard bus tunnel to accommodate tunnel repair work. In service trips between North Cambridge and Harvard station were also discontinued during this time, as coaches deadheaded via Huron Ave. between North Cambridge and Mt. Auburn St.
-In December 2019, Route 72 was reduced to only operate inbound during the AM peak and outbound during the PM peak. Route 75 (see Route 74 below) was modified to operate via Huron Ave. at all times as a replacement for most Route 72 service. As part of this change, short trips on Route 71 operating only between Harvard and Mt. Auburn at Aberdeen were added outbound in the AM peak and inbound in the PM peak, utilizing the same diesel bus equipment operating on Route 72.

-In December 2019, extra diesel bus trips operating inbound in the AM peak on Route 73 between Benton Sq. and Harvard were discontinued.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Trackless trolley service on Routes 71 and 73 was replaced with diesel buses while diesel bus service on Route 72 was suspended. Route 72 diesel service and trackless trolley service on Routes 71 and 73 resumed on August 31, 2020.
-Between June and December 2020, and June-August 2021, the second phase of tunnel repair work took place. From August 31 to December 2020, and June-August 2021, Routes 71 and 73 terminated on the surface on Mt. Auburn St. (at University Rd inbound and Story St. outbound) and did not operate via the Harvard bus tunnel to accommodate tunnel repair work. In service trips between North Cambridge and Harvard station were also discontinued during this time, as coaches deadheaded via Huron Ave. between North Cambridge and Mt. Auburn St.
-In December 2020, Route 72 service was again suspended. The school day-only trip to Broadway & Felton was retained, but was renumbered as a variation of Route 75. The short Route 71 trips between Harvard and Mt. Auburn @ Aberdeen were suspended as well.
-In August 2021, peak trips operating inbound in the AM peak and outbound in the PM peak resumed operating between Huron Ave. and Harvard. These trips however are now considered a short-turn on Route 75 and no longer are identified as Route 72. The school day-only trip to Broadway @ Fenton was discontinued at this time.
-Effective with the spring schedule starting on March 13, 2022, all trackless trolley service was discontinued and replaced by diesel buses. The initial conversion was to accommodate several roadway and construction projects, however, the MBTA also took the opportunity to move forward with plans to convert North Cambridge carhouse to a battery electric bus garage by 2024 to permanently replace the trackless trolleys. Route 71 and 73 bus service was also changed to always load at the upper level of Harvard Station. Previously, only Sunday service, which was never operated with trackless trolleys, left from the upper level since September 1985, and on the surface at Harvard Sq. before 1985. Route 77A trips from North Cambridge to Harvard were also dropped with the closure of the carhouse.
-Currently these routes operate every day as **71 Watertown-Harvard and 73 Waverley-Harvard** with diesel buses.

74 Belmont Center-Harvard via Concord Ave.
-In March 1977, an experimental Monday-Friday midday extension of Route 74 was initiated between Belmont Center and Waverley via Common St. and

Waverley St. Until 1969, the Middlesex & Boston provided service between Belmont Center and Waverley as part of their 30 Watertown-Five Forks route (see M&B section for more information).
-Also in March 1977, midday and rush hour trips of Route 74 were through routed with Route 69 (Harvard-Lechmere) to Lechmere Station to form **69/74 Waverley or Belmont Center-Lechmere**.
-In March 1978, the Lechmere through-routing was dropped
-In September 1978 the Belmont Center-Waverley extension was discontinued
-Between March 1979 and September 1983, Route 74 was extended to the temporary Harvard/Brattle Station.
-In April 1981, the span of Weekday, Saturday and Sunday evening service was reduced.
-In April 1981, the policy of running buses as a limited between Harvard and Concord & Huron outbound between 2:00 p.m. and 7: 00 p.m. weekdays was discontinued.
-In May 1982, late evening weekday service was restored.
-Between September 1983 and September 1985, Route 74 terminated at Harvard/Flagstaff Park.
-In September 1985, Route 74 began operating into the Harvard bus tunnel for the first time.
-In December 1989, the MBTA rerouted several alternative trips of Route 74 Monday-Friday via Huron Towers (Grove St, Huron Ave, and Fresh Pond Parkway), instead of a portion of Concord Ave. These trips replaced Route **75 Huron Towers-Harvard** (see MBTA initiated routes section).
-Saturday and Sunday trips via Huron Towers were introduced in September 1992.
-In March 1995, Route 74 trips via Huron Tower were given their own route number: 75.
-Headways on Route 74/75 are coordinated with Route 78 (Park Circle-Harvard) between Concord Ave. & Blanchard Rd. and Harvard Sq.
-In June 1998 all Sunday service began operation as Route 72/75 via Huron Towers and Huron Ave (replacing Route 72 Sunday service).
-In June 2001, weekday evening service was added to Route 75.
-In March 2002, Saturday evening service began operating as Route 72/75 (same as the all-day Sunday pattern). The span of evening service was extended with this change.
-Between June and December 2019, and again between June and December 2020, and June-August 2021, Routes 74 and 75 operated inbound on the surface through Harvard Sq. and continued operating outbound via the Harvard bus tunnel to accommodate tunnel repair work.
-In December 2019, Route 75 was changed to operate at all times via Huron Ave. (this variation had previously only operated Saturday evening and all day

Sundays as Route 72/75). With this change, Route 74 was modified to operate direct via Concord Ave. in the segment between Bright Rd and Blanchard Rd, with only Route 75 providing service on Bright Road.
-In June 2020, the terminal loop at Belmont Center via Channing Rd, Cross, Alexander, and Leonard streets was eliminated with the route terminating on Concord Ave. and looping via Royal Rd and Common St. This change was to accommodate the operation of hybrid buses which would not clear the low clearance bridge on Leonard St. under the railroad tracks
-In August 2021, peak only trips operating inbound in the AM and outbound in the PM were added to Route 75 between Aberdeen @ Mt. Auburn and Harvard. These trips were formerly numbered as Route 72.
-Currently the routes operate as: **74 Belmont Center-Harvard via Concord Ave (Monday-Saturday) and 75 Belmont Center-Harvard via Huron Tower and Huron Ave. (operates every day) with additional peak service operating as 75 Aberdeen @ Mt. Auburn-Harvard.**

75 Harvard-Kendall via Broadway
-Evening service was discontinued in September 1958
-Saturday service was discontinued in December 1960.
-The route was discontinued entirely in April 1981. No direct replacement was available for this line, but much of its service area was a 10-15 minute walk from nearby Red Line stations.
-Between 1983 and 1985, the empty Route 75 slot was used for the Mt. Auburn Ave.-Harvard shuttle bus.
-Between 1985 and 1989, the Route 75 number slot was used for the Huron Towers-Harvard route (see MBTA initiated routes section).
-Since March 1995, the Route 75 number slot has been used for alternate trips on Route 74 (see above).
-In June 1998, bus service was restored on Broadway in Cambridge. During rush hours, Route 64 Oak Sq.-Kendall via Central (see Route 64 in this section) began operation via Prospect & Broadway. Previously the route operated via Mass. Ave. & Main St. Also, Monday-Friday Midday service began on Broadway via a new Route **68 Harvard-Kendall via Broadway**.
-In September 1998, Route 68 began operating during the rush hour as well.
-In September 2000, an extra school day-only trip in the afternoon from Broadway @ Felton to Kendall Sq. was added to the Route 68 schedule to replace former special supplemental school service. This extra trip was discontinued in June 2009
-In March 2006, a morning and afternoon direct trip from Cambridge Rindge & Latin high school (Broadway @ Felton St.) to Cambridgeport, operating via regular routes 68, 91, 64, and 47, was added to the Route 68 schedule. This

replaced a former special supplemental service trip. This supplemental service was discontinued in June 2009.
-In October 2014 the northbound route between Main and Broadway near Kendall Sq. was changed to use Galileo Way in place of Ames St. There were no stops missed or altered with the change. By April 2018, the route resumed operating via Ames St.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 68 service was suspended but resumed on August 31, 2020.
-In March 2021, Route 68 service was again suspended.
-In March 2021, some extra Run as Directed trips were operated on Route 68 to accommodate school riders.
-In June 2021, regular Route 68 service resumed.
-In November 2024, outbound service from Kendall was rerouted from Ames St. to Galileo Galilei Way because of long-term construction.
-Currently the route operates Monday-Friday as **68 Harvard-Kendall**.

76 (renumbered 176 in 1970) First & Monroe-Kendall Sta.
-This very short industrial route was initiated in 1934, but did not have a public-number assigned until the early 1960s, and did not appear in a system route map until 1969. It was discontinued in June 1971. There was no great loss of service area, as the entire route was only a 10 to 15 minute walk from Kendall Station.
-In 1982, the empty Route 76 number slot was assigned to former M&B Route 528 (see Middlesex & Boston route section).

77 Arlington Heights-Harvard via Mass. Ave.
-This route was converted from streetcar to bus on 11/19/1955.
-As initiated, this route operated as a limited Monday-Saturday during hours that North Cambridge trackless trolleys were in operation. Buses dropped off only inbound and picked-up only outbound in the segment between Harvard and North Cambridge.
-In September 1964, a.m. peak hour inbound buses from Arlington Heights began limited drop-offs only from Arlington Center, Arlington Center short-turn trips made local stops between Arlington Center and North Cambridge. By 1969, Arlington Heights buses were again operating local in the Arlington Center-North Cambridge segment.
-Following earlier experiments, in January 1965 Route 77 became the first diesel bus route to use the Harvard Sq. surface vehicle tunnel (except on Sundays, when the tunnel was closed).

-Between March 1979 and September 1983, Route 77 was extended to the temporary Harvard/Brattle Station (as the bus tunnel was closed for Red Line construction).
-Between September 1983 and September 1985, this route terminated at Harvard/Flagstaff Park.
-In September 1985, it was rerouted back to the reopened Harvard bus tunnel (including Sundays).
-Until 1982, and beginning again in December 1992, extra a.m. peak service was operated between Arlington Center and Harvard.
-In March 2002 extra a.m. peak service from Arlington Center to Harvard was replaced with improved frequencies along the entire route and all service began operating local on Mass Ave. except inbound during the a.m. peak.
-In January 2005, inbound service during the a.m. peak also began running local.
-Also in January 2005, the last inbound stop was extended slightly from the Harvard Sq. bus tunnel station to a stop just outside the portal at Eliot & Bennett St. This had formerly been a non-revenue segment. Adding this stop allows for easier transfers between Route 77 and Route 66 or 86.
-Between June and December 2019, and again between June and December 2020, and June-August 2021, Route 77 operated inbound on the surface through Harvard Sq. and continued operating outbound via the Harvard bus tunnel to accommodate tunnel repair work.
-In March 2021, extra school day-only afternoon trips between Appleton St. and Harvard were added to the schedule.
-Currently the route operates every day as: **77 Arlington Heights-Harvard via Mass. Ave.**

78 Park Circle-Harvard via Blanchard or Concord Turnpike
-Extra Pleasant & Turnpike-Harvard Sq. trips were discontinued in September 1961.
-Beginning in June 1966, evening service was extended from Park Circle to Arlmont, to replace Route 84 during hours when it did not operate. Until September 1971, buses extended to Arlmont from Park Circle operated in both directions via Appleton and Wachusett. After September 1971, weekday outbound Route 78 buses operating through to Arlmont operated as a one-way loop, outbound via Concord Turnpike from Cross St. to Appleton St., and then proceeded inbound to Park Circle. In September 1972, Saturday evening service began following this pattern as well. In December 1979, Route 78 buses operating through to Arlmont again operated inbound and outbound via Appleton and Wachusett.

-Between December 1968 and September 1969, delays resulting from the construction of Route 2 resulted in the midday lay-over point being moved from Park Circle to Pleasant St.
-Until September 1969, rush hour trips of Route 78 were operated via either Blanchard Road (the normal off-peak route), or alternatively via Spy Pond (Concord Turnpike and Fresh Pond Parkway). In September 1969, service on Route 84 Arlmont-Harvard via Concord Turnpike and Spy Pond was intensified during the rush hour, and all Route 78 service began operating via Blanchard Road, with service via Spy Pond being handled exclusively by Route 84.
-Between March 1979 and September 1983, Route 78 service operated to the temporary Harvard/Brattle Station.
-In April 1981, the policy of running buses as a limited between Harvard and Concord & Huron outbound between 2:00 p.m. and 7: 00 p.m. weekdays was discontinued.
-In April 1981, all rush hour Route 78 service was terminated at Lake & Pleasant St instead of Park Circle, with Route 84 providing all rush hour service beyond Lake & Pleasant to Park Circle and Arlmont. Off-peak Route 78 service continued to Park Circle or Arlmont. Saturday service was discontinued on Route 84 in April 1981, with Route 78 operating to Arlmont all day Saturday.
-Route 78 rush hour service was restored from Lake & Pleasant to Park Circle in May 1982.
-In March 1983, Sunday service was extended to Arlmont.
-Between September 1983 and September 1985, Route 78 terminated at Harvard/Flagstaff Park.
-In September 1985, Route 78 began operating into the Harvard bus tunnel for the first time.
-In March 1989, rush hour and midday service was extended the short distance from Park Circle via Park Ave. to Arlington Heights yard (Mass. Ave.).
-In December 1989, Route 84 (Arlmont-Alewife) was discontinued, and all Route 78 service at all times was operated beyond Park Circle to Arlmont.
-In June 1990, Route 84 was restored during the rush hours, and rush hour service on Route 78 was once again operated to Arlington Heights via Park Circle.
-Headways on Route 78 are coordinated with Route 74 (Belmont Center-Harvard) between Concord Ave. & Blanchard Rd. and Harvard Sq.
-Between June and December 2019, and again between June and December 2020, and June-August 2021, Route 78 operated inbound on the surface through Harvard Sq. and continued operating outbound via the Harvard bus tunnel to accommodate tunnel repair work.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began

operating on a modified Saturday schedule. Route 84 was suspended. All Route 78 service at all times operated to Arlmont.
-Currently the route operates every day as: **78 Arlmont-Harvard via Park Circle and Blanchard**

80 Arlington Center-Lechmere via Medford Hillside
-This route was converted from trackless trolley to bus on 03/29/63.
-In June 1971, extra a.m. peak short-turn peak service from North St. loop to Lechmere was discontinued.
-In September 2001, an extra school day-only trip in the afternoon from Somerville High School to Arlington Center was added to the schedule to replace former special supplemental school service. This trip was discontinued in March 2011.
-Between March 2019 and June 2020, Route 80 was placed on a long-term detour to bypass the Broadway Bridge over the Lowell commuter rail line, to accommodate Green Line extension construction. The route was changed to operate via College Avenue, George Street, Main Street, and Medford Street in place of College Avenue and Broadway.
-In March 2022, the route was slightly modified to service the new Lechmere station.
-Currently the route operates every day as: **80 Arlington Center-Lechmere via Medford Hillside**.

83 Porter Sq.-Central Sq. via Beacon St., Inman Sq., Hampshire, and Prospect
-In September 1962, a through routing experiment was initiated: Route 63 Cleveland Circle-Central and 83 Central-Porter were through routed to form **Cleveland Circle-Porter Sq. via Central**. The Route 63/83 pairing ended in March 1964.
-In December 1974, this route was extended from Porter Sq. to Rindge Ave (at Russell Field). From January 1974 to December 1974, a short shuttle bus route had been operated as **82 Rindge Ave-North Cambridge** This shuttle bus route was merged with Route 83 to form the extension.
-The extension was operated Monday-Saturday-only until December 1975, when weekday evening & most Sunday service was extended as well.
-In August 1977, Route 83 was rerouted to Somerville Ave from Beacon St between Porter Sq. and Park St., due to weight restrictions placed on a bridge over the B&M Fitchburg line. The bridge was rebuilt years later, but Route 83 remained on Somerville Ave.
-In March 1978, early morning and late evening Sunday service was extended to Rindge Ave.

-In March 2006, two direct trips from Cambridge Rindge & Latin high school (Broadway @ Felton St.) to Rindge Ave., operating along Routes 77 and 83, were added to the Route 83 schedule. These replaced former special supplemental service trips.
-Route 83 terminates less than a quarter of a mile from Alewife Station, but has never operated directly into the station, as current traffic island patterns do not allow vehicles (buses or autos) to make a left turn from Fresh Pond Parkway on to Rindge Ave.
-Currently the route operates every day as: **83 Rindge Ave.-Central Sq. via Porter Sq., Inman Sq., Hampshire, and Prospect**

84 Arlmont-Harvard Sta. via Concord Turnpike and Concord Ave.
-Service began in June 1953 as an experimental midday shuttle from Arlmont Village to Park Circle. In December 1953, the loop shuttle was replaced with through service to Harvard. As originated in 1953, service on this route was closely coordinated with Route 78 Park Circle-Harvard buses (see Route 78). In fact, the route was numbered 78A on system maps until 1960, when it was renumbered 84. Route 84 ran Monday-Friday-only as initiated. Route 84 operated via Concord Turnpike and Fresh Pond Parkway. Previously, only some rush hour trips of Route 78 operated this way from Park Circle.
-In June 1966, night-time service began operation to Arlmont as an extension of Route 78 via Blanchard Road, while Saturday Route 84 service (via Concord Turnpike) commenced at this time as well.
-In September 1969, service on Route 84 was intensified (operating every 10 instead of every 30 minutes during the rush hour), and Route 78 alternate service via Spy Pond was discontinued (see Route 78).
-In October 1972, weight restriction problems with the Fresh Pond Parkway bridge (crossing the B&M Fitchburg line) resulted in all peak-hour Route 84 service operating via Mass. Ave. inbound (instead of the bridge and Concord Ave.) and Concord Ave./Blanchard Rd. outbound (again, bypassing the bridge) to travel between Concord Turnpike and Harvard.
-By 1973, westbound buses began operating straight via Wachusett St. in Arlington, instead of using Florence and Claremont streets. Eastbound buses always bypassed Florence and Claremont.
-In March 1977, Route 84 was rerouted via Blanchard Rd. instead of Mass. Ave. weekdays in both directions. Route 528 (see M&B section) continued to operate via Mass Ave. in both directions. Route 78 was extended middays to provide service to Arlmont at this time, with Route 84 now running as an independent route rush hours and Saturdays.
-In June 1977, Route 84 a.m. peak outbound trips began using Mass. Ave.
-In March 1978, Saturday a.m. service on Route 84 was replaced by extending Route 78 to Arlmont.

-In December 1978, all rush hour trips began using Mass. Ave. instead of Blanchard Rd.
-Between March 1979 and September 1983, Route 84 was extended to the temporary Harvard/Brattle Station.
-In April 1981, Saturday Route 84 service was discontinued, with Route 78 being extended to Arlmont all day Saturday.
-From September 1983 to June 1985, Route 84 operated to Harvard/Flagstaff Park.
-In June 1985, as part of the opening of the Red Line Northwest extension, Route 84 was cut back from Harvard to the new Alewife Station. The routing at the Arlmont terminal was changed at this time as well. Originally, inbound and outbound buses used Appleton St. and Wachusett Ave. in both directions to travel from Park Circle to Arlmont. With the change, Route 84 buses, began operating outbound along the Route 2 service road all the way to Arlmont, and looped inbound only via Appleton St., Wachusett, and Park Circle. Off-peak Route 78 buses extended to Arlmont continue to use the original outbound Appleton St. route.
-In December 1989, Route 84 was discontinued, and Route 78 (Park Circle-Harvard) was extended to Arlmont at all times.
-In June 1990, after community lobbying, Route 84 was restored during rush hours.
-In December 2016 the inbound route was slightly changed between Lake St. and Alewife Station to operate via Acorn Park Drive instead of Route 2 at all times. This route had been previously used unofficially in the a.m. peak to bypass heavy traffic on Route 2.
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 84 was suspended and Route 78 changed to operate to Arlmont at all times.

85 Spring Hill-Kendall via Summer St. and Union Sq. Somerville
-In September 1958, late evening service on Route 85 was replaced by extending Route 86 to Spring Hill.
-Saturday service was discontinued in December 1960 but restored in April 1961. Sunday service had been discontinued in April 1951.
-In April 1971, this line was rerouted from Webster Ave. to Windsor St. (north) and Columbia St. (south), because the city of Cambridge permanently closed part of Webster to build a housing development.
-In December 1975, Route 85 was extended during the midday from Spring Hill to Davis Sq. via Summer St. This extension replaced an experimental reroute of Route 90 (Davis-Sullivan) discontinued in December 1975.

-In September 1976, late evening service through to Spring Hill via an extension of Route 86 (Union Sq. Somerville-Union Sq. Allston) was discontinued.
-In March 1978, the span of Saturday service was reduced.
-In April 1981 midday, evening, and Saturday Route 85 service were discontinued. Route 85 became a rush hour only service, and service on the Davis Sq.-Spring Hill extension was discontinued entirely.
-Midday service from Kendall to Spring Hill was restored in May 1982.
-In January 2005, the span of service was slightly improved to include early evening service.
-In October 2014 the northbound route between Main and Broadway near Kendall Sq. was changed to use Galileo Way in place of Ames St. There were no stops missed or altered with the change. By April 2018, the route resumed operating via Ames St.
-In January 2018, a minor change to the outbound routing entering Union Sq. was made, with buses proceeding over Webster Ave. instead of Prospect St. to enter the square.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 85 was suspended, service resumed on August 31, 2020.
-In March 2021, midday service was suspended with the route becoming peak-period only.
-In July 2023, service was temporarily cut back to Bow St. from Spring Hill because of construction.
-In November 2024, outbound service from Kendall was rerouted from Ames St. to Galileo Galilei Way because of long-term construction.
-In April 2026, Route CT2 Sullivan-Ruggles via Kendall (see CT2 in the MBTA initiated routes section) was combined with and renumbered to Route 85. The route was also extended from Sullivan to Assembly Row and was changed to make all local stops. The Route currently operates as **85 Assembly Row-Ruggles.** The remaining short, unique portion of Route 85 service to Spring Hill (looping at Bow Street from Union Square), was discontinued with this change. The portion of the original Route 85 between Kendall and Union Sq., Somerville, remains in service as part of the combined route.
-Currently the route operates Monday-Friday as: **85 Assembly Row-Ruggles via Kendall and Union Sq. Somerville.**

86 Union Sq. Allston-Union Sq. Somerville via Harvard Sq.
-A special Sunday route which was a combination of Routes 63, 64, and 86, began operation from Cleveland Circle to Union Sq., Somerville via Union Sq. Allston in June 1973.

-In September 1977, Route 86 was extended from Union Sq. Somerville to Sullivan Sq. via Washington St. during the rush hours only as **86 Sullivan-Union Sq., Allston**.
-In April 1981, the Sullivan extension became full-time.
-For several years beginning in 1979, Route 86 was rerouted off Washington St. (between Kirkland St. and Union Sq.), to Dane St. and Somerville Ave, due to bridge reconstruction.
-The Sunday service was discontinued in April 1981.
-In December 1989, Route 86 was rerouted over the former Route 63 between Western Ave & North Harvard St. to Cleveland Circle via Western Ave, Market St., and Chestnut Hill Ave. With this change, Route 86 was discontinued between Western Ave. & North Harvard St. and Union Sq. Allston via North Harvard and Cambridge St., however, Route 66 was extended from Union Sq. Allston to Harvard Sq., to replace Route 86 in this segment.
-Sunday regular Route 86 service was restored in December 1989 as well.
-In January 1995, extra a.m. peak trips from Harvard to Sullivan and an extra-trip between Brighton Center and Harvard were added.
-In December 1996, the route name was changed from Cleveland Circle to Reservoir although there was no actual change made to the route.
-In March 1997, an extra a.m. peak trip from Reservoir to Harvard was added.
-In June 1998, the span of Sunday morning service was improved.
-In January 2005, the span of Sunday evening service was improved.
-In September 2008, buses traveling toward Sullivan Sq. were rerouted in Harvard to use the lower busway instead of traveling on the surface.
-In September 2011, most of the extra trips in the peak operating only between Cleveland Circle and Harvard or between Harvard and Sullivan were discontinued and replaced by through-trips operating the entire route.
-Between April 2019 and May 2020, the route was placed on a temporary bypass to accommodate the Green Line extension construction at Washington St. in Somerville. The detour was via Tufts, Cross, Pearl, and McGrath westbound and via McGrath, Cross, and Tufts St. eastbound.
-In December 2024, Route 86 was cut back to operate only between Reservoir and Harvard. Route 109 was extended from Sullivan to Harvard to replace this portion of Route 86 (see Route 109 entry in this section).
-Currently the route operates every day as: **86 Reservoir-Harvard**

87 Clarendon Hill-Lechmere via Davis Sq. and Somerville Ave and **87A Arlington Center-Lechmere**
-Until the elimination of free transfers in October 1961, service in the Arlington Center-Clarendon Hill segment was provided by Route **81 Arlington Center-Clarendon Hill.** This route was merged with Route 89 Clarendon Hill-Sullivan in October 1961. In April 1963, the segment was changed again and merged

with Route 87 as **87A Arlington Center-Lechmere.** By that time, only rush hour service was operating in the Clarendon Hill-Arlington Center segment, as midday and Saturday service was discontinued.
-All of the routes mentioned (81, 87, and 89) was converted from trackless trolley to bus on 03/30/63.
-Between March and September 1963, this route was combined with Route 89 and operated as a belt between Teele Sq. and Sullivan Sq. Trips alternated between the Broadway routing and the Highland Ave routing. This experiment was not popular and the previous route patterns returned in September 1963.
-In April 1981, Route 87A service was discontinued between Arlington Center and Clarendon Hill via Broadway. This was a rush hour only extension. In the p.m. peak, Arlington Center service had alternated with Davis-Lechmere trips. After Arlington Center service was discontinued, all remaining peak trips ran through to Clarendon Hill. One a.m. peak trip from Davis to Lechmere remained until December 1999.
-In March 1985, following the opening of the Red Line Davis Sq. Station one previous rating, Arlington Center service was restored rush hours and midday Monday-Friday. (See "Transit Service on Broadway" in the March/April 1982 issue of ROLLSIGN for more information).
-In January 2005, the span of service to Arlington Center was increased in the early evening, and most daytime Saturday service was extended to Arlington Center as well.
-In March 2022, the route was slightly modified to service the new Lechmere station.
In April 2026, all service at all times, including early morning, late evening, and Sundays, was extended from Clarendon Hill to Arlington Center.
-Currently the route operates everyday as: **87 Arlington Center-Lechmere via Clarendon Hill and Somerville Ave.**

88 Clarendon Hill-Lechmere via Davis Sq. and Highland Ave.
-This route was converted from trackless trolley to bus on 03/30/63.
-A slight diversion into the new Red Line Davis Station began in December 1984.
-In September 2001, extra school day-only trips in the afternoon from Somerville High School to Clarendon Hill were added to the schedule to replace former special supplemental school service.
-In September 2008, extra a.m. peak trips operating only between Clarendon Hill and Davis were added to the schedule.
-In December 2018, Clarendon Hill-Davis a.m. peak trips were removed from the schedule.
-In March 2022, the route was slightly modified to service the new Lechmere station.

-Currently the route operates every day as: **88 Clarendon Hill-Lechmere via Highland and Davis Sq. station**.

89 Clarendon Hill-Sullivan via Broadway

-This route was converted from trackless trolley to bus on 03/30/63.
-Between March and September 1963, this route was combined with Route 90 and operated as a belt between Teele Sq. and Sullivan Sq. Trips alternated between the Broadway routing and the Highland Ave routing. This experiment was not popular and the previous route patterns returned in September 1963.
-In March 2002, extra school day-only trips in the afternoon from Broadway @ Endicott streets to Sullivan were added to the schedule to replace former special supplemental school service. This school-trip service was discontinued in December 2018.
-Headways are coordinated with Route 101 (Malden Station/Salem St.-Sullivan) along Broadway in Somerville.
-In January 2005, Monday-Saturday service except evenings was split into two branches. Alternate trips began operating as Route 89 Davis Sq. Station-Sullivan Sq. The Davis Sq. variation follows the same routing as the Clarendon Hill service between Sullivan Sq. and Powder House Sq., but then proceeds via College Ave. to Davis Sq. The change in service was in response to community requests for better access to the Red Line from the area of Somerville served by Route 89.
-In March 2009 all late-evening weekday and Saturday service was changed to operate to Davis Sq. instead of Clarendon Hill. The last trip of the night operated to Clarendon Hill via Davis.
-In December 2018, Sunday service began alternating between Davis and Clarendon Hill and some Saturday evening service was restored to Clarendon Hill.
-Between March 2019 and June 2020, Route 89 was placed on a long-term detour to bypass the Broadway Bridge over the Lowell commuter rail line, to accommodate Green Line extension construction. The route was changed to operate via Cedar Street, Highland Avenue, Davis Square, and Holland Avenue in place of Broadway from Teele Sq. to Cedar Street. With this change, the Clarendon Hill variation began operating via Davis Square and the Davis Square variation became a short-turn of the Clarendon Hill route. Saturday evening service resumed operating only to Davis.
-Sunday service was changed to only operate to Davis.
-In September 2019, Clarendon Hill service was reduced to only weekday rush hours and school release times in the afternoon.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began

operating on a modified Saturday schedule. Service on the Clarendon Hill variation was suspended but resumed on August 31, 2020.
-Currently the route operates Monday-Friday peak as: **89 Clarendon Hill-Sullivan via Broadway or 89 Davis Sq.-Sullivan via Broadway and operates midday, evenings and weekends only as 89 Davis Sq.-Sullivan.**

90 Davis Sq.-Sullivan via Highland Ave.
-This route was converted from trackless trolley to bus on 11/15/56. By that time, the route ran weekdays only but included midday service.
-Between March and September 1963, this route was replaced by a belt which combined Routes 87 and 89 and operated between Teele Sq. and Sullivan Sq. Trips alternated between the Broadway routing and the Highland Ave routing. This experiment was not popular and the previous route patterns returned in September 1963.
-In June 1974, service on the outer end of Route 90 was diverted from its traditional route of Highland Ave. to parallel Summer St. This change was to closer serve a hospital.
-In December 1975, Route 90 was placed back on Highland Ave. In December 1975 however, Route 85 (Spring Hill-Kendall) was extended from Spring Hill to Davis Sq. via Summer St. during the midday hours.
-In April 1981, Route 90 was discontinued entirely.
-In May 1982, Route 90 was reactivated as a Monday-Saturday service (but with no a.m. peak service), but bypassed Sullivan Sq. and operated to Wellington Station via the then new Assembly Sq. Mall instead of Sullivan.
-In September 1982, service to Wellington was rerouted to also operate via Sullivan Sq. and a.m. peak service was added.
-In September 2007, Sunday service was introduced on Route 90.
-In September 2016 the route at Assembly was simplified to use Grand Union Drive in place of the mall access road and Foley St.
-In September 2019, service was discontinued in the segment between Wellington Station and Assembly Row. There were no local bus stops in this discontinued segment.
-In July 2023, the route was slightly modified to operate from Cross St. to Tufts Street, to McGrath Highway in the direction towards Davis.
-In June 2025, the route in the segment between McGrath Highway and Sullivan was changed to operate via Washington St. in place of Tuft St., Cross Street, and Broadway
-In August 2025, the route in the segment between McGrath Highway and Sullivan was changed to operate via Cross Street, and Broadway in place of Washington St.
-Currently the route operates every day as: **90 Davis-Assembly Row via Highland Ave and Sullivan station.**

91 Sullivan-Central Sq. via Union Sq. and Inman Sq.,
-In September 1962, a through routing experiment was initiated: Route 91 (Sullivan-Central) and Route 93 (Sullivan-Haymarket via Bunker Hill) were through routed to form **Central-Haymarket via Sullivan and Bunker Hill St.** The Route 91/93 pairing ended in June 1963.
-Between June and September 1974, alternate Monday-Friday trips of Route 91 were operated in Somerville between Union Sq., Somerville and Sullivan Station via School St. (Spring Hill) and Broadway as an experiment. This service did not work well and was quickly dropped.
-In December 1976, because of bridge reconstruction, buses detoured for a lengthy period via Somerville Ave., Park, and Beacon streets between Union Sq. and Inman Sq.
-In July 2017, the route toward Sullivan was slightly changed near Union Sq. to operate via Newton St. to Webster Ave. to Somerville Ave in place of Prospect St.
-Between April 2019 and May 2020, the route was placed on a temporary bypass to accommodate the Green Line extension construction at Washington St. in Somerville. The detour was via Tufts, Cross, Pearl, and McGrath westbound and via McGrath, Cross, and Tufts St. eastbound.
-In September 2019, because of street reconfigurations, service was rerouted between Union Sq. and Hampshire St. to operate direct via Prospect Street. Service was discontinued on Hampshire, Springfield Street, and Newton Street.
-Currently the route operates every day as: **91 Sullivan-Central via Union Sq.**

92 Sullivan-Haymarket via Main St.
-In October 1974, Saturday, Sunday, and weekend evening service was introduced. The route had operated Monday-Friday-only with no evening service.
-In April 1975, service on this route was intensified, to replace local service formerly provided via the Orange Line Charlestown El. Late-evening service on weekends was introduced at this time as well.
-In December 1975, the route began operating via the then eight-month opened Orange Line Community College Station (operating via Austin St, Rutherford Ave., and School St.). The small ridership of this diversion was not worth the net increase in trip time the diversion caused, and this realignment was discontinued by December 1977.
-In September 1978, Route 92 was extended from Haymarket to the new Downtown Crossing pedestrian mall (Summer & Chauncy via Washington St.) during most hours except nights and Sundays.

-In May 1979, because of traffic pattern problems and conflicts with pedestrians on the Washington St. mall, the Downtown terminal was adjusted to Franklin & Washington.
-In January 1981, service was cutback to Haymarket again.
-Sunday service was discontinued in February 1981.
-Late evening service was discontinued in April 1981.
-In May 1982, service was restored between Haymarket and Downtown during most hours except nights.
-In June 1982, service was extended full-time from Sullivan Sq. to the Assembly Sq. Mall.
-In September 1982, service to Assembly Sq. became off-peak only, as Route 90 began operating between Sullivan and the Mall during the peak.
-In June 1991, several late-evening trips began operating only between Sullivan Sq. to Assembly Sq. Mall. These trips were discontinued in March 2001 because of low ridership.
-Because of Central Artery construction, the route was slightly modified inbound between Haymarket and Downtown Crossing in August 1997. Buses leaving Haymarket began operating via Blackstone and North to New Congress. Previously they operated via New Sudbury to New Congress. Service was restored via New Sudbury later in 1998. In May 1999, buses stopped entering the Haymarket busway. Inbound buses began unloading on Merrimac and outbound buses on New Congress in front of the Orange Line entrance.
-In December 2002, early morning weekday service was extended from Haymarket to Downtown Crossing
-In August 2014, the terminal in downtown Boston was cutback to Devonshire and Milk St., eliminating the portion of the downtown loop on Franklin and Washington streets.
-In September 2016 the route and turn-around at Assembly was simplified to use Grand Union Drive in place of Middlesex Drive, the mall access road and Foley St.
-In September 2019, the segment between Sullivan and Assembly was discontinued. Route 90 continued to cover this segment.
-Currently the route operates Monday-Saturday as: **92 Sullivan -Downtown or Haymarket via Main**

93 Sullivan-Haymarket via Bunker Hill St.
-In September 1962, a through routing experiment was initiated: Route 91 (Sullivan-Central) and Route 93 (Sullivan-Haymarket via Bunker Hill) were through routed to form **Central-Haymarket via Sullivan and Bunker Hill St.** The Route 91/93 pairing ended in June 1963.
-In September 1976, some trips were routed via Medford St. in place of Bunker Hill St. This variation was discontinued by October 1976. (See Route 102 in the

MBTA initiated routes section for information on an earlier attempt at operating service on Medford St.).
-In September 1978, this route was extended from Haymarket to the new Downtown Crossing pedestrian mall (Summer & Chauncy via Washington St.) during most hours except nights and Sundays.
-In May 1979, because of traffic pattern problems and conflicts with pedestrians on the Washington St. mall, the Downtown terminal was adjusted to Franklin & Washington.
-Service was cut back again to Haymarket in January 1981.
-In May 1982, service was restored between Haymarket and Downtown during most hours.
-Sunday service to Downtown Crossing (except early morning and late evening) began in June 1983.
-In December 1984, several alternate Monday-Friday trips operating outbound in the a.m. peak and inbound in the p.m. peak began operation via Constitution Rd and Chelsea St. instead of Lowney Way and Chelsea St. This alternate route service was a result of highway construction in City Sq., which made it difficult for pedestrians from the Navy Yard area to walk the short distance under the Tobin bridge approach to board a 93 bus.
-In June 1992, all Sullivan Sq. bound (outbound) trips began operating via Constitution Rd. because of highway construction and a subsequent permanent realignment of City Sq. and Chelsea St. Several p.m. peak inbound trips continued operating inbound via Constitution Rd as a special variation.
-In March 1993, every third midday, weekday inbound trip was rerouted to operate via Constitution Rd.
-In March 1995, the inbound via Constitution Rd. trips were rerouted directly into the Navy Yard via First St. and Chelsea St. Alternate outbound trips in the a.m. peak and midday were also added operating via the Navy Yard variation.
-Because of Central Artery construction, the route was slightly modified inbound between Haymarket and Downtown Crossing in August 1997. Buses leaving Haymarket began operating via Blackstone and North to New Congress. Previously they operated via New Sudbury to New Congress. Service was restored via New Sudbury later in 1998. In May 1999, buses stopped entering the Haymarket busway. Inbound buses began unloading on Merrimac and outbound buses on New Congress in front of the Orange Line entrance.
-In September 2001, a minor route change was made in the City Sq. area, with inbound buses using Park St., to Warren St., to Chelsea St.
-In June 2004, early morning weekday trips were extended from Haymarket to Downtown Crossing.
-In September 2007, an extra school day-only trip was added in the afternoon from Bunker Hill @ Concord St. to Haymarket. This trip was discontinued in December 2025.

-In June 2008, additional weekday outbound trips in the a.m. peak were routed via the Navy Yard variation
-In August 2014, the terminal downtown was cutback to Devonshire and Milk St., eliminating the portion of the downtown loop on Franklin and Washington streets.
-In September 2018 a single late-night (2:00 AM) trip operating as Route 93 from Haymarket to Sullivan, Route 109 from Sullivan to Linden, Route 108 from Linden to Malden, and Route 104 from Malden back to Sullivan was added to the schedule. This trip was discontinued in September 2019.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service on the Navy Yard variation was suspended but resumed on August 31, 2020.
-Currently the route operates every day as: **93 Sullivan-Downtown or Haymarket via Bunker Hill St. with some Mon-Fri trips via Navy Yard**

94 Davis-Sullivan via Magoun Sq.
-This rush hour only route was discontinued in October 1979. Except for a short section in Somerville (on Cedar St.), all streets served by this route also received service from other lines (Routes 88, 80, and 90). Midday and weekend service was discontinued in March 1949.
-In 1984, the empty Route 94 number slot was used for a new route from West Medford to Harvard Sq. (see Route 94 in the MBTA initiated routes section and Route 96 in this section).

95 West Medford-Sullivan via Playstead Rd, High St., and Mystic Ave
-Between June 1976 and April 1981, alternate Monday-Friday midday trips of Route 95 were operated via Shore Drive (between Mystic Ave. and the Fellsway) in the Ten Hills section of Somerville (see Route 100).
-Until April 1981, early Sunday morning service on Route 95 was operated via Harvard St. and Main St. in Medford (instead of Mystic Ave.) to serve church attendees traveling from West Medford to Main St.
-Sunday service was discontinued in April 1981, but was restored via the regular route in January 1983.
-Between September 1981 and September 1982, several off-peak weekday trips were operated via the then new Assembly Sq. Mall.
-In September 2000, additional a.m. peak service was added from Fellsway Garage to West Medford to serve Medford High School. This additional variation was added to replace special supplemental service which previously had operated independent of regular service. In September 2007, afternoon service from the school back to Fellsway Garage was added to the Route 95 schedule, also replacing special supplemental route school-trip service.

-In December 2011, buses operating toward West Medford were slightly rerouted near Medford Sq. to service Ring Road.
-In September 2019, all service at all times began alternating between West Medford and Arlington Center. Buses operating to Arlington Center follow the same path as Route 80 between Arlington Center and High Street at Boston Avenue.
-Currently the route operates every day as: **95 West Medford or Arlington Center-Sullivan via Playstead Rd, High St, and Mystic Ave.**

96/96A Medford Sq.-Harvard via Boston Ave. or George St.
-Until the elimination of transfers in October 1961, Routes 96/96A only ran between Medford Sq. and Mass Ave. and Dover St. in Cambridge. After this date, service was extended to Harvard via Mass. Ave. Sunday service was discontinued in December 1960.
-In 1965, inbound trips were rerouted from South to High streets in Medford, to travel from Medford Sq. to Winthrop St. due to a changed one-way street configuration on South St.
-In March 1966, Route 96 began using the Harvard bus tunnel.
-Late evening service was restored on the Boston St. variation in September 1969.
-Experimental Sunday service was tried and dropped in September-December 1972. This service only operated in the a.m. and early afternoon.
-In May 1976, Route 96A buses operating via George St were routed off College Ave between Boston Ave. and George St., due to weight restrictions being placed on the College Ave. bridge over the B&M Lowell line. George St. buses then operated along Boston Ave and Winthrop St, but continued to diverge from Route 96 (Boston Ave.) buses at Winthrop & George St., and followed George St. to Main St. to reach Medford Sq. This resulted in buses reversing direction on George St., with inbound buses traveling north from Main St. to Winthrop St. instead of South from Winthrop St. to College Ave. At this same time, outbound buses on Route 96 via Boston Ave. began using South St. instead of Summer St. to travel between Winthrop St. and Main St.
-Sunday service was re-introduced on the Boston Ave. variation in December 1976.
-In March 1977, because of changed traffic configurations in Davis Sq., 96 and 96A buses began using Beech St., instead of Dover and Day Streets, to travel from Davis Sq. to Mass. Ave.
-In July 1978, due to the need to reconstruct the Winthrop St. bridge over the B&M Lowell line, Route 96 and 96A Medford Sq.-Harvard Sq. service was rerouted through West Medford via Boston Ave, High St, and Winthrop Street. "Boston Ave." buses used South St. to travel outbound between Winthrop St.

and Medford Sq., while "George St." buses continued on Winthrop to George to Main St. (inbound and outbound) in a modified route
-Between March 1979 and September 1980, Routes 96 and 96A were extended to the temporary Harvard/Brattle Station.
-Between September 1980 and September 1983, Routes 96 and 96A operated to Harvard/Johnston Gate.
-Beginning in September 1983, Routes 96 and 96A operated to Harvard/Cambridge Common.
-When the Winthrop St. bridge repair work was finally completed, Route 96 and 96A service was restored in June 1984, to their 1978 configuration routes (bus service over the College Ave bridge was never restored). It was found however, that a demand remained for bus service from Cambridge and Somerville to West Medford. As a result, a permanent new route was initiated over what had been the old detour route. Service began in June 1984 as **94 Medford Sq.-Harvard/Cambridge Common via West Medford (High St. and Boston Ave.)**. Originally, it had been planned to operate the route from West Medford instead of Medford Sq., but the route was changed and timetables reissued just before the start of service.
-In September 1984, evening service was introduced to Route 94.
-In March 1985, all Route 96 trips began operating only via the “George St.” routing. The creation of Route 94 eliminated the need for a Route 96 variation serving High St. Service was lost on the outbound routing via South St., which is parallel to George St.
-In June 1985, Route 94 was cutback to the new Red Line Davis Sq. Station to form **94 Medford Sq.-Davis,**
-In September 1985, Route 96 was again using the Harvard bus tunnel.
-In September 2000, two outbound Route 94 trips were rerouted via Medford High School. This variation replaced what had been separate supplemental school service.
-In December 2011, Route 94 and 96 buses operating toward Medford Sq. were slightly rerouted near Medford Sq. to service Ring Road.
-In September 2014, some AM peak trips operating only between Medford Sq. and Davis were added to the Route 96 schedule. These trips were dropped in March 2021.
-Between June and December 2019, and again between June and December 2020, and June-August 2021, Route 96 operated inbound on the surface through Harvard Sq. and continued operating outbound via the Harvard bus tunnel to accommodate tunnel repair work.
-Currently these routes operate every day as: **94 Medford-Sq.-Davis Station via High St and Boston Ave (West Medford); and 96 Medford Sq.-Harvard Sq. via Boston Ave and George St.**

97 Salem St.-Everett Station (Sullivan station-nights) via Pleasant St. and Malden Sq.

-Until the elimination of free transfers in October 1961, Route 97 only ran between Salem St. and Malden Sq. via Pleasant St. After this date, service was extended to Everett Station.

-Sunday service between Salem St, and Malden Sq. was eliminated in September 1956 except for limited Summer service, which also was discontinued in September 1962. Evening service was discontinued in June 1958.

-In March 1963, Everett station was closed nights and Sundays. All bus routes that terminated at Everett were extended to Sullivan Sq. during these hours.

-After its extension to Everett station in 1961, Route 97 operated via Main St. in Everett. In September 1969, Route 97 began operating via Hancock St. instead of Main St. in Everett (see Route 105). When Route 97 did not operate (nights and Sundays), Route 99 (Upper Highland-Everett Sta.) was diverted from Main St. to Hancock St.

-In April 1975, Route 97's southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Sq. Station.

-In September 1975, Route 97's southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.

-When Malden Station opened in December 1975, Route 97 was discontinued. It was replaced by extending Route 101 (Salem St.-Sullivan) from Salem St. to Malden Station via Pleasant St. and by operating Route 99 from Malden station to Wellington via Hancock St. full time.

-The Route 99 rerouting apparently proved unsatisfactory, and in March 1976 Route 97 returned Monday-Friday as **97 Malden Sta.-Wellington via Hancock St.** and Route 99 returned to its original Main St. course Monday-Friday.

-In December 1976, several peak trips were diverted from Main St. to Commercial St. between Malden Sq. and Medford St. in Malden, to serve the Malden Industrial Area.

-In September 1978, most Route 97 service began operating via Commercial Street.

-Route 97 became rush hours only in April 1981.

-Midday service was restored via Commercial St. in September 1981, and Saturday service was restored in June 1984.

-In December 2001, Route 97 was modified to serve the new Gateway Center Shopping Center, off of Revere Beach Parkway in Everett. Sunday service was also added to Route 97 at this time.

-In September 2007, Route 97 was rerouted off of Commercial St. to Canal St., between Medford St. and Charles St. in Malden. This change was made to better serve a new medical facility on Canal St.

-In June 2011, Route 97 was rerouted back to Commercial St. in place of Canal St. between Medford St. and Charles St. in Malden.
-In September 2011, Route 97 was rerouted back to Canal St., in place of Commercial St. between Medford St. and Charles St. in Malden.
-In October 2019, Route 97 was rerouted back to Commercial St. in place of Canal St. between Medford St. and Charles St. in Malden.
-Currently the route operates every day as: **97 Malden Station-Wellington via Commercial St, Hancock St., and Gateway Center.**

98 Airport-Airport Sta.
-This was a single loop route connecting Airport station with each of the terminals at Logan Airport. As the airport expanded, the route was modified to serve new facilities as they opened. In June 1976, MASSPORT took over control of this service from the MBTA. They continue to operate the service, and in June 1980, divided it into 3 separate loop routes. Route 11 serves just the airport terminals, Route 22 serves terminals A and B and the Blue Line Station, and Route 33 serves Terminals C, D, and E and the Blue Line station.

99 Upper Highland-Everett Station (Sullivan station nights and Sunday) via Malden Sq. and Main St.
-Since the 1940s, several trips on Route 99 operated via Malden Hospital, this gradually expanded, and by April 1981 all trips at all times served the hospital.
-Until the elimination of free transfers in October 1961, Route 99 only ran between Upper Highland and Malden Sq. After this date, service was extended to Everett Station via Main St.
-In March 1963, Everett station was closed nights and Sundays. All bus routes that terminated at Everett were extended to Sullivan Sq. during these hours.
-Between September 1969 and December 1975, Route 99 was operated via Hancock St. nights and Sundays, when Route 97 did not operate.
-During the period that Route 97 was discontinued (Dec. 1975-Mar. 76), Route 99 operated via Hancock St. full-time.
-In April 1975, Route 99's southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Station.
-In September 1975, the southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.
-In December 1975, Route 99 began operating via the new Malden Center station of the Orange Line.
-Night and weekend service via Hancock was discontinued in April 1981.
-Midday Route 99 service operated via Hancock between April and September 1981.

-By 1988, the turn-around point at Upper Highland was extended a short-distance from Bloomerth St. (Malden) to the traffic rotary at Elm St. and Woodland Rd (Medford).
-In June 1994, the turn-around was extended all the way to the New England Memorial Hospital in Stoneham.
-In August 1994, Route 99 was adjusted in the Malden Station-Malden Sq. area from Exchange St. to Centre St, to serve a new supermarket.
-In December 2007, the outbound route into Malden Station was changed to operate via Florence St. from Main to Washington St. in place of Pleasant St.
-In March 2009, Saturday service was modified to operate via Gateway Center, which was previously only served by Route 97.
-Route 99 headways are coordinated with Route 106 (Lebanon St.-Wellington) between Wellington and Malden stations.
-Beginning in September 1982, extra a.m. peak service was operated from Upper Highland to Malden Station during the school year. Extra service to Malden was discontinued in June 2000.
-In June 2018, the outbound destination name was changed to Woodland Road. There was no change in the actual route or terminal.
-In July 2023, the layover was modified to service New England Santa Acc road.
-Currently the route operates every day as: **99 Woodland Road-Wellington via Upper Highland, Malden Station and Main St.**

100 Elm St.-Sullivan via Fellsway
-This route was converted from streetcar to bus on 12/17/1955.
-Route 100 was coordinated with the former Eastern Mass 100A Reading-Sullivan route from 1970 until the end of Route 100A in September 1971.
-In December 1974, buses were removed from the Wellington bridge between Wellington Circle and Sullivan because of weight restrictions. A circuitous alternative route via I-93, and Riverside Dr. was used as a detour.
-In September 1975, Route 100's southern terminal was rerouted via Revere Beach Parkway from Sullivan Station to the new Wellington Station. This change left the portion of the Fellsway route between Wellington Circle and Sullivan without bus service. A new Monday-Friday Route 1**29 Wellington-Sullivan via Ten Hills** was instituted as a replacement in December 1975 (see Route 129 in the MBTA initiated route section).
-In June 1998, weekend late-night service began operating only as far north as Roosevelt Circle instead of Elm St.
-In August 2024, weekend late night service was extended back to Elm St.
-Currently the route operates every day as: **100 Elm St.-Wellington via Fellsway**

101 Salem St.-Sullivan via Main St. and Broadway

-This route was converted from trackless trolley to bus on 03/14/59.
-In December 1975, this route was extended Monday-Saturday from Salem St. to the new Orange Line Malden Station via Pleasant St., forming **101 Malden Station-Sullivan via Salem St**. This extension replaced part of the former Route 97 service.
-In September 1976, midday weekday and Saturday trips were extended the short distance from Malden station to Malden Square.
-Nights and Sunday service were extended to Malden station and Malden Sq. in March 1983.
-In December 2000, Route 101 was adjusted in the Malden Station-Malden Sq. area from Exchange St. to Centre St, to serve a supermarket.
-Extra rush hour service operated from Salem St. to Sullivan and (since September 1983) Medford Sq. to Sullivan.
-In September 2000, extra service was added during the a.m. peak from Main & Henry St. to Medford High School via Medford Sq. or George St. These special variations replaced special supplemental service which previously had been operated independent of regular service. In September 2007, these trips were modified to begin at Sullivan Sq., follow the regular Route 101 routing to Main & George streets, and then continue via George and Winthrop to the school. In December 2007, they were changed back to starting at Main & Henry streets to improve reliability.
-Headways are coordinated with Route 89 (Clarendon Hill-Sullivan) along Broadway in Somerville.
-In December 2005, extra afternoon trips were added to the schedule operating from Medford High School to Fellsway Garage. These replaced former special supplemental school trips. In September 2007, these trips were altered to operate via Winthrop, High, Boston, and George Streets to Main Street, and to then continue along the regular Route 101 routing from George & Main St. to Sullivan Sq.
-In December 2007, those trips serving Malden Square were changed to operate via Florence St. from Main to Washington St. in place of Pleasant St.
-In December 2011, buses operating toward Malden Sq. were slightly rerouted near Medford Sq. to service Ring Road.
-In March 2013, the span of weekday midday service extended to Malden Sq. from Malden Station was cut back to 2:00 PM from 4:00 PM.
-In December 2018, midday service was cut back from Malden Sq. to Malden Station. Weekend service continued to operate to Malden Square.
-In June 2019, weekend service was also cut back from Malden Square to Malden Station.
-In September 2019, early Sunday morning service was extended to operate to/from Malden Station instead of Fellsway Garage.

-In March 2021, extra peak period trips between Medford Sq. and Sullivan were removed.
-Currently the route operates every day as: **101 Malden Station-Sullivan Station via Salem St, Main St., and Broadway**

102 Malden-Faulkner via Main St. and Cross
-This route was converted from trackless trolley to bus on 03/29/63. Sunday service was discontinued in December 1960.
-Experimental Sunday service operated from December 1966 until January 1967.
-In September 1969, this route was combined with Route 105 (Faulkner-Everett Sta.) to form Route 105 (Malden-Everett Sta. via Faulkner). There was no loss of service area brought about by this merger, in fact there was an expansion, as buses began operating via Eastern Ave from Malden Sq. to Faulkner. This portion of Eastern Ave. was new territory for the MBTA.
-In September 1971, the empty Route 102 number slot was used for a new route from Sullivan to City Sq. (see MBTA initiated routes section).

103 Medford Sq.-Sullivan Sta. via Riverside Ave.
-Until the elimination of free transfers in October 1961, Route 108 was operated as **108 Linden Sq.-Medford Sq.** After this date, Route 108 Linden-Medford Sq. became three separate routes: 108 Linden-Sullivan Station via Malden Sq., and Route 103 Medford Sq.-Sullivan via Riverside Ave. were established to provide direct service to the Rapid Transit system. Route 103A (later renumbered to 115) Medford Sq.-Malden Sq. was established rush hours only to maintain through cross-town service.
-This route lost its separate identity when it was merged with ex-Eastern Mass service (North Woburn-Medford Sq.) in December 1970 to form: **134 North Woburn-Sullivan**. Rush hour service alternated between buses operating to North Woburn, West Medford, or Medford Sq. Midday and Saturday service alternated between North Woburn and West Medford trips, while all evening and Sunday service only operated to Medford Sq.
-In December 1974, buses were removed from the Wellington bridge between Wellington Circle and Sullivan, because of weight restrictions. A circuitous alternative route via Shore Drive and I-93 was used as a detour.
-In September 1975, the combined 134 service was rerouted via Revere Beach Parkway from Sullivan Station to the new Orange Line Wellington Station.
-In September 1982, rush hour trips operating only to Medford Sq. were discontinued in favor of operating more frequent service to West Medford.
-In March 1995, all service began making a slight diversion via Locust St. to serve the Meadow Glen Mall.
-In June 1998, early a.m. Sunday service was discontinued.

-In January 2005, daytime Sunday service was extended to Woburn Sq.
-In December 2005, school day-only trips were added in the a.m. peak and early afternoon operating between Medford High School and Middlesex Ave. @ Second St. via Riverside Ave. These trips replaced former special supplemental service.
-In March 2009, multiple weekday West Medford-Wellington trips were diverted via Commercial St. in Medford to service the relocated Cambridge District Courthouse.
-In March 2019, weekday late-evening service was extended from Medford Square to West Medford.
-In September 2019 service via Commercial Street was discontinued.
-In March 2020, Saturday late-evening service was extended from Medford Sq. to West Medford.
-In March 2021, weekday midday and peak trips operating only between West Medford and Wellington were discontinued. Some additional trips operating through to North Woburn were added to the AM peak schedule to compensate.
-In July 2023 midday Saturday trips operating between West Medford and Wellington were discontinued.
-In July 2023, Sunday morning and evening service was extended from Medford Sq. to West Medford.
-In December 2025, early morning and late evening service on all days was extended from West Medford to Woburn Sq.
-Currently the route operates as: **134 North Woburn-Wellington via Riverside Ave. (Mon-Sat) and 134 Woburn Sq.-Wellington (nights and Sunday)**

104 Malden-Everett Sta. (Sullivan station nights and Sundays) via Ferry St. and Broadway

-This route was converted from trackless trolley to bus on 03/30/63.
-In March 1963, Everett station was closed nights and Sundays. All bus routes that terminated at Everett were extended to Sullivan Sq. during these hours.
-In April 1975, this route's southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Station.
-In September 1975, the southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.
-An experimental route (106.5) was operated during the rush hours from Malden to Sullivan via Main Street to replace the discontinued portion of Route 104. Complaints concerning the lack of bus service on lower Broadway in South Everett resulted in midday alternate service to Sullivan resuming in November 1975. In December 1975, all regular Route 104 service was rerouted back to Sullivan Station. Service to Wellington and the experimental route (106.5) were discontinued.
-In December 1975, Route 104 began serving the new Malden Center station of the Orange Line.

-In August 1994, Route 104 inbound was adjusted inbound in the Malden Station-Malden Sq. area from Exchange St. to Centre St, to serve a new supermarket.
-In December 2007, the outbound route into Malden Station was changed to operate via Florence St. from Main to Washington St. in place of Pleasant St.
-Route 104 headways were coordinated with Route 109 between Glendale Sq. and Sullivan.
-In April 2018, the weekday span of AM service was slightly improved
-In September 2018 a single late-night (2:00 AM) trip operating as Route 93 from Haymarket to Sullivan, Route 109 from Sullivan to Linden, Route 108 from Linden to Malden, and Route 104 from Malden back to Sullivan was added to the schedule. This trip was discontinued in September 2019.
-In March 2019, the span of weekday early morning service was improved.
-In December 2024, Route 104 was restructured to operate to Airport Station instead of Sullivan. From Everett Sq. the route was altered to operate via Second St., Spruce St., Everett Ave., Arlington, 6th, Bellingham Sq, Park St., Central Ave., Martin Coughlin Bypass Rd, Frankfort St., and Transportation Way to Airport Station. The route follows the same one-way pattern through Bellingham and Central Sq. Chelsea as Route 112. The service on Second Street became the first bus service on the road. The route was also modified in Malden to operate direct from Ferry to Centre St. and bypass Malden Sq.
-Currently the route operates every day as: **104 Malden Station-Airport Station via Ferry St. and Bellingham Sq.**

105 Faulkner-Everett Sta. (Sullivan station nights) via Cross St. and Main St

-This route was converted from trackless trolley to bus on 03/30/63.
-In March 1963, Everett station was closed nights and Sundays. All bus routes that terminated at Everett were extended to Sullivan Sq. during these hours.
-The loop in the housing area was slightly modified in September 1965, operating via Cross, Bryant, Harvard, Bowdoin, Willow, to Cross.
-In 1965, Service Bus Lines discontinued a route from Everett Sq. to Revere Beach. The primary street on this route not served by an ex-MTA route was Hancock St. Everett. After Service discontinued its operation, the MBTA initiated service on Hancock St, but did not take over the remainder of the Service route. Initially, in September 1968, the MBTA operated Route 105 Faulkner buses via Hancock St and Broadway instead of Main St., but because of complaints from Faulkner riders, Route 105 returned to Main St., and Route 97 began operation via Hancock St. and Broadway Everett in place of Main St. in September 1969.
-Also in September 1969, Route 105 was merged with Route 102 (Faulkner-Malden Sq.) to form **105 Malden-Everett Sta. via Faulkner**. Sunday service

was initiated at this time as well. The combined route operated via Eastern Ave. between Malden Sq. and Faulkner (a new segment) and then followed the former Route 105 routing from Faulkner to Everett.
-In November 1969, the routing in Faulkner was changed from Harvard to Newland St.. The routing was also modified to use Bryant St. in place of Short St. to reach Eastern Ave. Sammett St. was used in place of Bryant St. at some point between 1969 and 1970, but by 1970 the permanent routing was in place between Eastern Ave. and Cross St. via Bryant, Lyme, Willow, Bowdoin, Newland, and Bryant.
-In April 1975, the southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Station.
-In September 1975, Route 105's southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.
-Complaints concerning the lack of bus service on lower Broadway in South Everett resulted in service being rerouted back to Sullivan Station in December 1975.
-In December 1975, Route 105 began serving the new Malden Center station of the Orange Line.
-Late-evening service was discontinued in December 1979.
-Sunday service was discontinued in February 1981, but was restored in June 1984.
-In June 1995, Route 105 inbound was adjusted inbound in the Malden Station-Malden Sq. area from Exchange St. to Centre St, to serve a new supermarket.
-In December 2007, the outbound route into Malden Station was changed to operate via Florence St. from Main to Washington St. in place of Pleasant St.
-Currently the route operates every day as: **105 Malden Station-Sullivan via Faulkner**

106 Lebanon St.-Everett Station (Sullivan station nights and Sundays) via Salem St., Malden Sq. and Main St.

-Until 1961, additional service was operated between Malden Sq. and Everett Station via Main St. as **103 Malden Sq.-Everett.** With the elimination of free transfers in October 1961, Routes 97, 99, and 107 were through routed from Malden Sq. to Everett Station. This eliminated the need for supplemental Route 103 service, which was discontinued in April 1962.
-This route was converted from trackless trolley to bus on 03/30/63.
-In March 1963, Everett station was closed nights and Sundays. All bus routes that terminated at Everett were extended to Sullivan Sq. during these hours.
-In April 1975, the southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Station.

-In September 1975, the southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.
-In December 1975, Route 106 began operating via the new Malden Center station of the Orange Line.
-In September 1982, extra service began operating during the a.m. rush from Lebanon St. to Malden Station during the school year. The last extra a.m. trip to Malden was discontinued in December 1998.
-In December 1990, extra service began operating during the afternoon from Malden station to Lebanon St. during the school year.
-In September 1992, inbound trips on Sundays began using Forest St. and Sylvan St. (instead of Lebanon St.) after leaving the Lebanon St. loop.
-In August 1994, Route 106 was adjusted in the Malden Station-Malden Sq. area from Exchange St. to Centre St, to serve a new supermarket.
-In June 1995, evening inbound trips began operating via Forest St. and Sylvan St.
-In June 1998, weekend late-night service was cut back to only operate as Malden Station-Lebanon St. Route 99 provides all service in the Wellington-Malden segment during these hours.
-In June 2000 all trips except weekend evening trips began operating via Forest St. and Sylvan St. inbound instead of Lebanon St. after leaving Lebanon St. loop. Weekday evening and Sunday service was already following this pattern.
-In September 2000 midday service was extended to Franklin Sq., Melrose via Lebanon St., Main St., and Green St.
-In June 2003, midday service to Franklin Sq. was rerouted in Melrose to operate via Lebanon St., Park St., Linwood Ave., Grove St., and Main St. in place of operating via straight Lebanon Street. This change allowed Route 106 midday service to cover most of Route 130 (see Service Bus Lines section) and allowed Route 130 to be discontinued during the hours that Route 106 operates to Franklin Sq.
-Route 106 headways are coordinated with Route 99 between Wellington and Malden stations.
-In December 2002, weekday evening trips discontinued the practice of looping via Forest St.
-In January 2005, extra rush hour trips were added to Route 106 between Linwood & Lynde Streets in Melrose to Malden station via Salem St. These trips replaced Route 130, and covered most of that former route except for service on Forest Street and Main St.(see Route 130 in the Service Bus Lines section). Trips operated inbound during the a.m. peak and outbound in the p.m. peak.
-In March 2006, the routing of those midday trips operating to Franklin Sq. was simplified to bypass the Lebanon St. loop, operating both ways at all times via Lebanon St (Melrose), Forest St., Sylvan St., and Lebanon St. (Malden). This

resulted in the elimination of midday service along Lebanon St. in the short segment between Forest St. and Sylvan Street.
-In September 2007, school day-only afternoon trips from Malden Station to Lebanon street were altered to start in front of the schools served, instead of Malden Station. One trip began at Salem St. & Sprague St., the other at Salem St. & Branch St. These trips were discontinued in June 2009.
-In December 2007, the inbound and outbound route into Malden Station was changed to use Centre St. in place of Pleasant St. between Main St. and Commercial St.
-In March 2010, an outbound a.m. peak trip was added from Malden Station to Franklin Sq.
-In September 2019 all service was discontinued on the variations operating north of Lebanon Street at Forest St. in Melrose, eliminating all bus service on Linwood Avenue in Melrose (see Route 130 in the "Routes inherited from Service Bus Lines" section). All trips except evening trips continue to loop via Lebanon, Forest, and Sylvan inbound. Late evening trips loop at Lebanon St. loop.
-In June 2025, late-evening Saturday service, except for the last trip, was extended to follow the full route from Wellington to Lebanon Street.
-In August 2025, late-evening Sunday service, except for the last two trips, was extended to follow the full route from Wellington to Lebanon Street.
-In December 2025, late-evening trips on all days began looping via Forest St. With this change, all service at all times follows the same pattern.
-Currently the route operates every day as: **106 Lebanon St.-Wellington via Salem St., Malden Station and Main St.**

107 Broadway North-Everett Sta. (Sullivan station nights) via Salem St. and Malden Sq.

-Until the elimination of free transfers in October 1961, Route 107 only ran between North Broadway and Malden Sq. After this date, service was extended to Everett Station via Main St.
-In March 1963, Everett station was closed nights and Sundays. All bus routes that terminated at Everett were extended to Sullivan Sq. during these hours.
-In September 1972, extra a.m. peak inbound trips operating from Broadway & Salem St. to Everett Station were discontinued.
-In April 1975, the southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Station.
-In September 1975, the southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.
-The Broadway North-Malden Sq. portion of this route ran parallel to Saugus Transit's route from Malden to Saugus. Saugus Transit ran closed door in this territory, except during hours when Route 107 was not running. With the MBTA taking over Saugus Transit in February 1975, and the Orange Line

extended to Malden late the same year, Route 107 was cutback to Malden Station in December 1975, and coordinated with Route 430 (Saugus-Malden Station).
-In December 1976, Route 107 was renumbered as Route **430A North Broadway-Malden Station**.
-In June 1977, Route 430A was extended a short distance from North Broadway to the Granada Highlands apartment/condominium complex as Route **430A Granada Highlands-Malden Station**.
-In April 1981, all Route 430A service was discontinued except for extra rush hour trips between North Broadway-Malden. Midday weekday and Saturday service was discontinued, and no service ran to Granada Highlands at all.
-In June 1981, midday service was restored between Granada Highlands and Malden.
-In September 1981, rush hour service was re-extended from Broadway North to Granada Highlands.
-In January 1983, Route 430A middays was extended from Granada Highlands to Linden Sq. via Salem and Lynn streets and merged with Route 411 (Northgate-Revere House) to form Route **411 Malden Sta.-Revere House via Granada Highlands.** The new Route 411 also operated Saturdays, thus restoring Saturday service in the segment between Granada Highlands and Malden. Weekday peak service continued to operate only as Route 430 between Granada Highlands and Malden.
-In March 1983, p.m. peak Route 411 service was initiated. The a.m. peak service continued to operate only from Malden to Granada Highlands, but became a variation of Route 411 instead of Route 430.
-In June 2007, Route 411 outbound was adjusted in the Malden Station-Malden Sq. area from Exchange St. to Centre St.
-In November 2007, the inbound route into Malden Station was changed to use Centre St. in place of Pleasant St. between Main St. and Commercial St.
-No loss of service area came from this merger (see the Service Bus Lines section for more information on Routes 411 and 430).

108 Linden-Sullivan Sta. via Salem St., Malden Sq. and Fellsway
-Until the elimination of free transfers in October 1961, Route 108 was operated as **108 Linden Sq.-Medford Sq.** After this date, Route 108 became three separate routes: 108 Linden-Sullivan Station via Malden Sq., and Route 103 Medford Sq.-Sullivan via Riverside Ave. were established to provide direct service to the Rapid Transit system. Route 103A (later renumbered to 115) Medford Sq.-Malden Sq. was established rush hours only to maintain through cross-town service. At the same time, a short loop segment of the 108 in Malden (Via Avon, Quincy, and Medford streets) was reduced. The last trips using the Avon & Quincy segment ran in March 1964.

-In December 1970, alternate routings entering Linden Sq. (using either Beach St. or Lynn St.) were merged into a single one-way loop.
-In September 1974, two early morning trips on Route 108 which operated via Commercial St. instead of Highland Ave were discontinued. Service on Commercial St. was restored by Route 97 in December 1976.
-In December 1974, buses were removed from the Wellington bridge between Wellington Circle and Sullivan because of weight restrictions. A circuitous alternative route via Shore Dr., I-93, and Riverside Ave. was used as a detour. Rush hour trips bypassed Shore Dr., while a shuttle route ran in the rush hour from Wellington Circle to Sullivan via Riverside Ave, I-93, and Shore Dr.
-In September 1975, Route 108 was rerouted via Revere Beach Parkway to the new Orange Line Wellington Station. The shuttle route from Wellington Circle to Sullivan was retained as a separate service (see Route 129 in the MBTA-initiated routes segment).
-In December 1975, Route 108 began operating via the new Malden Center station of the Orange Line.
-Sunday service was discontinued in April 1981, but was restored in June 1984.
-The span of weekday and Saturday late evening service was reduced in April 1981 but restored in May 1982.
-In September 1982, extra a.m. rush hour service began operation from Linden to Malden Station during the school year.
-In April 1985, midday trips began making a slight diversion in the Malden Sq. area (via Pearl St.), to serve an elderly housing complex.
-In September 1991, extra afternoon service began operation from Malden Station to Linden during the school year.
-In August 1994, Route 108 was adjusted in the Malden Station-Malden Sq. area from Exchange St. to Centre St, to serve a new supermarket.
-In March 2006, an extra school day-only afternoon trip was added from Eastern Ave. @ Crystal Street to Malden Station. This replaced a former special supplemental school trip that was not part of the regular route. This trip was discontinued in June 2009.
-In September 2007, school day-only afternoon trips from Malden Station to Lebanon street were altered to start in front of the schools served, instead of Malden Station. One trip began at Salem St. & Sprague St., the other at Salem St. & Branch St. The trip from Salem St. & Sprague was discontinued in June 2009.
-In December 2007, the inbound route into Malden Station was changed to use Centre St. in place of Pleasant St. between Main St. and Commercial St.
-In September 2018 a single late-night (2:00 AM) trip operating as Route 93 from Haymarket to Sullivan, Route 109 from Sullivan to Linden, Route 108 from Linden to Malden, and Route 104 from Malden back to Sullivan was added to the schedule. This trip was discontinued in September 2019.

-In December 2018, the midday weekday variation via Pearl St. was discontinued.
-Currently the route operates every day as: **108 Linden-Wellington via Salem St. and Malden Sta.**

109 Linden-Everett Sta. via Broadway (Sullivan station nights and Sundays)
-This route was converted from trackless trolley to bus on 03/30/63.
-In March 1963, Everett station was closed nights and Sundays. All bus routes that terminated at Everett were extended to Sullivan Sq. during these hours.
-In April 1975, this route's southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Station.
-In September 1975, the southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.
-Complaints concerning the lack of bus service on lower Broadway in South Everett resulted in service being rerouted back to Sullivan Station in December 1975.
-Route 109 headways were coordinated with Route 104 between Glendale Sq. and Sullivan.
-In September 2001, extra-evening weekday service was added on Route 109 from Sullivan to Glendale Sq. because of crowding on Routes 104 and 109.
-In December 2007, an extra a.m. peak inbound trip was added schooldays only from Glendale Sq. to Sullivan. This trip was discontinued in June 2013.
-In March 2008 an early morning trip was added weekdays from Glendale Sq. to Sullivan. This trip was extended to Linden Sq. in April 2018.
-In June 2018, additional a.m. Sunday trips were added from Glendale Sq. to Sullivan.
-In September 2018 a single late-night (2:00 AM) trip operating as Route 93 from Haymarket to Sullivan, Route 109 from Sullivan to Linden, Route 108 from Linden to Malden, and Route 104 from Malden back to Sullivan was added to the schedule. This trip was discontinued in September 2019.
-In March 2019, the span weekday and Sunday early morning service was improved.
-In September 2019, all remaining short-turn trips to or from Glendale Sq. were discontinued and replaced by improving the frequency of regular Route 104 and 109 service.
-In December 2024, Route 109 was extended from Sullivan to Harvard to replace a portion of Route 86 (see Route 86 in this section) and also had service frequencies improved to replace the rerouted section of Route 104 (see Route 104 in this section).
-Currently the route operates every day as: **109 Linden-Harvard via Broadway and Sullivan**

110 Wonderland or Broadway & Park Ave.-Everett Sta. via Everett Sq. (Sullivan station nights and Sundays)

-The Broadway & Park Ave.-Everett Station segment of this route was converted from trackless trolley to bus on 03/30/63. Trackless last ran from Broadway & Park Ave. to Wonderland in 09/07/62, as service on this segment was Summer only at that time.

-After conversion to diesel, most Monday-Saturday service except early morning and late evening was extended to Wonderland year-round starting in September 1963. Early morning, late evening, and some additional rush hour service operated either to Woodlawn or Broadway & Park Ave. Sunday service was extended to Wonderland in the Summer, and was extended at other times of the year, though not on a consistent basis from schedule period to schedule period.

-In March 1963, Everett station was closed nights and Sundays. All bus routes that terminated at Everett were extended to Sullivan Sq. during these hours.

-In April 1975, this route's southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Station.

-In September 1975, when Wellington station opened, Route 110 continued operating to Sullivan station.

-In December 1975, Route 110 was rerouted via Revere Beach Parkway to the new Wellington Station.

-In April 1981, all Sunday service was cut back to Woodlawn including Summer service. Extra rush hour trips to Woodlawn or Broadway & Park Ave from Wellington were also discontinued at this time.

-In September 1982, rush hour extra service between Broadway & Park Ave.-Wellington was restored from September-June. In the summer schedule, all peak service operated through to Wonderland, until summer 2015, when extra rush hour trips continued operating through the summer schedule as well.

-In June 1983, Sunday service was extended to Wonderland again for the Summer schedule

-In June 1984, midday Sunday service was extended to Wonderland year-round.

-In June 1998, the span of late-evening Sunday service was reduced.

-In January 2001, weekday evening service and Saturday morning service were extended full-time to Wonderland. In June 2001, most Sunday morning service was extended to Wonderland. With these changes, only weekend evening service and early-Sunday morning service did not operate beyond Broadway & Park Ave. The only trip to now terminate at Woodlawn was the last trip of the day.

-In September 2002 an afternoon trip on school days only was added between Wellington and Woodlawn. This replaced a former special supplemental school trip that was not part of the regular route. In December 2023, this was replaced

by a regular outbound trip to Wonderland, while a new inbound school day-only trip was added from Woodlawn to Wellington.
-In March 2006, an extra school day-only morning trip was added from Woodlawn to Everett Sq., operating via Ferry St. and Broadway to serve Everett High. This replaced a former special supplemental school trip that was not part of the regular route.
-In December 2007, because of the relocation of Everett High, the extra trip from Woodlawn to Everett Square was discontinued and replaced with an extra trip from Main St. @ Medford St. to Ferry @ Elm. This trip followed Main Street from Medford St. to Sweetser Circle in the segment otherwise served by Routes 99, 105, and 106, and then followed the regular Route 110 outbound routing from Sweetser Circle to Ferry @ Elm St. This trip was discontinued in June 2013 because of low ridership.
-In July 2012, the routing at Wonderland was changed to serve the new busway on the west side of Wonderland station in place of the former busway on the east side of the station.
-In December 2024, all service at all times was extended to operate from Wonderland at all times, all short-turn variations were discontinued. The route was also slightly modified outbound to operate direct from Park Ave., to Broadway, to Central Ave. and bypass the exclusive busway from Park Ave. to Central.
-Currently the route operates every day as: **110 Wonderland-Wellington via Everett Sq.**

111 Woodlawn-City Sq. via Bellingham Sq. and Mystic River Bridge
-Until the early 1960s, a different pattern of routes served the Woodlawn-Bellingham Sq.-City Sq. corridor. Trackless trolleys operated on Route **114 Woodlawn-Maverick.** Gasoline and Diesel buses operated on Route **111 Woodlawn-City Sq.,** and Route **111A Bellingham Sq.-City Sq. via Chelsea Navy Hospital.** In addition, extra-fare, rush hour limited service was operated from January 1956 to January 1962, from **Woodlawn to Haymarket**, bypassing City Sq. via the Mystic River bridge and Fitzgerald expressway. On 03/31/61, trackless trolleys were replaced on Route 114 by buses only operating Monday-Saturday between Bellingham Sq. and Maverick (see Route 114). Sunday Route 114 buses ran from Woodlawn to Maverick to March 1963 when they were also cut back to Bellingham Sq. From Spring 1961 onward, only Route 111 operated between Woodlawn and Bellingham Sq. weekdays and Saturdays and after March 1963, Sundays as well. In Fall 1961, Route 112 (Malden Sq.-Chelsea Sq.) was extended to City Sq. (see Route 112 below). In April 1962, Route 112 began serving the Chelsea Navy Hospital and Route 111A supplemental service was discontinued. A few Lyons Sq.-City Sq. extra trips were also discontinued by this time. Also in April 1962, Woodlawn-Haymarket

limited service was discontinued. Thus, all Route 111 service operated as 111 Woodlawn-City Sq. Sunday service was operated via the Chelsea Navy Hospital (when Route 112 did not operate), but this practice was discontinued by the early 1970s, when the hospital was closed.
-In April 1975, Route 111 was extended from City Sq. Station to Haymarket Station, as a result of the closing of the Orange Line Charlestown El.
-In August 1994, Route 111 began operating via the new CANA tunnel under City Sq. This eliminated the inbound City Sq. stop.
-Between September 1994 and March 1995, one inbound trip in the afternoon after school-release time was scheduled to loop via City Sq.
-In January 1995, the outbound City Sq. stop was discontinued because of traffic conditions.
-In 1999, because of ramp reconstruction, inbound buses began using the Fifth St. entrance to the Mystic River bridge instead of the Everett Ave. entrance. This detour route became the permanent route even after the Everett Ave. entrance reopened.
-In September 1999, several early a.m. trips began operating from Washington Ave. and Revere Beach Parkway to Haymarket.
-In January 2001 most weekday service except middays was extended beyond Woodlawn to Broadway &Park Ave Revere via Park Ave. Service was extended because of complaints from neighbors concerning buses laying over at Woodlawn.
-In September 2006, most weekday service was cut back from Broadway and Park Ave. to Woodlawn, except for late-evening trips. Also in September 2006, additional a.m. peak trips were added from Washington Ave. @ Revere Beach Parkway to Haymarket.
-In December 2006, early evening weekday trips resumed operating as far as Broadway & Park Avenue.
-In December 2009, p.m. peak short-turn service was introduced between Haymarket and Carey Square in Chelsea. PM peak buses alternated between Carey Square and Woodlawn as terminals. Outbound buses terminating at Carey Square returned inbound via Carey Ave. to Broadway to Bellingham Square and then the normal Route 111 routing to Haymarket.
-In March 2010, the routing for Carey Sq. short-turns was altered to follow Broadway outbound from Bellingham Sq., to Carey Ave., to Carey Sq., returning inbound via the regular route.
-In January 2011, morning peak trips from Carey Sq. were added to the route.
-In September 2014, Carey Sq. trips were added to the schedule at almost all hours including weekday midday, weekday evenings, all day Saturday, and Sunday evening.
-In March 2018, the inbound route was changed to use the Everett Ave. on-ramp to the Tobin Bridge, last used in 1999. The implementation of the change

was delayed for several weeks from the start of the spring schedule because of construction on the ramp.
-In September 2019, the evening extension of service from Woodlawn to Broadway@Park Avenue was discontinued. Route 110 continues to serve this section.
-In June 2021, AM peak trips operating from Washington Ave. and Revere Beach Parkway to Haymarket were discontinued and replaced with additional 111 trips from Woodlawn and 111C trips from Carey Sq.
-In December 2021 all short-turn service to/from Carey Sq. was discontinued and replaced by improving the frequency of service to Woodlawn.
-Currently the route operates every day as: **111 Woodlawn-Haymarket Station via Bellingham Sq. and Mystic River Bridge**

112 Malden Sq.-City Sq. via Chelsea Sq.
-Until December 1960, trackless trolleys were operated between Malden Sq. and Chelsea Sq. in two variations: **112 Malden Sq.-Chelsea Sq. via Everett Sq.** and **113 Malden Sq.-Chelsea Sq. via Ferry St.** On 12/09/60, service via the Ferry St. (113) variation was discontinued, with all service operating via the Everett Sq. (112) variation. This resulted in no significant loss of service area as Route 110 (see above) also provided service over most of the discontinued Route 113 segment on Ferry St. On 06/24/61, trackless trolleys on Route 112 were replaced by buses. In October 1961, Route 112 service was extended from Chelsea Sq. to City Sq. Charlestown, via the Mystic Bridge. Sunday service was discontinued by this time. In April 1962, Route 112 buses inbound were serving the Chelsea Navy Hospital, via lower Broadway, Beacon, Chestnut, William, and Walnut streets, replacing service on Route 111A.
-In December 1972, Route 112 was rerouted to Maverick Sq. East Boston in place of City Sq. because of a closed bus ramp on the Tobin Bridge, but was rerouted back to City Sq. by March 1973.
-In April 1975, when the Orange Line Charlestown El closed, Route 112 was again (see above) discontinued between City Sq. and Chelsea Sq., and extended from Chelsea Sq. to Maverick Sq. station of the Blue Line via Meridian St. in East Boston, becoming **112 Malden-Maverick.** Route 111 continued to serve the territory between Chelsea Sq. and City Sq., although service was no longer provided to the (now closed) Chelsea Navy Hospital.
-In September, 1975, with the Chelsea St. draw-bridge inoperative, several service changes went into effect: Routes 116/117 (Wonderland-Wood Island via Revere St. or Beach St.) were redirected to Maverick Station over the course of Route 114: Bellingham-Maverick via Meridian, with Route 114 losing its separate identity. A new shuttle Route **118 Central Ave. Shuttle** was established at this time to serve Central Ave from the bridge to Bellingham Square. Route 112 continued operating to Maverick.

-In December 1975, Route 112 was extended the short distance from Malden Sq. to the then new Malden Station.
-In June 1976, the Route 118 shuttle service Monday-Saturday was merged into Route 112, with Route 112 operating in the segment from Chelsea Sq., to Maverick Sq. via Central Ave., Marginal St., and Meridian St. Route 118 continued to operate on Sundays only. At the same time this occurred, the northern terminal of Route 112 was cutback from Malden Station. to Everett Sq. (no service loss occurred, as Route 104: Malden-Sullivan via Ferry covered this same segment) and Route 112 became: **112 Everett Sq.-Maverick via Central Ave**.
-In September 1976, Sunday Route 112 service was introduced from Bellingham Sq. to Maverick, replacing the Route 118 shuttle.
-In December 1976, Route 112 was slightly modified in Chelsea (via Arlington St. and Sixth Ave.)to operate via Bellingham Sq. as well as Chelsea Sq.
-The Chelsea St. bridge reopened in 1977, and in December 1977, Route 112 was redirected to Wood Island Station, to become **112 Everett Sq.-Wood Island via Central Ave**., with Sunday service only from Bellingham Sq. to Wood Island.
-In December 1978, Route 112 began serving the new Mystic Mall.
-Late-evening service was discontinued in December 1979.
-Sunday service was discontinued in February 1981.
-In December 1982, the Chelsea St. bridge was again closed and Route 112 was again rerouted to Maverick Sq. via Central Ave and Marginal St.
-In September 1982, a new service was initiated middays only, Monday-Friday from the Admirals Hill apartment complex (the Chelsea Navy Hospital site) to Bellingham Square. This shuttle was known as Route **112A Bellingham Sq.-Admiral's Hill.**
-In June 1985, Route 112 was extended from Everett Sq. to Wellington Station.
-In December 1987, Route 112A was merged into Route 112 at all times. The combined route being: **112 Wellington-Maverick via Admirals Hill and Central Avenue.** Incorporating the shuttle to Route 112 added a loop segment between the Mystic Mall and Admirals Hill. This did not eliminate any bus stops on the original Route 112 routing, but added to the total travel time for the route.
-Sunday service was restored in September 1990.
-In September 1991, a new segment was added via Revere Beach Parkway, Washington Ave., and Summit Ave., to Quigley Memorial Hospital (the Chelsea Solders Home). Like the Admirals Hill loop, the Solders Home service is also an indirect loop segment. No bus stops were lost on the original Route 112 routing, but additional travel time was added to the route.
-In June 1998, all service was re-routed back to Wood Island via Chelsea St. instead of Maverick via Meridian for the first time since 1982. There was also an improvement in the evening span of service at this time.

-In September 2010, the outbound route from Wood Island towards Wellington was modified to first service Admirals Hill and then Market Basket (the former Mystic Mall). Inbound buses operating toward Wood Island continue to stop at Market Basket first and then Admirals Hill.
-In June 2011, all early-morning trips were modified to service the Market Basket. Only early-morning Sunday trips now bypass Market Basket.
-In March 2022, Sunday morning trips were modified to serve Market Basket as well.
-Currently the route operates every day as: **112 Wellington-Wood Island via Soldiers Home, Admiral's Hill, Bellingham Sq.**

113 Wonderland-Malden via Ferry (Summer only route)
-This route received the Route 113 map number by 1962, after Route 113 Malden Sq.-Chelsea Sq. was discontinued (see Route 112 above). Prior to this time, it was not assigned a map route number. Service was provided with trackless trolleys during the summers of 1954, 55, and 56.
-This summer only service was not operated in summer 1971 but resumed in summer 1972.
-This summer only service was not operated in 1981.
-Service did resume for Summer 1982, and appeared each Summer through 1987. In June 1985, the route operated via Revere St. instead of Beach. The route was not run in 1988, or any year after that.
-Service over all portions of the route (except for a short segment on Ferry St. between Glendale Sq. and Elm St.) is covered by Route 110 or Route 104 and full year direct service is available (since 1983) between Wonderland and Malden via Route 411 (Revere House-Malden), although Route 411 services a different intermediate area.

114 Bellingham Sq.-Maverick Sta. via Meridian St.
-This route was created as a bus route on 04/01/61, when Route 114 Woodlawn-Maverick trackless trolley service was discontinued (see Route 111).
-Route 114 bus service was discontinued in September, 1975, when Routes 116/117 were rerouted from Wood Island to Maverick Sq. The rerouted Routes 116/117 duplicated all of Route 114, making it unnecessary to operate a separate Route 114 service.
-Route 114 returned in September 1999 after a 24-year hiatus as an a.m. rush hour supplement to Routes 116/117. During hours when Route 114 was in operation, Routes 116/117 operated as a limited, only dropping-off inbound between Bellingham Sq. and Maverick.
-In December 1999, following community requests, midday weekday 114 service was added between Mystic Mall and Maverick station.

-In December 2006, some PM peak and evening service was added to Route 114 operating between Maverick and Bellingham Square.
-In June 2010, trips in rush hours and the evening only operating between Bellingham Sq. and Maverick were renumbered as Route 116 short-turn trips.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 114 service was suspended but resumed on August 31, 2020.

The Route 114 number is still used for midday service to Mystic Mall. Currently, service runs weekday middays as: **114 Mystic Mall-Maverick.**

115 Medford Sq.-Malden Sq. via Riverside Ave. and Highland Ave.
-Until the elimination of free transfers in October 1961, Route 108 was operated as **108 Linden Sq.-Medford Sq.** After this date, Route 108 Linden-Medford Sq. became three separate routes: Route 108 Linden-Sullivan Station via Malden Sq., and Route 103 Medford Sq.-Sullivan via Riverside Ave. were established to provide direct service to the Rapid Transit system. Route 103A (later renumbered to 115) Medford Sq.-Malden Sq. was established rush hours only to maintain through cross-town service.
-In December 1974, Route 108 buses were removed from the Wellington bridge between Wellington Circle and Sullivan because of weight restrictions. A circuitous alternative route via Shore Dr., I-93, and Riverside Ave. was used as a detour. Rush hour trips bypassed Shore Dr., while a shuttle route ran in the rush hour from Wellington Circle to Sullivan via Riverside Ave, I-93, and Shore Dr. Route 115 was discontinued, as the detoured Route 108 service covered much of its territory along Riverside Ave.
-In September 1975, Route 108 was rerouted to the new Wellington Orange Lien station and removed from the detour on Riverside Ave. Route 115 resumed as a rush hour only service.
-Route 115 was discontinued in June 1976 because of low ridership. No loss of service area occurred, as all portions of the route were served by Route 108 or Route 134.

116 Wonderland-Wood Island via Revere St
117 Wonderland-Wood Island via Beach St.
-Headways on Routes 116 and 117 were operated as a coordinated trunk.
-These routes was converted from trackless trolley to bus on 09/09/61.
-Until June 1971, extra supplemental service was operated on Route 116 during the rush hour from Broadway & Park Ave (Revere) to Wonderland via Revere St.
-In September 1975, with the Chelsea St. drawbridge was closed to traffic due to mechanical problems, Routes 116 and 117 were diverted from Bellingham

Sq.-Wood Island via Central to Bellingham Sq.-Maverick Station via Meridian St. (see Routes 112 and 114). This change formed routes **116 Wonderland-Maverick via Revere St.** and **117 Wonderland-Maverick via Beach St**. Interestingly, this was the same service provided by streetcars prior to the introduction of trackless trolleys. When trackless trolleys were introduced in 1952, service was rerouted to the new Day Sq. (now Wood Island) Station.

-In April 1981, Sunday service was reduced to operate outbound via Route 116 and inbound via Route 117. There was no Sunday inbound Route 116 or outbound Route 117 service operated. This essentially created a belt operation in the segment from Broadway-Revere to Wonderland. Regular Sunday service operating in both directions on both routes was restored in March 1983.

-In January 1983, an extra inbound morning peak trip was added from Broadway & Revere to Maverick.

-In September 1985, an extra inbound morning peak trip was added from Broadway & Central to Maverick.

-Between March 1986 and March 1988, extra Bellingham-Maverick service was operated during the a.m. peak. This replaced the extra trips from Broadway & Revere and Broadway & Central to Maverick. Between March 1988 and June 1990, extra Broadway & Eastern-Maverick. service was operated during the a.m. peak. Outbound buses on this variation ran empty via Marginal St. and Eastern Ave. to Broadway & Eastern.

-In September 1999, Route 114 service was restored during a.m. rush hours between Bellingham Sq. and Maverick (see Route 114 above). When Route 114 was in operation, Routes 116/117 operated as a limited inbound between Bellingham Sq. and Maverick, dropping off only.

-In December 2005 an early a.m. weekday trip was added to Route 114 from Broadway & Revere Streets to Maverick. Also, two late evening Saturday and one late evening Sunday trips were added to Route 117 from Wonderland to Broadway @ Central Ave. The 117 trips were discontinued in September 2019.

-In December 2005, Route 197 Wonderland-Haymarket inbound and Haymarket-Logan Airport Terminal C outbound, was renumbered as a variation of Route 117. Early Sunday a.m. trips from Haymarket to Logan Airport Terminal C and Haymarket to Maverick were also added to the schedule, as well as an early morning Route 116 trip from Broadway @ Central to Wonderland.

-In August 2009, the turnaround loop pattern at Maverick was permanently changed to operate via Chelsea St. inbound in place of Paris St.

-In June 2010, extra service during rush hours and evenings operating between Maverick Sq. and Bellingham Sq. was renumbered from 114 to a variation of Route 116

-In July 2012, the routing for both routes at Wonderland was changed to serve the new busway on the west side of Wonderland station in place of the former busway on the east side of the station.

-In December 2015, weekday PM peak and evening trips operating only between Maverick and Bellingham Sq. were discontinued and replaced by improving frequencies on the regular service to Wonderland.
-In September 2018 two late night trips operating outbound from Haymarket to Wonderland via Maverick and one inbound trip were added to the schedule. In September 2019, this was reduced to only one evening outbound trip from Haymarket. In August 2023, the remaining trip was discontinued as well and replaced with a regular trip from Maverick. In December 2023, the last two outbound trips were changed to depart from State St. in Boston to Wonderland via Maverick. In April 2025, the last trips were again changed to only operate from Maverick.
-In December 2019, early-morning service from Wonderland to Haymarket was extended to operate in service from West Lynn Garage to Wonderland to Haymarket.
-In December 2021, extra trips operating in the AM peak between Bellingham Sq. and Maverick were discontinued.
-In April 2024, additional early-morning weekday and Saturday trips were added from Haymarket to Logan Airport Terminal C. Early morning Sunday service was also changed to match weekday and Saturday patterns. An early Sunday morning Route 116 trip from Broadway @ Central to Wonderland and early Sunday morning trips from Haymarket to Maverick were discontinued.
-In December 2024, Route 117 was discontinued and service frequencies on Route 116 were doubled to replace it. Route 110 continued to provide service along the Central Ave. and Beach Street segments formerly serviced by Route 117, requiring passengers to transfer between the 116 and 110 for through trips (see Route 110 in this section). Early morning variations to Haymarket were also renumbered to 116 service and modified to service Beach St. and then Revere St. in the inbound direction.
-Currently this route operates every day as: **116 Wonderland-Maverick via Revere St. with early morning service operating to Haymarket and from Haymarket to Logan Airport Terminal C.**

119 Revere City Hall-Beachmont loop via Winthrop Ave., Beachmont
-In April 1962, service was extended from Revere City Hall to Woodlawn via Park Ave. (Route 110 routing), but was cut back again to Revere City Hall in June 1962.
-In March 1966, midday weekday service was extended from Revere City Hall, to the Cooledge Housing Area. Almost all trips including rush hour, evening, and Saturday service were extended in April 1968.
-In December 1977, the route within the Housing Area began using Constitution Ave. and Raymond Ave.

-Sunday service was introduced in September 1978. Sunday service was last operated in October, 1951.
-In September 1979, Route 119 was extended middays from Cooledge Housing Area to Northgate Shopping Center via Nehall St., Malden St., Washington Ave., Beach St., Linden Sq., and Squire Rd.
-After April 1981, a.m. rush hour service was extended to Linden and p.m. rush hour service was extended to Northgate as well. The extension to Linden and Northgate partially replaced rush hour service on Route 411 (see Route 411 in the Service Bus Lines section).
-Sunday Route 119 service was discontinued in April 1981 but was restored in January 1983.
-The span of evening service was reduced in April 1981.
-In June 1985, a.m. peak service was extended from Linden to Northgate.
-In June 1998, early-morning and evening service were extended to Northgate. The span of weekend service was slightly reduced. With this change, all service at all times ran to Northgate.
-In December 2001, an extra school day-only trip in the afternoon from Revere High School to Beachmont was added to the schedule to replace former special supplemental school service. This trip was discontinued in December 2005.
-In December 2005, one a.m. peak roundtrip was modified to only operate between Linden and Beachmont Loop. In June 2018, this trip was converted back to the main variation.
-In June 2018, off-peak trips were modified to service a shopping area at Tomasello Way.
-In December 2018, early morning weekday trips were modified to not service Tomasello Way
-Currently the route operates every day as: **119 Northgate-Beachmont Loop via Linden Sq., Revere City Hall, Winthrop Ave, and Beachmont**

120 Orient Heights-Maverick via Bennington St.
-This route was converted from trackless trolley to bus on 09/09/61.
-In March 1969, this route was merged at all times with two short loop routes 122 (Maverick-Jeffries Point) and 123 (Orient Heights-Waldemar Ave Loop). Routes 122 and 123 were still listed separately in public timetables until June 1969, when all service was identified as being part of Route 120.
-In October 1971, the Waldemar Loop portion of the line was adjusted via Orient Ave. to serve the Don Orione nursing home.
-In September 1997, Monday-Saturday service (except nights) leaving Maverick towards Jeffries Point began a slight diversion via Breman, Marginal, and Lewis to serve the East Boston Ferry service. At this same time, Route 120 was slightly modified at Central Sq. East Boston at all times to serve a new supermarket on Border St.

-In November 1997, the East Boston Ferry was discontinued. The Route 120 diversion via the Ferry terminal was discontinued.
-In December 2001, extra school day-only trips in the afternoon from Border St. to Orient Heights and Brooks St. @ Bennington to Orient Heights were added to the schedule to replace former special supplemental school service.
-In September 2002, an extra school day-only trip which operates only between Orient Heights and Maverick (no service to Jeffries Point) was added to the a.m. peak schedule.
-In June 2011, the extra school day trip from Border St. to Orient Heights was discontinued.
-In August 2015, the loop at Central Sq. to service a supermarket was removed because of roadway construction. Service around the loop, but operating counterclockwise instead of the former clockwise direction, was restored in September 2017.
-In September 2019, the loop at Central Sq. was again discontinued.
-In September 2019, the layover was moved from Maverick to Jeffries Point.
-In March 2020, the layover was moved back to Maverick from Jeffries Point.
-In September 2024, school-trip variations were discontinued and replaced with additional regular trips.
-Currently the route operates every day as: **120 Orient Heights Loop-Orient Heights Station-Maverick-Jeffries Point via Bennington St.**

121 Wood Island-Maverick via Lexington St.
-This route was converted from trackless trolley to bus on 03/31/61.
-In September 1976, p.m. rush hour service began operating only between Maverick and Eagle Sq., but the morning route remained unchanged. The evening service initially ran as a belt via Bennington St. inbound from Eagle Sq., but in December 1976 was changed to return back via Lexington St.
-Midday and Saturday service were discontinued in April 1981.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 121 service was suspended but resumed on August 31, 2020.
-Currently the route operates rush hours only as: **121 Wood Island-Maverick via Lexington St (a.m.) and 121 Eagle Sq.-Maverick (p.m.)**

122 Maverick-Jeffries Point loop
123 Orient Heights-Waldemar Ave. loop
-Route 123 began in 1953. Both of these short East Boston loop routes were through routed into 120 (Orient Heights-Maverick) in March 1969. No loss of service area occurred with the merger, in fact operating hours for the two loop segments were expanded in March 1969, including Sunday service. Late

evening Sunday service was introduced in June 1969. Sunday service on Route 122 had been discontinued in March 1958.

Boston Common Garage Shuttle
-In 1961, the MTA began operating a free shuttle bus from the new Boston Common Garage to Downtown Boston (Park & Tremont) under contract to the Parking Authority. This route was discontinued as an MBTA service in March 1971. The Parking Authority contracted out its operation to Gray Line in 1971, but took over direct operation in 1972. The garage was closed for repairs for several years in the 1990s, when it reopened in 1995, the shuttle service was no longer offered.

Church Bus Service
159 St. Anthony's-Brighton
160 St. Gregory's-Ashmont
161 St. Peter's-Codman Sq.
162 Cypress St.-St. Mary's,
163 Walter St.-Sacred Heart
164 Grove St.-St. Theresa's
165 Washington St.-Holy Name
166 Poplar St.-Sacred Heart
167 VFW Parkway-Holy Name
168 Faneuil-Presentation
169 Cleveland Circle-St. Ignatius
-The MTA (and subsequently the MBTA) ran Sunday-only bus service to many churches in Boston. In June 1971, all church routes were discontinued except for one route **(159 St. Anthony's-Brighton)** Route 159 was discontinued in November 1979. Declining church ridership combined with the budgetary need to cut service was the downfall of these special routes. Additional manifest (charter) service was provided to other churches in the Boston area. This service ended by 1976, when the MBTA discontinued most charter service.

Cemetery Service
-It should also be noted that on Memorial Day, special bus service was operated from Forest Hills to cemeteries in Roslindale and West Roxbury as **157 Forest Hills-Walk Hill Loop and 158 Forest Hills-Mt. Benedict/St. Joseph.** This once a year service lasted at least through Memorial Day, 1982. The service was later resumed but no longer used route numbers. It appears to have been discontinued after 2019.

Supplemental School Service

- The MBTA, until 1974, provided service to all Boston public schools which required bus transportation. Many of these former school routes bore no resemblance to any regular service route. This is in contrast to current federally mandated guidelines, which require all supplemental school trips to follow regular bus routes, and pick-up any non-school riders who wish to use the service. The MBTA also operated school service in the former Eastern Mass Street Railway districts in Lynn, Beverley, Peabody, Nahant, Danvers, Norwood, Dedham, Westwood, Milton, Braintree, and Lowell. Some former M&B service was operated in Arlington. Special routes also operated in the former MTA communities of Cambridge, Brookline, Medford, Malden, Chelsea, Somerville, and Everett. From 1970 to 1974, the MBTA owned 20 school-buses which were used exclusively for school service. In 1974, the MBTA operated approximately 537 school trips per day; in 1992, the MBTA operated approximately 270 school-trips per day. Some of the school services once operated, were charter service runs. The MBTA discontinued charter service in 1976. A major reduction in supplemental service was made in 1981, and in fact the MBTA had proposed at that time to abolish all supplemental service. A portion of the service was retained; especially on routes where a discontinuance of the supplemental service would have resulted in crowding problems on regular routes.
-Starting in 1984, the MBTA published special supplemental timetables displaying special school trips.
-Between 1997 and 2017, the MBTA gradually converted all of the remaining supplemental school trips from special routes, only displayed in the supplemental trip timetable, into variations of regular routes. Supplemental routes 9109 Bunker Hill St. & Main-Powerhouse and 9111 Powerhouse Sq.-Main St. & Bunker Hill were discontinued in June 2013 because of low ridership. With that change, as of September 2013, the last remaining special supplemental routes were:
Route 9701 Cambridge St. @ Warren-Ruggles Station: Two afternoon express trips from Brighton High to Ruggles operating via the Mass Pike and Back Bay station.
Route 9702 Cambridge St. @ Warren-Andrew Station: One afternoon trip, identical to Route 9701 except the route continued from Ruggles to Andrew via the CT3 routing.
Route 9703 Cambridge St. @ Warren-Andrew Station: One afternoon trip, identical to Route 9701 except the route continued from Ruggles to Jackson

Once special-route service was reduced to just four trips to one high-school in Brighton, the MBTA discontinued the practice of printing a supplemental route schedule and displayed routes 9701, 9702, and 9703 in the Route 501/503 schedule card. Routes 9701, 9702, and 9703 were discontinued in

December 2017 and were replaced in January 2018 with additional trips on Route 66 operating between Brighton High and Dudley.

Employee oriented early-morning service
191 Mattapan-Haymarket via Ashmont, Fields Corner and Dudley
192 Cleary Sq.-Haymarket via Forest Hills and Copley
193 Watertown-Haymarket via Kenmore
194 Clarendon Hill-Haymarket via Sullivan
195 Eagle St.-Haymarket
197 Wonderland-Haymarket

-These "routes" are in fact individual roundtrips operated between 4:30-5 a.m., originally created primarily to provide transportation for subway station fare collectors. The trips are open to the general public. The routes were started in September 1960, shortly after owl service was discontinued in June 1960. Route 195 was discontinued by 1979 but the other trips continue to operate. In September 1999, these trips were listed in public timetables for the first time. Route 191 is shown in Route 15 and 49 (later Silver Line) timetables, Route 192 in Route 32 and 39 timetables, Route 193 in Route 55 and 57 timetables, and Route 194 in Route 89 and 93 timetables. In addition, a new Monday-Saturday trip was restored between East Boston and Haymarket as Route **197 Wonderland-Haymarket.** This trip was shown in Route 117 public timetables. In June 2001, a Sunday trip was added to Route 197. In March 2002, an outbound return trip was added to Route 197 Monday-Saturday operating from Haymarket to Logan Airport Terminal C. In March 2005, Sunday service was added to Route 191. Route 194 also has Sunday service, but Routes 192, and 193 only operate Monday-Saturday. In December 2005, Route 197 was renumbered as a variation of Route 117, and was renumbered again and slightly rerouted as a variation of Route 116 in December 2024. In September 2018, a 2:00 AM roundtrip was added to Route 191. This trip was discontinued in September 2019.

Section 2) MBTA bus routes inherited from the Eastern Massachusetts Street Railway Company.

On March 30, 1968, the MBTA acquired the extensive Eastern Mass St. Railway bus system. Until this time, the MBTA's bus system was made up almost exclusively of former MTA bus routes, which only served the original 14 cities and towns in the MTA district. The Eastern Mass routes covered territory within the outer communities of the MBTA district with routes centered around Lynn/Salem, Quincy, Melrose, and Norwood. Service was also provided to 21 cities and towns outside of the 79 town MBTA district, with out of district routes concentrated in Lowell, Lawrence, and Brockton. It should be noted that Eastern Mass districts in Taunton, Haverhill, and Fall River were all sold off several years before the MBTA bought the Eastern Mass (Haverhill sold to Mass Northeastern in 1959, Taunton turned over to Unda's in 1960, and Fall River sold to the Short Line in 1965).

For the first seven months of ownership of the Eastern Mass by the MBTA (April-October 1968), all service was run intact, with the state picking up the bill to run the out of district routes. At the end of the seven-month period, all out of district communities were given an option to either join the MBTA district, contract with the MBTA to run service, or discontinue MBTA service and hope private carriers would pick up the routes. As it turned out, none of the out of district communities opted to join the MBTA. Eleven communities (Abington, Bridgewater, Easton, East Bridgewater, Methuen, Raynham, Stoughton, Taunton, Tyngsboro, West Bridgewater, and Whitman) discontinued MBTA service in October 1968, six (Andover, Billerica, Dracut, Lawrence, North Andover, and Tewksbury) contracted for service until December 1968, three (Brockton, Avon, and Chelmsford) contracted with the MBTA until December 1969, and Lowell contracted with the MBTA until June 1976. Cities and towns declining MBTA service all opted for private carrier service or no service at all. All of these cities and towns had enjoyed unsubsidized bus service under Eastern Mass. ownership. Several of these communities pursued legal battles to keep the MBTA from purchasing the Eastern Mass., but ultimately the MBTA prevailed.

In addition, the Eastern Mass operated sporadic service since 1965 on a former Trailways route from **Boston to Rochester NH. via Haverhill**. Although started as a commuter service, it became a "franchise" run, necessary to receive interstate charter rights at the time, and not picked up by the MBTA. Between 1964 and 1965, the Eastern Mass ran a "franchise" route on Sundays from **Quincy to Providence RI.** This route was sold to Union St. Ry. and discontinued by 1969.

The next section is a compendium of changes to former Eastern Mass routes (both inside and outside the district) from the 1968 takeover date to the present

time. Routes are broken down by 7 subsections: Norwood area routes, Quincy area routes, Lynn area routes, Melrose area routes, Lowell area routes, Brockton area routes, and Lawrence area routes.

Norwood Area Routes

616 East Walpole-Arborway via Washington St, Dedham, Westwood, and Norwood

-The East Walpole-Forest Hills route was operated by the Eastern Mass. from their Brockton garage. In December 1968, this route was transferred by the T to the Arborway garage. The route was renumbered from the Brockton 600 series to 34E when the route was transferred. Service was coordinated with former MTA Route 34 (Dedham Line-Forest Hills) in December 1970, making all stops except during the rush hour, when 34E began operating as a limited between De Soto Rd. and Forest Hills. Under Eastern Mass operation, the route ran closed-door (no drop-offs outbound or pick-ups inbound) from Dedham Line to Forest Hills.
-In December 1970, one outbound a.m. peak trip began operating via Highland St. Dedham to serve a high-school. This trip was replaced in September 1971 by special supplemental service, not operated as a part of regular service.
-In June 1974, Route 34E began serving the Dedham Mall Monday-Saturday during hours that the mall is opened.
-Between December 1975 and late 1976, buses had to detour via Upland Road in Norwood because of bridge construction on Washington St.
-In September 1977, Route 34E began local operation during the a.m. peak.
-In December 1977, rush hour limited stops were reinstated in the a.m. peak.
-In September 1980, one trip per day was diverted to the Polaroid Plant in Norwood, operating as Route 34P.
-In April 1981, Polaroid service was discontinued.
-In March 1983, the peak-hour limited service began operating as a limited only between LaGrange St. and Forest Hills instead of DeSoto Rd. and Forest Hills.
-In September 1985, the loop within Dedham Mall was expanded to service a supermarket.
–In May 1987, the inbound terminal was changed from Arborway yard to the new Forest Hills station.
-In September 1987, service was extended Monday-Saturday (except evenings) from East Walpole to Walpole Center via High Plain St. and East St.
-In March 1993, several early morning outbound trips began serving Upland Rd. and the Polaroid plant gate.
-In March 1995, the Polaroid trips were extended from the driveway to the Polaroid parking lot.
-Two morning outbound trips serve Xaverian High School. In March 1999, the high school variation and the Polaroid variation were combined. Trips which served Xaverian also served Polaroid. The Polaroid stop was discontinued in March 2005, while service to Xaverian continued.

-In September 1999, morning peak inbound trips began operating as a local route, however p.m. outbound peak service continued to operate as a limited.
-In June 2001, Sunday service began to Dedham Mall
-In March 2003, several midday and reverse peak direction rush hour trips were rerouted between Norwood and Walpole Center via Walpole St. (Route 1A) instead of Washington, High Plain, and East St.
-In September 2004, the last East Walpole weekday trip of the night was extended to Walpole Center. In December 2004, the last Saturday trip was extended as well. In September 2012, these trips were cut back to East Walpole.
-In March 2006, some trips resumed operating via Upland Woods (the former Polaroid facility) to serve a school facility.
-In September 2019, service to Upland Woods and to Xaverian high school were discontinued.
-In December 2019, Route 34E was modified to no longer directly service Dedham Mall, with all buses at all times operating direct via Washington St. At the same time this change was implemented, Route 34 was modified to directly terminate at Dedham Mall during most hours.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service on the Walpole St (1A) variation was suspended but resumed on August 31, 2020.
-In March 2022, the weekday variation operating via Walpole St. (Route 1A) between Norwood and Walpole Center was discontinued. Additional trips operating via the regular route on Washington St. were added to the schedule.
-In April 2026, Sunday service (except evenings) was extended from East Walpole to WalpoleCenter.
-Currently the route operates every day except nights as **34E Walpole Center-Forest Hills via East Walpole, Dedham, Westwood, Norwood, and Washington St.** and nights as **34E East Walpole-Forest Hills**

174 Rust Craft-Forest Hills
-This was a roundtrip industrial deviation of Route 34E (East Walpole-Forest Hills). By June 1969 the route was extended from Rust Craft via Route 1 to the Southwest Industrial area in Westwood. All service was discontinued in June 1971.

Quincy area routes

Quincy area routes were numbered into the 500 series following the 1968 takeover. In June 1970, they were renumbered into the 200 series as follows:

1968#, 1970#, Route
501, 210, Quincy Sq.-Fields Corner
502, 222, Fields Corner-Quincy Sq.-East Weymouth
503, 225, Fields Corner-Quincy Sq.-Weymouth Landing
504, 220, Fields Corner-Quincy Sq.-Hingham
505, 216, Fields Corner-Quincy Sq.-Houghs Neck
506, 214, Fields Corner-Quincy Sq.-Germantown
507, 221, Fields Corner-Quincy Sq.-Fort Point
508, 270, Quincy Sq.-Shipyard
509, 228, Quincy Sq.-East Braintree Loop
510, 211, Quincy Sq.-Squantum via Montclair or Norfolk Downs
511, 212, Quincy Sq.-Norfolk Downs Loop via Billings Rd. and Montclair
512, 252, Squantum-Fields Corner Limited
513, 253, Norfolk Downs-Fields Corner Limited
514, 254, Wollaston Depot-Fields Corner Limited
515, 215, Ashmont-Quincy
515S, 238A, Ashmont-South Shore Plaza
516, 237, Quincy-South Shore Plaza via S. Braintree
517, 217, Ashmont-Wollaston Beach
518, 238, Quincy-South Shore Plaza via Willard St.
519, 241 Ashmont-South Braintree (short-turn of Holbrook route listed below)
520, 241, Ashmont-Holbrook via South Shore Plaza and Southeast Expressway
521, 251, East Milton-Ashmont
522, 245, Quincy-Mattapan
523, 273 Quincy-Raytheon
524, 279, Fields Corner-Long Island
600, 240, Ashmont-Brockton
615, 230, Quincy-Brockton

Changes to Quincy area routes 1968 to the present time

210 Quincy Sq.-Fields Corner Station via Hancock St. and Neponset Ave

-Following the opening of the Red Line South Shore extension to Quincy Center in September 1971, Route 210 was cut back to become **210 Quincy Center Station-North Quincy Station**, with through service over the Neponset bridge to Fields Corner discontinued. Routes from Hingham, Weymouth, and Quincy

which were through-routed to Fields Corner Station, began terminating at Quincy Center Station as well.
-A new rush hour only route, **250 North Quincy-Fields Corner** was established in October 1971, to restore service over the Neponset River Bridge.
-In September 1974, Route 210 was extended Monday-Friday from Hancock St. to Newport Ave. between North Quincy Station and the Neponset River bridge to serve the new State St. Bank South complex.
-Late-evening service on Route 210 was discontinued in June 1976
-Until December 1978, Route 210 buses entered and looped through the State St. complex itself via South Rd., East Rd., and Heritage Drive. Buses no longer directly entered the complex after this date.
-Route 250 was merged with Route 210 in June 1976 to re-establish **210 Quincy-Fields Corner via North Quincy**, through service, Monday-Friday rush hours. The combined route uses Newport Ave between North Quincy and the bridge. Off-peak service continued to run only as **210 Quincy-North Quincy Station** (See "Cars every seven minutes Quincy to Boston" in the May/June 1984 ROLLSIGN for more information on Quincy-Fields Corner service.).
-Sunday Route 210 service and weekday evening service were discontinued in April 1981.
-Midday through service to Fields Corner was re-established in September 1992.
-Since January 1972, service to Fields Corner is coordinated with Route 20 (see Route 20 in the MTA section). Since March 1974, the last Route 20 trip of the day (which meets the last Red Line train) operates through to Quincy as Route 210. In September 1998 this trip was extended to Braintree Station.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service to Fields Corner was suspended and resumed on August 31, 2020.
-In July 2023, early morning weekday service was extended to Fields Corner
-Currently the route operates as **210 Quincy-Fields Corner via North Quincy and Hancock St. (Monday-Friday) and 210 Quincy-North Quincy via Hancock St. (Saturdays)**

211 Quincy Sq.-Squantum via Montclair or Billings Rd.
212 Quincy Sq.-Norfolk Downs Loop via Montclair and Billings Rd.
252 Squantum-Fields Corner Limited
253 Norfolk Downs-Fields Corner Limited
254 Wollaston Depot-Fields Corner Limited via Montclair
-Prior to June 1971, Route 211 buses operated from Quincy to Squantum via Montclair northbound, and via Billings southbound. Alternate Route 212 buses ran a loop from Quincy to Norfolk Downs via Billings northbound and Montclair

southbound. Limited-stop service was operated to Fields Corner during rush hours from Squantum, Norfolk Downs, and Wollaston Depot via Montclair. The Fields Corner Limited routes were several trips initiated in 1959 when the Old Colony commuter rail lines were abandoned. A.m. peak service to Squantum also included trips only operating between Norfolk Downs and Squantum. Trips on all of the routes were coordinated.

-In anticipation of the Red Line extension to Quincy opening in September 1971, bus service to Squantum, Norfolk Downs, and Montclair was restructured in June 1971. The Route 212 loop arrangement was discontinued, and subsequently service was discontinued on Safford St. in Montclair (this change resulted in no major loss of service area, as Safford street is only a few blocks over from the Route 211 service on Highland St). The two coordinated routes were now split. All Route 211 trips began operation only via Montclair as **211 Quincy Center Station-Squantum via Montclair and North Quincy**, while all Route 212 trips began operation only via Billings and were extended from North Quincy to Squantum as **212 Quincy Center Station-Squantum via Billings Rd. and North Quincy.** When North Quincy station opened in September 1971, service to Fields Corner via Routes 252, 253, and 254 was discontinued and Routes 211 and 212 began operating via the station busway. Sunday service was initiated on Route 211 as well. Route 212 was routed between North Quincy and Squantum via several parallel residential streets (Hancock, Kendall, Newbury, Billings and E. Squantum (outbound) and E. Squantum, Atlantic, Newbury, Sagamore, and Hancock (inbound), instead of using the direct route of East Squantum St. (as Route 211).

-The 212 extension proved unsuccessful, and Route 212 began operating to Squantum via E. Squantum St. in October 1971, and in January 1973 Route 212 service was cut back as **212 Quincy Station-North Quincy Station via Billings Rd.** except Sundays. The end of service on the alternate routing to Squantum did not create a major loss of service area, as the streets affected are a short walk from North Quincy station, or Route 211 service on East Squantum St.

-In September 1971, Route 211 was adjusted via Newport Ave., Elmwood Ave. and Highland St. in order to stop at the Wollaston Station entrance.

-In September 1971, evening and late-evening service was introduced on both Routes 211 and 212. Late-evening service was discontinued in October 1971, though early evening service remained on Route 211. Route 211 early evening service was discontinued in June 1976.

-Sunday service was introduced on Route 212 in September 1971. Route 212 continued operating to Squantum on Sundays even after Monday-Saturday service was cut back to North Quincy. Sunday service was discontinued on Route 212 and introduced on Route 211 in September 1976.

-In June 1978, Route 211 was moved back to straight Highland St. from Elmwood Ave. and Highland St. in the Wollaston Station area, to improve schedule performance.
-Sunday Route 211 service was discontinued in February 1981.
-Route 212 was discontinued entirely in April 1981, but was restored Monday-Saturday in December 1981, because of community pressure.
-During the school year, extra a.m. rush hour Route 211 service operated from Squantum to North Quincy station. In September 2003, this was replaced by an additional regular trip.
-In March 2005, a combined Route 211/212 Sunday service operating from Squantum to Quincy Center via Billings Road resumed. A similar Sunday pattern had operated from 1971 to 1976.
-In December 2006, school day-only trips were added in the afternoon from E. Squantum St. @ Newbury Ave., and from Hollis Ave. @ Newbury Ave., to Squantum. These replaced former special supplemental trips. The trip from E. Squantum St. was discontinued in June 2023.
-In September 2007, a school day-only trip in the afternoon was added from Hancock St. @ Butler Rd. to Squantum on Route 211, and from Hancock St. @ Greenleaf to North Quincy along Route 212. These replaced former special supplemental service school-trip routes. The Route 212 trip was discontinued in March 2022 while the Route 211 trip was discontinued in June 2023.
-In March 2009, the span of Saturday morning service for both Routes 211 and 212 was slightly reduced.
-In May 2014, Route 211 was slightly modified to operate via North Central and Brook St. between Beale St. and Highland Ave. in place of operating direct from Beale to Highland.
-In March 2021, Route 212 service was suspended. Route 217 was rerouted via Billings Road to replace Route 212 on weekdays. Route 211 Sunday service was changed to follow the regular Route 211 route.
-Currently, Route 211 operates all days as: **211 Quincy Center Station-Squantum via Montclair**

214 Fields Corner-Quincy Sq.-Germantown via Sea St. and Palmer St.
-Rush hour service had operated through to Fields Corner as taken over by the MBTA.
-In September 1971, the Red Line extension opened to Quincy Center. At that time all Route 214 service was cut back from Fields Corner to the new Quincy Center Station as **214 Quincy Center Station-Germantown**.
-Headways on this route were coordinated with Route 216. As inherited from the Eastern Mass., all night and Sunday service over Route 214 was provided by Route 216.
-In October 1971, most trips began serving the Oceanview Housing Area.

-In September 1997, Monday-Saturday midday trips began a slight diversion via Southern Artery, Mc Grath Highway, and Newcomb St., to serve a supermarket. This diversion was rerouted via Washington St. instead of Newcomb in January 1998.
-In December 2006, school day-only trips in the afternoon were added from Coddington @ Woodward and Calvin Rd @ Moffat Rd. to Germantown. These replaced former special supplemental service.
-In March 2009, Route 216 was combined with Route 214 on Saturdays as well at all times. Saturday trips alternate between serving Mc Grath Highway or operating via straight Coddington St.
-In March 2011, weekday morning trips which bypassed the Oceanview housing area (O'Brien Towers) were modified to follow the regular route. With this change, all trips at all times serve the housing area
-In September 2015, the loop at Germantown was modified to remove Taffrail Rd, this segment was restored however in December 2015.
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 214 and 216 were combined at all times. On August 31, 2020, Route 214 resumed separate operation weekdays during the peak and late afternoon.
-In March 2021, all Route 214 service at all times except for the afternoon school-trips was combined with Route 216.
-In September 2021, afternoon Route 214 school trips were replaced by Route 216 school trips serving both Germantown and Houghs Neck.

215 Quincy Sq.-Ashmont via West Quincy and East Milton Sq.
-When the Red Line extension to Quincy opened in September 1971, Route 215 was diverted from Ashmont to the new North Quincy Station as **215 Quincy Center Station-North Quincy via East Milton Sq**. A rush hour only Route **247 Ashmont-East Milton Sq. via Granite Ave**. was established to replace the discontinued segment of Route 215.
-In January 1972, Route 247 was discontinued and Route 215 through service to Ashmont was restored on alternate Monday-Friday trips.
-In December 1972, Sunday service was rerouted back to Ashmont instead of North Quincy.
-In June 1973, alternate Saturday were operating to Ashmont.
-In June 1976, alternate trip weekday and Saturday service to North Quincy was discontinued, with all trips all days began operating as **215 Quincy-Ashmont**.
-A trial restoration of North Quincy service (4 roundtrips) operated from September to October 1976, but was discontinued (except for the first trip of the day) with all service otherwise operating to Ashmont.

-In April 1981, Sunday service was extended from Ashmont to Fields Corner Station, so that equipment could be cycled with Route 20 Fields Corner-Neponset & Adams Belt. In December 1984, midday Sunday service was cut back to only operate to Ashmont, as improved Route 20 Sunday service no longer required sharing equipment during that time. Early morning and late-evening service continued to operate through to Fields Corner.
-In April 1981, alternate 215 trips on Sundays began operation via Adams and Quincy Hospital., to replace Route 217 and 245 Sunday service.
-In March 1991, an extra afternoon trip on schooldays between Quincy Center and East Milton was added to the schedule.
-In June 2002, those Sunday trips operating via Adams and Quincy Hospital were rerouted to follow the normal route of Granite Ave. between East Milton Sq. and Ashmont. Sunday service south of East Milton Sq. continued to alternate between the regular routing via West Quincy and the Quincy Hospital routing.
-In March 2005, all Sunday service began operating via the regular route of West Quincy. A Sunday-only variation of Route 245 was initiated between Quincy Center Station and Quincy Medical Center as a replacement for the Adams St. Sunday Route 215 service.
-As inherited from the Eastern Mass, some rush hour trips operated via Adams St. instead of West Quincy between East Milton and Quincy Sq. Adams St. service was reduced to one a.m. school trip by September 1971. This trip was discontinued in June 2005.
-In December 2006, a school day-only trip was added in the a.m. from Adams @ Robertson St. to Quincy Center Station. An additional afternoon trip was added from Independence Ave. @ Washington St. (in Braintree, along Route 230) to Ashmont. These replaced former special supplemental service. The afternoon trip from Independence @ Washington was discontinued in June 2010.
-In April 2025, the remaining Sunday service that continued to Fields Corner was discontinued, with all Sunday trips at all times operating as the regular route to Ashmont.
-Currently the route operates every day as: **215 Quincy Center Station-Ashmont via West Quincy and East Milton Sq.**

216 Fields Corner-Quincy Sq.-Houghs Neck via Sea St.
-In September 1971, the Red Line extension opened to Quincy Center. At that time all Route 216 service was cut back from Fields Corner to the new Quincy Center Station as **216 Quincy Center Station-Houghs Neck.**
-In December 2006, school day-only trips in the afternoon were added from Coddington @ Woodward and Calvin Rd @ Moffat Rd. to Houghs Neck. These replaced former special supplemental service.

-Otherwise, this route operated unchanged. It should be noted that as inherited from the Eastern Mass., this route was combined with Route 214 nights and Sundays.
-In March 2009, Saturday service on routes 214 and 216 were combined. Saturday trips alternate between serving Mc Grath Highway or operating via straight Coddington St.
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 214 and 216 were combined at all times. Route 214 resumed operating separately weekdays in the peak and late afternoon on August 31, 2020.
-In March 2021, all Route 214 regular service was merged into Route 216 at all times including weekday peaks. Midday weekday and weekend buses alternate between operating via Coddington St. or McGrath Highway.
-Currently the route operates all days as **216 Quincy Center Station-Hough's Neck via Sea St. and Germantown**

217 Wollaston Beach-Ashmont via Adams, East Milton Sq. and Beale St
-Following the opening of the Red Line extension to Quincy in September 1971, Routes 217 and 245 were discontinued and replaced by two loop routes: **245 Mattapan-Ashmont via East Milton Sq. and Adams St.** and **217 Wollaston Beach-Quincy Center via Quincy Hospital, Adams, and Beale St.**
-In October 1971, Route 217 began serving East Milton Sq., which was previously bypassed by the loop. Despite the change, the loop routes were failures, and Route **217 Wollaston Beach-Ashmont** was restored in November 1971.
-Late-evening service was introduced with the loop routes but was discontinued with the resumption of service to Ashmont.
-In September 1971, Route 217 was adjusted via Newport Ave., Elmwood Ave. and Highland St. in order to stop at the Wollaston Station entrance.
-In June 1972, a loop operating via Fenno St, Princess Eve Drive and Rice Road was added to the Wollaston Beach end of the route.
-In June 1976, evening service was discontinued.
-In March 1978, the route was moved back to straight Beale St. from Newport, Elmwood Ave. and Highland St. in the Wollaston Station area, to improve schedule performance.
-Sunday Route 217 service was discontinued in April 1981. Alternate Route 215 (Quincy-Ashmont) trips were re-routed via Adams St. to replace the Ashmont-East Milton Sq. segment of Route 217. In June 2002, all Sunday service on Route 215 between East Milton Sq. and Ashmont began operating only on the regular Route 215 routing via Granite Ave. This eliminated Sunday bus service on Adams St. between East Milton Sq. and Dorchester.

-In September 1998, midday Route 217 service was reduced to several trips.
-In December 1998, Saturday Route 217 service was combined with alternate Route 245 trips as 217/245 Wollaston Beach-Mattapan via East Milton Sq. (internal route #247).
-In June 2002, Saturday service on the combined 217/245 route was discontinued and replaced by resuming full Saturday service on Route 245. This change resulted in the elimination of Saturday service in the segment of Route 217 between East Milton Sq. and Wollaston Beach.
-In June 2005, all Route 217 service was extended from Wollaston Beach to Quincy Center station via Elm St. and Hancock St. Some reverse commute trips bypassed Wollaston Beach and operated to Quincy Center via Newport Ave.
The first morning trip from Ashmont began operating via Bryant and Upton streets and via North Quincy station to serve North Quincy High School.
-In September 2007, a school day-only afternoon trip was added from Brook Rd @ Barnard Ave. to Quincy Center. This replaced a former special supplemental route school-trip service. This trip was discontinued in June 2011.
-The span of p.m. peak outbound service was slightly reduced in March 2009.
-In July 2012, Route 217 was combined with two former supplemental routes (9501 and 9507) and was reconfigured to primarily provide school-hour service with a limited amount of commuter service. Service to the Wollaston Beach Loop operating via Beach St., Franklin Ave., Fenno St., Princess Eve Drive, and Rice Road was discontinued without replacement. The nearest alternative service is Route 212 on Billings Road and West Elm Ave. The remaining Route 217 service operates primarily between Quincy Center and Wollaston via Newport Ave and continues via Beale St., Adams St., and Dorchester Ave. to Ashmont. Two southbound trips and two northbound trips service North Quincy High and Atlantic Middle School and operate via Bryant & Upton, North Quincy Station, and Billings Road in place of Newport Ave. The afternoon trips began at the schools while the morning trips continued to Quincy Center.
-In May 2014, Route 217 trips operating via North Quincy were slightly modified to operate via North Central and Brook St. between Beale St. and Highland Ave. in place of operating direct from Beale to Highland.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 217 service was suspended but resumed on August 31, 2020.
-In March 2021, all Route 217 trips to/from Quincy Center were changed to operate via North Quincy and Billings Road to replace Route 212. Route 217 was removed from Newport Ave., which is still serviced by Route 211. Service via Bryant & Upton was also changed to be the regular route for all trips.
-Currently the route operates Monday-Friday, as: **217 Quincy Center-Ashmont via Adams, East Milton Sq. and Beale St**.

220 Fields Corner-Quincy Sq.-Hingham Sq. via Bicknell Sq.

-In September 1971, the Red Line extension opened to Quincy Center. At that time all Route 220 service was cut back from Fields Corner to the new Quincy Center Station as **220 Quincy Center Station-Hingham**.

-Also in September 1971, a rush hour express trip which ran only to Hingham Depot (operating via Lincoln St., and bypassing Hingham Sq.) and which ran express from Fields Corner to North Weymouth via Southern Artery was discontinued.

-In December 1976, a loop was added to most peak and alternate midday Route 220 Monday-Saturday trips, connecting Hingham Sq. with Old Hingham Center via Main and Central streets.

-In June 1978, an outbound p.m. peak trip operating express to North Weymouth was added. This was discontinued in March 1983.

-As inherited from the Eastern Mass., some trips have operated via the Quincy Fore River shipyard. The last trips to operate via the shipyard were discontinued in March 1992.

-In September 1990, some late-night trips began operating via the Hingham Shipyard gate. This provided late-night alternative service for commuter boat passengers to reach their parked automobiles via the Red Line and Route 220 after the last scheduled boat of the evening.

-In January 1994, buses began entering the Harbor Light Mall in Weymouth during hours that the mall was opened. The mall closed in January 2001.

-Headways on Route 220 are coordinated with Route 222 between Quincy and North Weymouth (Bicknell Sq.).

-In June 2000, several a.m. trips toward Quincy and p.m. trips toward Hingham began entering Hingham Shipyard to connect with the Hingham commuter ferry as a feeder from Hingham.

-In June 2009, several trips began operating via the Fore River shipyard. The variation via the Fore River shipyard was discontinued in March 2010.

-In December 2016, trips operating via the Hingham Shipyard were reduced to 2 morning inbound and 2 evening outbound trips.

-In December 2019, service into the Hingham Shipyard was discontinued

-In December 2019, service around the Old Hingham Center loop was reduced to only several peak period trips. Midday and Saturday service around the loop was discontinued.

-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service on the Old Hingham Center Loop segment was suspended but resumed on August 31, 2020.

-In December 2024, service around the Hingham loop was reduced to just one AM and one PM peak trip.

-In August 2025, all service at all at all times was modified to service the Hingham Shipyard.
-Currently the route operates every day as: **220 Quincy Center Station-Hingham via Bicknell Sq.**

220N Fields Corner-Quincy Sq.-Nantasket via Hingham
-This route was always operated as a Summer only operation by the Eastern Mass and the MBTA. Until the opening of the South Shore Line in 1971, through service was operated from Fields Corner to Nantasket. In Summer 1970, weekend Nantasket service alternated between running through to Fields Corner and through to Mattapan (see Route 245).
-Beginning in Summer 1972, the service was operated between Quincy Center Station (instead of Fields Corner or Mattapan) and Nantasket.
-Route 220N was last operated in Summer 1981.
-In 1982, private carrier service from Hull to Hingham (see "Nantasket Transportation entry in the private carrier section) was extended to Quincy year round. This service began receiving an MBTA subsidy in 1984, went through several operators, and in 1989 was cut back to its original Hingham-Hull configuration. The MBTA temporarily ran Quincy-Point Pemberton, Hull service in June-October 1984 and April-December 1987, while new contract carriers were obtained. With the summer time draw of the Paragon Park amusement park no longer in existence, there is little incentive for the MBTA or any private carrier to provide through service from Quincy to Nantasket.

221 Quincy Sq.-Fort Point via Bicknell Sq.
-As inherited from the Eastern Mass, this was a Monday-Friday-only service with a small number of trips.
-In September 1971, the Red Line extension opened to Quincy Center. At that time all Route 221 service was routed to the new Quincy Center Station as **221 Quincy Center Station-Fort Point**.
-In March 2017, Route 221 was modified to operate via Southern Artery, Desmoines Rd, and East Howard St., and bypass Washington St. in that segment. This change was made to provide some service to stops formerly serviced by Route 225 until May 2016.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 221 service was suspended although some extra Run As Directed buses continued to provide service on Route 221 until June 2020. Service resumed on August 31, 2020.
-Trips on this Monday-Friday line were coordinated with Routes 220 and 222.
-In March 2021, all Route 221 service was suspended.

222 Fields Corner-Quincy Sq.-East Weymouth via Bicknell Sq.

-In September 1971, the Red Line extension opened to Quincy Center. At that time all Route 222 service was cut back from Fields Corner to the new Quincy Center Station as **222 Quincy Center Station-East Weymouth**.

-Headways on this line are coordinated with Route 220 between Quincy and North Weymouth (Bicknell Sq.).

-In June 1977, some midday trips began operating via Essex St. (instead of Middle St.) in Weymouth.

-In September 1981, extra a.m. peak trips from the Fore River rotary to Quincy Center were added to the schedule.

-Between March and December 1985, extra a.m. short-turn trips were operated from Quincy to North Weymouth.

-In March 1986, trips leaving East Weymouth were rerouted to operate via Water St., to Pleasant, to Broad, and then regular route.

-In March 1989, the turn-around location for Route 222 was extended several blocks beyond Jackson Sq., East Weymouth, to Hingham (using Ward, French, and High streets).

-As inherited from the Eastern Mass., some trips operated via the Quincy Fore River shipyard. The last trips to operate via the shipyard were discontinued in December 1992.

-In March 2009, every other trip on Route 222 was extended south from Jackson Sq. to Washington St. & Pleasant St. (Lovell's Corners) via Pleasant St.

-In December 2019, the midday variation via Essex Street was discontinued, with all trips operating via Middle St. at all times.

-Currently the route operates every day as: **222 Quincy Center Station-East Weymouth (Jackson Sq. or Washington & Pleasant) via Bicknell Sq.**

225 Fields Corner-Quincy Sq.-Weymouth Landing via Quincy Ave. or Des Moines Rd.

-As taken over from the Eastern Mass., Monday-Saturday trips on this route alternatively used Des Moines Road and East Howard St. or Quincy Ave. in Quincy. Service was only provided via Quincy Ave on Sunday.

-In September 1966, the Eastern Mass. incorporated a short route from **Quincy Square to the Martensen St. Housing area** (which was initiated in August 1966) into some of the Des Moines Rd. trips. The Martensen St. trips used Scammell and South St. to reach the Des Moines Rd. segment. In September 1971, all Des Moines Rd. trips began operating via Scammell, South, and Southern Artery. The direct variation to Martensen St. was discontinued. In October 1971, a few midday trips were restored on a direct variation via Martensen St. and Keating St.

-In September 1971, the Red Line extension opened to Quincy Center. At that time all Route 225 service was cut back from Fields Corner to the new Quincy Center Station as **225 Quincy Center Station-Weymouth Landing**.
-As inherited from the Eastern Mass, Sunday service only operated as far as Hunt St., Weymouth. After September 1971, Sunday service was extended to the normal terminal of Federal St., Weymouth. Sunday service was introduced on the Des Moines Rd. variation as well.
-In March 1976, most Monday-Saturday Quincy Ave trips began serving Shaw St. and Hayward St in Braintree.
-In April 1981, all Sunday service began operating via Des Moines Rd.
-Between March and September 1995, some rush hour trips were extended beyond Weymouth Landing via Main St., Winter St., Middle St., and Washington St.
-Beginning in September 1998, service on Martensen St. was no longer displayed in timetables. It is believed that bus operators on their own had stopped proving service on Martensen St. years earlier because of restrictive clearances.
-In March 2005, extra a.m. peak trips operating from Shipyard to Quincy Center were added to the schedule.
-In March 2006, an extra p.m. peak trip from Quincy Center to 1000 Southern Artery was added to the schedule but was replaced by an additional regular trip to Weymouth Landing in September 2006.
-In June 2008, an extra p.m. trip from Quincy Center to Quincy Ave @ Howard St. was added to the schedule.
-In March 2009, 10 weekday trips were extended beyond Weymouth Landing to South Weymouth, operating via Washington St., Middle St., and Main St. to the South Shore Hospital and Columbian Square.
-In December 2015, four Saturday trips were added operating to South Weymouth, introducing Saturday service on this segment.
-In March 2016, additional weekday trips were extended to Columbian Sq. while some p.m. peak period trips were modified to operate direct to Weymouth Landing via Quincy Ave. (bypassing Shaw St.).
-In May 2016 a permanent change to a roadway intersection resulted in the rerouting of the Scammell, South, Southern Artery, Des Moines Rd and East Howard street variation to a routing utilizing Southern Artery between South Street and Quincy Ave, bypassing Des Moines Rd and E. Howard St.
-In December 2018, the span of Saturday service to South Weymouth was improved to include an AM trip.
-In December 2019, service to South Weymouth was split off from Route 225 and provided by a new route from Braintree Station: **Route 226 Braintree-South Weymouth**, Route 226 operates from Braintree Station via Union St., Commercial Street, Washington St., Middle St., Main Street, and Columbian St.

With this change, all Route 225 service at all times terminates at Weymouth Landing.
-Also in December 2019, all service on the variation via Shaw and Hayward Street was discontinued, with all trips operating either direct via Quincy Ave. or South St.
-In March 2020, some a.m. peak short-turn trips from Shaw St. to Quincy Center were resumed. These were removed in March 2021.
-In April 2025, additional service was added Sundays operating via Quincy Ave.
-In April 2026, new Sunday service was added to Route 226.
-Currently the routes operate every day as: **225 Quincy Center Station-Weymouth Landing via Quincy Ave or via South St. and Southern Artery.** and **226 Braintree Station-South Weymouth**

228 Quincy Sq.-East Braintree Loop (Quincy Ave, Hayward, Commercial, and Franklin)
237 Quincy Sq.-South Shore Plaza via Washington St, South Braintree, Franklin, and Granite
-The Eastern Mass initiated Route 237 service in March 1964.
-Both of these routes began serving the new Quincy Center Red Line station in September 1971.
-Experimental evening, late-evening, and Sunday service were operated on Route 228 from September 1971 to November 1971.
-When the Red Line Braintree Station opened in March 1980, Routes 228 and 237 were merged into Route **236 Quincy Center Station-South Shore Plaza via East Braintree** to better service the new station. The new route retained the portion of Route 237 on Granite and Franklin St, added a new segment via Braintree Station, Union St., Middle St., and Elm St, (all in Braintree) and then joined the Commercial St. and Franklin St portion of former Route 228. The resulting combined route created a small loss of service area in Braintree on Hayward street which was formerly served by Route 228's loop. Route 237 was taken off Washington St. with the merger, but this resulted in no loss of service, because Route 230 (Quincy-Holbrook line) also operates on this street.
-Route 236 initially operated via Middle St., Cleveland Ave and Union St. in Braintree, but in June 1980 was altered to operate direct from Middle to Union, bypassing Cleveland.
-In September 1998, Route 236 was slightly re-routed via Ivory and Pearl St. (near Braintree Station) to serve the Pearl St. shopping area.
-Sunday service was added to Route 236 in September 1999.
-Saturday morning service operating between Quincy Center station and Braintree was added in March 2005.
-Midday weekday service was suspended on August 31, 2020, but was restored in March 2021.

-Currently the route operates every day as: **236 Quincy Center Station-South Shore Plaza via East Braintree**

230 Quincy Sq.-Brockton via Washington St., South Braintree, and Holbrook (night-time and Sundays: Quincy-Brookville Sq. only)

-Some trips ran via Norfolk County Hospital until December 1969.
-This route began serving the new Quincy Center Red Line station in September 1971.
-In 1976, the MBTA discontinued its remaining service to the out of district city of Brockton (see Route 240 for more information). Route 230 was cut back to the Brockton/Holbrook line in June 1976, operating as **230 Quincy Center Station-Holbrook**. Sunday service was extended from Brookville Sq. to the Holbrook/Brockton Line however. The turnaround location at the border was within Brockton.
-In December 1976, late evening weekend service was cut back to Brookville Sq.
-Route 230 began operating via the new Red Line Braintree Station in March 1980. At that time, night-time service was extended from Brookville Sq. to the Holbrook/Brockton line.
-In September 1976, several midday, weekday off-peak trips began operating via Linwood Ave and the Linwood Housing Area in Holbrook.
-In September 1991, several Saturday midday trips were also scheduled to serve Linwood.
-In December 1999, the terminal for Route 230 was extended from the Holbrook/Brockton line to the Montello commuter rail station in Brockton. Also at that time, several peak period trips were rerouted via Union and Center St. in Holbrook, to serve the Holbrook/Randolph commuter rail station.
-In June 2003, an extra school year a.m. trip operating between Quincy Center and Braintree was discontinued.
-In September 2003, service to Holbrook/Randolph station was discontinued. Those trips serving Holbrook/Randolph station were rerouted to follow the regular route through Holbrook.
-In June 2016, an additional trip operating only between Montello and Braintree station was added to the AM peak. This trip was discontinued in June 2023.
-In December 2017, the northern terminal for Route 230 was to be changed from Quincy Center station to Quincy Adams to accommodate a reduction in bus lane capacity at Quincy Center because of construction. The planned change was dropped however after concerns were raised by riders.
-In September 2021, the midday variation via Linwood Housing was officially discontinued, although service was actually discontinued earlier because of construction detours. The variation resumed service in July 2023.
-Currently the route operates every day as: **230 Quincy -Montello Station via Washington St. and Braintree Station**

238 Quincy Sq.-South Shore Plaza via West Quincy

-As taken over from the Eastern Mass, this route only ran from Quincy Sq. to South Shore Plaza via Willard and West streets (a.m. peak service only operated to West & Willard). The Eastern Mass. extended service from West Quincy to South Shore Plaza and Randolph in 1961. Service between South Shore Plaza and Randolph had been discontinued before the 1968 MBTA takeover.

-The MBTA re-extended service (midday service) from South Shore Plaza to Randolph via Granite St, Pond St, and North St. in March 1971, forming Route **238 Quincy-Randolph via South Shore Plaza**.

-In June 1971, most trips at other times except a.m. peak were also extended from South Shore Plaza to Randolph and most trips were through routed with Route 240 from Randolph to Ashmont.

-Route 238 began serving the new Quincy Center Red Line station in September 1971. All service at all times was extended to Randolph, although during the school year a morning and afternoon trip were still operated only between Quincy-West & Willard streets. The afternoon school trip was discontinued in March 2003, while the morning trip lasted to June 2014, when it was discontinued and replaced by a trip on the regular route.

-Sunday Route 238 service began in September 1971.

-In September 1978, additional Saturday service began operating between North Randolph and South Shore Plaza. This extra Saturday service was discontinued in April 1981 but restored in September 1982.

-In April 1981, Sunday a.m. service toward Randolph and p.m. service toward Quincy were extended from Crawford Sq. to Avon Line. Route 240 operated from Avon in the a.m. and to Avon in the p.m. This arrangement allowed the inter-lined equipment required for Routes 238 and 240 to be reduced, while maintaining service between Avon and Ashmont in the peak direction of travel.

-Route 238 was slightly modified to serve the new Red Line Quincy Adams station (except on Sundays) in September 1983.

-In November 1997, Monday-Friday trips were extended from Crawford Sq. to Holbrook/Randolph station via Union St. Randolph

-In June 1998, the routing into South Shore Plaza was modified.

-In September 2000, extra Saturday service from North Randolph to South Shore Mall was discontinued and new extra service from Quincy Center to South Shore Mall was initiated. These trips were discontinued in March 2005.

-In March 2005, the span of Sunday service was slightly changed to start earlier in the morning and to end earlier in the evening.

-In September 2008, the number of Sunday trips operating into South Shore Plaza was expanded to include all trips except the first outbound trip of the day. Early morning and late-evening Sunday trips had formerly not served the plaza.

-In January 2013, through-routing with Route 240 was no longer listed in the public timetable for the route.
-In September 2015, the route between Quincy Adams and Water St. was change to use Burgin Parkway instead of Trafford St. and a portion of Liberty St. This had previously been utilized in winter emergencies as an alternative route because of the narrow width of Trafford St.
-In June 2016, Sunday service was modified to service Quincy Adams station
-In December 2017, the northern terminal for Route 238 was changed from Quincy Center station to Quincy Adams station. Buses terminated at Quincy Adams. This change was made to accommodate a reduction in bus lane capacity at Quincy Center station which resulted from construction.
-In April 2018, all service resumed running through to Quincy Center.
-In April 2019, because of construction in the Quincy Adams busway, service was temporarily rerouted via Independence Avenue in place of Liberty Street and Water Street. Service to Quincy Adams busway resumed in February 2023, however service was retained operating via Independence Ave. and was not restored to Liberty Street.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service to Holbrook/Randolph station was suspended but resumed on August 31, 2020.
-In April 2025, the practice of extending some Sunday service to Avon was discontinued in favor of operating additional Route 240 service to Avon.
-Currently the route operates as: **238 Quincy Center Station-Crawford Sq., Randolph (everyday) or Holbrook/Randolph Station (weekdays) via West Quincy and South Shore Plaza**

238A Ashmont-West Quincy-South Shore Plaza
-This Monday-Friday route was discontinued in September 1971, when the Red Line extension to Quincy opened. The route was really a diversion of Route 215 Quincy-Ashmont. Former riders of Route 238A traveling from Ashmont to South Shore Plaza could use the new through trips of Routes 238/240 (see above) as a replacement. Boston bound Route 238A riders from West Quincy could now take Route 238 to the Red Line at Quincy as well. Thus, no loss of service area occurred when Route 238A was discontinued

240 Brockton-Ashmont Station via Randolph Ave (Milton), Randolph, and East Main St. or West Main St., Avon
-During 1965 and 1966, the Eastern Mass. experimented with route diversions in Randolph, operating service from Crawford Sq. to the Randolph/Holbrook line via Center & Union. The experimental Randolph service was discontinued by 1967. The Eastern Mass also obtained the rights to operate service from

Randolph to the Needham Industrial Park. If such service ran, it was discontinued by 1967.
-After December 1969, the MBTA no longer operated local service in the city of Brockton (see Brockton area section for details), however through service continued to be operated from Ashmont (Route 240) and Quincy (Route 230), apparently at no cost to the out of district communities of Avon and Brockton.
-In December 1969, a portion of Route 240 service began operating only between Ashmont and Crawford Sq. Randolph., reducing the total amount of service to Brockton.
-In 1976, the MBTA approached Brockton to pay for the service. Brockton then opted for its newly created transit agency, *Brockton Area Transit (BAT)* to take over the Ashmont service, which it did in September 1976, and has since operated as its Route 12 (Brockton-Ashmont). BAT buses do not carry local passengers within the MBTA district. In 1981, during the closure and reconstruction of the Ashmont branch of the Red Line, BAT service to Ashmont Station was temporarily rerouted to Braintree Station instead. In 1984, BAT began running express trips from Brockton to Ashmont via highway Route 24 (with a state/MBTA subsidy being received until October 1997). Express service was discontinued in February 1999, but BAT continues to operate local service as Route 12 Brockton-Ashmont.
-The MBTA continued operating service within their district as Routes 230 and 240. After the September 1976 BAT takeover of Brockton service, Route 240 ran only as far as the Randolph-Avon line (Avon Sq.).
-The segment of Route 240 from Crawford Sq., Randolph to the Randolph/Avon border was discontinued in December 1976.
-In February 1977, alternate Route 240 trips resumed operation as far south as the Randolph/Avon border (Avon Sq.).
-In April 1981, Sunday a.m. outbound service and p.m. inbound service in the segment between Crawford Sq. and Avon was replaced by extending Route 238 from Crawford Sq. to Avon. In the a.m., buses operated as Route 238 from Quincy to Avon and then continued inbound from Avon to Ashmont as Route 240. Buses returned outbound as Route 240 from Ashmont to Crawford Sq. and then Route 238 from Crawford Sq. to Quincy. In the Sunday p.m., the pattern was reversed.
-Between June 1981 and January 1982, the Ashmont branch of the Red Line was closed for track reconstruction and replaced by shuttle buses. During this time, Monday-Saturday, Route 240 was replaced by **Route 640 North Quincy-Randolph or Avon Line.** Buses used Gallivan Blvd. to reach North Quincy. Sunday service continued to operate as Route 240 to Ashmont.
-In September 1993, both Route 240 and the BAT service began using Central Ave. and River St., instead of Eliot St and Adams St., to travel from Central Ave. to Pierce Sq. This change was due to weight restrictions placed on the Adams

St. bridge. While the bridge was later rebuilt, the route was not changed back and has remained on Central Ave.
-In January 1994, an extra a.m. peak trip between North Randolph and Crawford Sq. was added to the schedule on schooldays.
-In November 1997, Monday-Friday trips through routed with Route 238 were extended from Crawford Sq. to Holbrook/Randolph Station.
-From March 2003 to June 2017, several peak trips were modified to loop in Avon via Bartlett St. instead of Harrison Blvd.
-In March 2005, the span of Sunday service was slightly changed to start earlier in the morning and to end earlier in the evening.
-Also in March 2005, evening trips operating only as far as North Randolph from Avon or Holbrook were extended to operate in service to Quincy Center station via Route 128. These trips are used by buses returning to Quincy garage from Randolph.
-In September 2006 a PM peak trip operating express to North Randolph from Ashmont and a local trip operating only from Ashmont to North Randolph were added to the schedule. These trips were discontinued in June 2008 and replaced by a regular trip to Crawford Sq.
-In December 2006, a school day-only afternoon trip operating from Randolph High to Ashmont was added to the schedule. This replaced a former special supplemental service. This trip was discontinued in December 2021.
-In January 2013, through-routed trips with 238 were no longer listed in the public timetable.
In March 2019, several weekday early morning outbound short-trips operating only from North Randolph to Holbrook/Randolph or Avon were discontinued.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service to Holbrook/Randolph Station was suspended but resumed on August 31, 2020.
-In December 2024, trips operating in service to Quincy Center for buses returning to the garage were discontinued.
-In April 2025, all Sunday service at all times was extended to Avon Sq. and Route 238 Sunday service to Avon was discontinued.
-Currently the route operates every day as: **240 Ashmont-Avon Sq. via Crawford Sq., Randolph (Additional Route 240 service is operated from Holbrook/Randolph station (weekdays) or Crawford Sq. to Ashmont)**

230A/241 Holbrook-Ashmont via Southeast Expressway and South Braintree

-This rush hour service began in 1959, some trips only operated only from South Braintree to Ashmont. The MBTA considered extending some trips to Rockland and had destination sign curtains produced which read “241

Rockland" but such an extension was apparently never operated. Route 241 was discontinued in September 1971, when the Red Line extension to Quincy opened. Former Route 241 patrons could now ride the local Route 230 service to Quincy Center as a replacement. The route was displayed in timetables after 1970 as "230A" but bus destinations signs and systems maps installed in stations in 1971 identified it as "241".

245 Quincy Sq.-Mattapan via Quincy Hospital, and Shadowlawn (Brook Rd.) or Pleasant St.

-Following the opening of the Red Line extension to Quincy in September 1971, Routes 245 and 217 were discontinued and replaced by two loop routes: **245 Mattapan-Ashmont via Pleasant St., East Milton Sq., Shadowlawn and Central** and **217 Wollaston Beach-Quincy Center via Quincy Hospital, Adams St., and Beale St.** The loop routes were failures, and regular Route 245 was restored in November 1971. (see Route 251 below for more information on the loop route).

-The loop route pattern also introduced evening and late-evening service. This was discontinued with the resumption of the old route patterns.

-Monday-Friday trips alternated via Shadowlawn or Pleasant St., all weekend service operated via Pleasant St. Saturday service via Shadowlawn was discontinued with the end of the loop route experiment in 1971.

-Sunday service was discontinued in April 1981. Alternate Sunday trips of Route 215 (Quincy-Ashmont) were re-routed via Quincy Hospital to replace the East Milton-Quincy segment of Route 245.

-In September 2003, one outbound afternoon Shadowlawn trip was slightly rerouted via Canton Ave. Milton to serve the new location of Milton High School.

-In March 2005, Sunday Route 245 service operating only between Quincy Center and Quincy Medical Center via Whitwell St. and returning via Adams St. and Hancock St. was added as a replacement for alternate trips of Route 215.

-In March 2006, all trips on Route 245 were rerouted to serve Quarry Hill. From Quincy Center to East Milton, the route now operates via Adams St., to Whitwell, to Granite, to Quarry St., to Common St., to Adams St. A short stretch of Adams St. from Whitwell to Common St. lost bus service with this change, while the direction of travel of the route along Whitwell St. was reversed.

-In September 2007, a school day-only trip was added from Hancock St. @ Butler Rd. (just beyond Quincy Center) to Beale St. @ Newport. This trip serves the Quincy portion of Route 245.

-Also in September 2007, a.m. and p.m. school day-only trips were added to the schedule operating between Mattapan and Brook Rd. @ Centre along the Shadowlawn route. These trips were through-routed with Route 30 from Forest Hills, and replaced a special supplemental route school-trip service. The extra trips were discontinued in June 2010.

-All Saturday and Sunday service was discontinued in July 2012.
-In March 2017, one outbound AM peak trip was modified to operate via Adams St. to Hancock St. instead of Newport Ave, to better service a school.
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Regular Route 245 service was suspended, however extra Run As Directed buses were operated on Route 245 to June 2020. Route 245 service was resumed in June 2020. On August 31, 2020, midday Route 245 service was suspended and all service on the Shadowlawn (Brook Rd.) variation was suspended.
-In December 2025, midday service was restored to the route and new late evening service was added to the route.
-Currently the route operates Monday-Friday as: **245 Quincy Center Station-Mattapan via Pleasant St.**

251 E. Milton-Ashmont via Pleasant St. and Central Ave.
-In September 1971, this rush hour only route was discontinued, and replaced by a full time loop route which was intended to replace portions of Routes 217 and 245 as well. The loop route was **245 Mattapan-Ashmont via East Milton Sq**. Leaving Mattapan, Route 245 followed Brook Rd., Reedsdale, Rd and Pleasant St. to East Milton Sq.(this replaced the western half of normal Route 245 service). At East Milton Sq. Route 245 trips used two alternate routes to reach Ashmont. Some trips used Adams St., replacing the northern portion of Route 217. Alternate trips used Brook Rd. (Shadowlawn) and Central Ave. These trips replaced the original Route 251 and old Route 245 Shadowlawn service. The loop route was not well received by the public, and Routes 217 and 245 were restored to their original configurations in November 1971.
-After November 1971, rush hour service was retained on the loop as Route **245A Mattapan to Ashmont via East Milton Sq. and Shadowlawn**, but all off-peak service, and all service via Adams St. was discontinued.
-In June 1975, Route 245A Ashmont service to Mattapan and along Brook Rd. was discontinued, and the line was re configured as **246 East Milton-Ashmont via Pleasant St. and Central Ave.** This reconfigured Route 246 service was identical to old Route 251.
-In November 1979, Route 246 was discontinued. No loss of service area occurred, as all portions of the route were entirely covered by Routes 245 or 240.

270, 271, 272 Quincy-Shipyard
-This was an industrial service operated from Quincy Sq. (270), West Quincy (271), and South Braintree (272) to the Fore River Shipyard. All service was discontinued in April 1981.

273 Ashmont-Raytheon (Quincy),
275 Quincy Center-Raytheon,
278 Quincy Center-Tubular Rivet (Braintree)
-Routes 275 and 278 were discontinued in September 1971, Route 273 was discontinued in October 1971. These were industrial routes which only operated several trips a day.

279 Long Island Hospital-Fields Corner Station
-Route 279 was a contract service operated by the Eastern Mass. (and later MBTA) for the city of Boston. It was discontinued in September 1976, when the contract went to a school bus company. The MBTA resumed service to Long Island in March 1983 however, with a special Route 276 (Long Island Hospital-Boston City Hospital). (see Route 276 in the MBTA-initiated routes section)

Lynn Area Routes

After the 1968 takeover, Lynn routes were numbered into the 400 series. In March 1970, routes were renumbered within the 400 series, as follows

1968#, 1970#, Route
401, 450, Salem-Boston via Western
402, 456, Salem-Central Sq. Lynn via Highland
403, 443, Central Sq. Lynn-Phillip's Beach Swampscott via Humphrey St.
404, 444, Central Sq. Lynn-Forest Ave Swampscott
405, 435, Central Sq. Lynn-North Shore Shopping Center
406, 436, Central Sq. Lynn-Happy Valley
407, 432, Holyoke St.-Central Sq. Lynn (through-service from Holyoke St. to Lakeside was spit)
407, 437, Lakeside-Central Sq. Lynn (through-service from Holyoke St. to Lakeside was spit)
408, 438, Central Sq.-Highland Circuit
409, 439, Central Sq. Lynn-Nahant
410, 431, Central Sq. Lynn-Breed Sq.
411, 433, Central Sq. Lynn-Pine Hill
412, 429, Central Sq. Lynn-North Saugus
413, 426C, Central Sq.-Cliftondale Sq. (Saugus)
414, 454, Salem-Marblehead
415, 453, Salem-Salem Willows
416, 428, Central Sq. Lynn-Saugus Center
417, 465, Salem-Peabody Sq.-North Shore Shopping Center or Lowell St. via Washington
417A/ 417B, 457, Salem-Peabody via Tremont or Gardner St.
418, 458, Salem-Danvers-Middleton-Lawrence
419, 459, Salem-Kernwood Bridge (Beverly)
420, 451, Beverly-North Shore Shopping Center via Salem Center
421, 451, Beverly-North Beverly-Wenham
422, 452, Beverly-North Shore Shopping Center via Danvers
423, 441, Marblehead-Boston via Paradise Road
424, 440, Lynn-Boston via Lynnway
425, 400, Lynn-Boston via Western Ave
427, 455, Salem-Central Sq. Lynn via Loring Ave.

After 1970, changes were made to Lynn area ex-Eastern Mass. routes as follows

400 Lynn (Central Sq.)-Boston via Western Ave.

-By 1971, most trips on this route were through-routed with Route 455 (Salem-Lynn via Loring).
-In March 1991, all public schedules and maps began showing all service as part of Route **455 Salem-Boston via Loring Ave**, with Route 400 losing its separate identity. Several Boston-Central Sq. Lynn only trips remained. These were technically still Route 400 trips until June 2001, when they became a variation of Route 455.

426 Lynn (Central Sq.)-Boston via Cliftondale Sq.
-This route was originated in June 1969, by extending the former Eastern Mass **Central Sq.-Cliftondale Sq**. route Monday-Friday from Cliftondale Sq. to Linden Sq., and then along the expressway to Haymarket Square Boston. Saugus Transit at one time operated a similar service from Cliftondale Sq. to Revere Beach, but this was discontinued several years before the MBTA started Route 426.
-Saturday through service to Haymarket began in June 1970.
-In September 1970, late-night and Sunday service were through routed with Route 450 as Salem-Boston via Cliftondale.
-Extra rush hour short-turn trips between West Lynn and Haymarket began operating in February 1973.
-Sunday independent Route 426 service started in March 1973. The majority of trips on the route at all times were now through-routed to Boston, with only a small number of local trips operating just between Cliftondale Sq. or East Saugus and Central Sq. remaining.
-In March 1974, several Route 426 rush hour alternate trips began operating from **Granada Highlands to Boston via Linden Sq.**
-In September 1975, rush hour only diversions of Route 426 service were added from **Oaklandvale to Boston** (see Route 428 below).
- After Route 428 was discontinued in April 1981, almost all service between Central Sq. and Cliftondale was provided by through trips to or from Boston. During the early weekday morning, several extra trips remained from Linden Sq., Cliftondale, or East Saugus to Central Sq. Lynn
-In September 1996, Sunday morning inbound trips were slightly rerouted in the Linden Sq. area via Washington Ave. and Sergeant St. to serve a local church.
-In December 1996, an early a.m. trip from Linden Sq. to Central Sq. was added.
-By 1998, morning inbound service frequently operated via Squire Road, Mc Clellan Highway and the Sumner Tunnel because of traffic congestion on the Tobin bridge. Although this was not the official route, courtesy stops were made on Bennington St. outside Wood Island station. In February 1999, because of pedestrian safety concerns, the courtesy stop at Wood Island was eliminated. In June 1999, in response to customer requests for morning service to the Blue

Line, a new morning only variation was initiated as **425 Lynn-Wonderland via Cliftondale**

-Also in June 1999, variations from Granada Highland and Oaklandvale to Haymarket were assigned their own unique route numbers. Service to Granada Highlands was assigned 427, while service to Oaklandvale revived the old 428 (see below) number.

-In June 2002, service to Wonderland was renumbered from 425 to 426W. All Saturday and Sunday service on the route began operating only as Route 426W from Central Sq. to Wonderland via Saugus. Weekend trips used the busway at Wonderland while weekday trips dropped-off on North Shore Rd.

-In June 2002, early a.m. trips from Cliftondale and East Saugus to Central Sq. were discontinued.

-In June 2002, Route 427 was merged into Route 428. Buses operating to/from Oaklandvale divert from Salem St. to serve Granada Highlands.

-In September 2002, several afternoon school day trips were added to Route 426 from O'Callaghan Way to Central Sq. These trips had formerly operated as part of Route 429.

-In September 2003, the busway at Central Sq. Lynn was moved from Mt. Vernon St. to a location next to the commuter rail parking garage at Market and Union St. All Route 426 trips were rerouted to serve the parking garage, while most trips except for school day-only trips and late-evening trips continued to operate to/from Silsbee St. (near the old busway location) to serve a senior center.

-In September 2003, the last weekday outbound trip of the evening was modified to operate via Bell Circle.

-In December 2007, the inbound route in Saugus was slightly altered to operate direct via Lincoln St. instead of via Lincoln, to Chestnut, back to Lincoln. The outbound routing has always operated direct via Lincoln St. in the same segment.

-In July 2012, the evening through routing with Route 455 to Salem initiated in June 2002 was discontinued, with Route 426 resuming as an independent evening route operating between Central Sq. and Haymarket.

-In July 2012, the routing of weekend service at Wonderland was changed to serve the new busway on the west side of Wonderland station in place of the former busway on the east side of the station.

-In September 2019, the terminal for Route 428 was cut back from Wakefield High School to Lynn Fells Parkway.

-In September 2019, some PM peak trips were added to Route 426W between Central Sq. and Wonderland. The majority of weekday service continues to operate to Haymarket.

-In March 2020, a single a.m. peak trip from Linden to Central Sq. was replaced by a trip from Wonderland to Central Sq.

-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. All Route 426 service operated to Wonderland and Route 428 service was suspended. On August 31, 2020, Route 426 weekday service resumed operating to Haymarket.
-In November 2020, the route was cut back from Silsbee St. to the busway at Lynn station.
-In August 2021, peak trips operating only to/from West Lynn were replaced by additional trips operating to/from Central Sq.
-In August 2025, weekday trips operating to Wonderland were discontinued and replaced with additional trips to Haymarket.
-Currently the route operates weekdays as **426 Central Sq. Lynn-Boston (Haymarket) via Cliftondale,** and weekends as **Route 426W Central Sq.-Wonderland**

428 Central Sq.-Saugus Center
-As taken over from the Eastern Mass, trips on this route were coordinated with 426 Central Sq.-Cliftondale service. Late night and Sunday service were combined. The two routes shared a long common segment between Central Sq. and Lincoln & Winter Streets in Saugus.
-In December 1970, Route 428 was extended Monday-Saturday except evenings via Main St. from Saugus Center to the Oaklandvale section of Saugus (Lynn Fells Parkway at Howard St.), as **428 Central Sq.-Oaklandvale**. The extension duplicated a limited-service segment of Saugus Transit's Saugus-Malden route. This segment was all that remained of a former Saugus Transit route from Saugus to Melrose.
-In June 1975, some evening Route 428 trips began operating from **Central Sq. to New England Shopping Center**, in conjunction with Route 430 (the ex-Saugus Transit, Saugus-Malden route). The route followed Route 428 from Lynn to Saugus Center and Route 430 from Saugus Center to the shopping center.
-In September 1975, several rush hour trips began through-route operation from Oaklandvale to Boston via Route 426 service.
-The span of weekday evening service on Route 428 was reduced in June 1976.
-The local Route 428 service to Central Sq. was discontinued in April 1981. Passengers desiring to travel from Saugus Center to Lynn must now transfer from Route 430 to Route 426 to do so. Rush hour, Route 426 express service from Oaklandvale to Boston remained however, and continued to operate.
-In March 1991, the terminal point was extended about a mile along Main St., from Oaklandvale to the Wakefield/Saugus border.
-In December 1995, the terminal was extended farther, to Wakefield High School.

-In June 1999, Route 426 Oaklandvale-Haymarket service was designated as Route 428.
-In June 2002, Route 428 began operating via Granada Highlands to replace Route 427.
-In September 2019, the terminal for Route 428 was cut back from Wakefield High School to Lynn Fells Parkway.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 428 service was suspended.
-Route 428 service was restored in August 2021
-Currently the route operates weekdays only as: **428 Oaklandvale-Haymarket**

429 Central Sq.-North Saugus via Walnut St and Lynnhurst.
432 Central Sq.-Holyoke St. via Myrtle
-In September 1970, all Route 429 service began operating through to North Saugus on a more consistent basis. Prior to this, some Route 429 trips had only operated to Lynnhurst. The terminal for Route 432 was extended from Holyoke @ Thorpe to O' Callaghan Way @ Osborne. Sunday Route 432 trips operated via Myrtle, Walnut, O' Callaghan & Holyoke to Myrtle.
-In June 1971, weekday and Saturday Route 432 evening trips began following the Sunday route as well.
-In March 1976, Route 429 was experimentally rerouted off a portion of Walnut St. in Saugus to Walnut, Elm, Saville, and Central streets. This experiment apparently proved unsuccessful, and the original route was restored in June 1976.
-In June 1976, evening service on Route 432 was discontinued, with last trips now taking place just after the p.m. peak period.
-In April 1981, Route 429 was merged with Route 432. The merger resulted in a small loss of service area on Walnut St. in Lynn (which was served by the original Route 429 routing), while Route 432 remained intact. Sunday service on Route 432 was discontinued with the merger.
-In June 1998, Route 429 was extended from North Saugus to Linden Sq. via Route 1, Square One Mall, and Cliftondale Sq. Sunday service and expanded evening service were also introduced. A small segment on Walnut St. from Saugus Plaza to Water St. was discontinued with this extension.
-In January 2000, late-evening trips were modified to bypass King's Lynn.
-In September 2000, extra short turn trips were added in the a.m. peak and early afternoon between Central Sq. and O'Callaghan Way. These replaced what had been separate supplemental school trips.
-In June 2002, the route was extended from Linden Sq. to Northgate Shopping Center in Revere.

-In September 2002, Route 429 was slightly altered to operate in both directions along Franklin St. between Boston St. and Market St. Buses operating toward Central Sq. had formerly operated via parallel Washington St. Route 435 serves Washington St.
-In September 2003, the busway at Central Sq. Lynn was moved from Mt. Vernon St. to a location next to the commuter rail parking garage at Market and Union St. All Route 429 trips were rerouted to serve the parking garage, while all trips except for school day-only trips continued to operate to/from Silsbee St. (near the old busway location) to serve a senior center.
-In December 2015, the inbound (toward Central Sq.) route was modified to service the Saugus Walmart on Route 1. The stop was eliminated after a very short time however, because of the difficulty for buses to safely maneuver on Walmart property.
-In September 2016, one school day-only trip from Central Sq. to O'Callaghan Way was extended to start at Neptune Towers. This trip replaced a trip that was formerly through-routed with Route 431.
-In November 2020, the route was cut back from Silsbee St. to the busway at Lynn station.
-Currently the route operates every day as: **429 Northgate-Central Sq. via Cliftondale Sq., Square One Mall, Route 1, Walnut St., Lynnhurst, Holyoke St. and Myrtle St.**

431 Central Sq.-Breed Sq. via Summer St.
-This was originally part of the Saugus-Central Sq. Lynn line, but as inherited from the Eastern Mass. was essentially a Monday-Saturday pull-back route used to move buses from Central Sq. Lynn to the Lynn garage.
-A major reduction in frequency was made in September 1970.
-The route was discontinued in November 1979. The area served by this route (Summer St.) was within walking distance of Route 400/455. In addition, the City of Lynn East/West loop bus (see Routes 466/467 in the MBTA initiated routes segment) covered a portion of the former Route 431.
-In June 2002, Route 431 was resumed as a new service from Central Sq. to Neptune Towers, operating via Summer St. outbound and Neptune St. inbound. The routing was similar to the old service except buses approached Central Sq. via Liberty St. to Buffam St. to Silsbee St. and the revised route did not serve Summer St. between Commercial St. and Western Ave.
-In September 2003, the busway at Central Sq. Lynn was moved from Mt. Vernon St. to a location next to the commuter rail parking garage at Market and Union St. All Route 431 trips were rerouted to serve the parking garage,
-In September 2011, the routing from Neptune Towers to Central Sq. was simplified, with service rerouted to operate straight via Market St. instead of Liberty, to Buffam, to Silsbee.

-As originated in 2002, most trips were through-route with Route 435. Some school-hour trips and alternate Sunday trips were through-routed with Route 436 and one school day-only afternoon trip was through-routed with Route 429.
-In September 2016, Route 431 was discontinued as a separate route and was replaced by operating midday and weekend Route 435 service through to Neptune Towers. The route leaving from Central Sq. was slightly modified to operate from Market St. direct to State St. and not use Oxford St, but otherwise the extended Route 435 service includes the entire former Route 431 route with no loss of service territory. A morning Route 436 trip and school day-only Route 429 and 436 trips in the afternoon were also extended to or from Neptune Towers to replace trips formerly through-routed with Route 431 to meet school demand.

433 Central Sq.-Pine Hill
-Saturday and midday service was discontinued in April 1981.
-A midday trip was restored in January 1984.
-In June 2002, Route 433 was discontinued and replaced by operating some trips of Route 435 via Parkland and the former 433 routing between Parkland Ave and Boston St. The turn-around loop used by Route 433 on B St., Thistle St., Basse Rd., and B St. Place lost service, as did stops along Mall St. and Park St. between Common St. and Boston St.
-In September 2019, those remaining Route 435 trips operating via Pine Hill were discontinued and replaced by trips operating via the regular Route 435 route. This eliminated the last service operating to the Pine Hill neighborhood.

435 Central Sq.-North Shore Shopping Center via Lakeshore Park
-In June 1970, the city of Peabody requested the MBTA to discontinue all service, and arranged for *Michaud Bus Lines* to provide replacement service from the Salem and Lynn borders to the North Shore Shopping Center. After Peabody requested all MBTA service discontinued in June 1970, no service was operated from Lynn or Danvers to the Peabody malls. Route 435 service was retained by the MBTA from Central Sq. Lynn to the Lynn/Peabody border as **435 Central Sq. Lynn-Lakeshore Park**. The loop routing used at Lakeshore Park was new as a regular route, but had been used for a special Riverworks industrial trip (see Route 470 in this section).
-Routes **435 Lynn (Central Sq.)-Liberty Tree Mall** and **458A Salem-North Shore Shopping Center-Danvers** were created in December 1970, because of requests from Lynn and Danvers to restore bus access to the malls. The routes did not stop anywhere in Peabody, except the North Shore Shopping Center. Route 435A continued providing some trips to the Lakeshore Park loop in the a.m. peak, evenings, and on Sundays separate from the 435 trips to the mall.

-In April 1971, Michaud extended their service from Peabody through to Salem. This service operated closed door within Salem, and MBTA Route 465 continued to provide local Salem service. Route 458A service to Salem was discontinued in April 1971. A portion of Route 458A was retained as **487 Danvers-North Shore Shopping Center**
-In 1972, Routes 435 and 487 were being through-routed as **435 Lynn-Danvers**.
-Service between Lakeshore Park and Danvers was discontinued in March 1973. Saturday service was restored in June 1973. Weekday service was restored in December 1973.
-In November 1979, service was discontinued on Route 435 between Liberty Tree Mall and Danvers, as Route 458 (Salem-Danvers) also covered this same territory. Route 458 was rerouted via Pine St. and Holten (Route 435's route) between Liberty Tree Mall and Danvers Sq. midday
-In April 1981, Route 458 was discontinued, and Route 435 service was restored from Liberty Tree to Danvers as a replacement. Route 458 was subsequently restored in September 1981, but Route 435 continued to operate to Danvers.
-In April 1981, Route 435A service to Lakeshore Park only (which ran during the morning rush hour, evenings, and on Sundays when service to the Malls did not run) was discontinued. No service loss occurred, as Route 437 was extended from Lakeside to Lakeshore Park.
-Sunday service from Lynn to the Malls was initiated in December 1990.
-In September 1996, Route 435 resumed making local stops in Peabody for the first time since 1970.
-In March 1997, Route 435 was slightly modified in Peabody Sq., operating direct from Washington to Main St., bypassing Foster St.
-In June 1998, Sunday service was extended to Danvers Sq. and the span of Saturday evening service was improved.
-In September 1998, the span of weekday evening service was improved.
-Limited morning rush hour service from Lynn to the mall was added in September 2000.
In June 2002 Route 435 was altered in several ways:
-The primary route between Western Ave. and Broadway was changed to operate via Franklin St., Boston St., Chestnut St., Maple St., and Euclid Ave in place of Western Ave, Chestnut, and Broadway. This change replaced part of Route 437 on Euclid Ave. and introduced new service to a supermarket on a section of Boston St.
-Some weekday trips were rerouted between Broadway and Western Ave. to operate via Parkland Ave. and the former Route 433 routing in Pine Hill. This change replaced Route 433.
-Service between Liberty Tree Mall and Danvers Sq. was discontinued and replaced by Route 465 except weekday evenings. Weekday evening service

remaining to Danvers Sq. began operating as a one-way loop from Liberty Tree Mall via Pine, Holten, Danvers Sq., High St., Water St., and Endicott St.
-The routing between North Shore Mall and Liberty Tree Mall was slightly altered to provide service to Essex Center Drive. Buses began leaving the North Shore Mall via Prospect St. toward Liberty Tree and via North Shore Mall Road toward Peabody Sq.
-Additional rush hour service was added to the route, with some trips originating or ending at Peabody Sq.
-Midday weekday trips and most weekend trips were through-routed at Central Sq. with Route 431 to Neptune Towers.
-In September 2002, Route 435 was slightly altered to operate in both directions along Washington St. between Boston St. and Market St. Buses operating toward Central Sq. had formerly operated via parallel Franklin St. Route 429 serves Franklin St.
-In March 2003, Route 435 was slightly altered operating inbound toward Central Sq. Lynn. Buses began operating via Washington, Liberty, Buffum, and Silsbee instead of Washington, Essex, Market and Broad streets.
-In September 2003, the busway at Central Sq. Lynn was moved from Mt. Vernon St. to a location next to the commuter rail parking garage at Market and Union St. All Route 435 trips were rerouted to serve the parking garage location.
-In June 2007, the first weekday outbound trip from Central Sq. was extended to operate through to Danvers Sq.
-In September 2016, midday weekday, Saturday, and Sunday service was extended from Central Sq. to Neptune Tower to replace Route 431. The trips had formerly been through-routed with Route 431. There was no change in actual service coverage, but this change simplified how the service was presented to the public in schedules and maps.
-In September 2019, service on the Pine Hill variation was discontinued with all trips operating on the regular route via Boston St. and Euclid Ave.
-In November 2020, the inbound routing from Washington to Central Sq. was changed to operate via Washington, Broad and Market Street in place of Liberty, Buffam, Silsbee, Mt Vernon, and Spring Street.
-In March 2021, early morning and evening service was cut back from Danvers Sq. to Liberty Tree Mall.
-In June 2021, Monday-Saturday service was extended from Liberty Tree Mall to Salem via Water, Margin, and North streets to partially replace Route 465 service between Salem and the malls.
-In August 2021, the route between North St. and Salem Station was simplified to operate direct into the station busway from North St. and bypass operating to Norman and Washington Streets in downtown Salem.
-Currently the route operates Monday-Saturday as: **435 Salem-Central Sq. via Malls, Peabody Sq., and Euclid Ave** and Sundays as **435 Liberty Tree Mall-**

Central Sq. via Peabody Sq., Euclid Ave with midday service all days extended to Neptune Towers

436 Central Sq.-Happy Valley via Lynnfield St, Wyoma Sq. and Chestnut St.

-In September 1970, alternate outbound a.m. trips via Franklin and Boston streets were discontinued, with all service following the regular route via Chestnut St.
-In November 1976, Route 436 was extended rush hours from Happy Valley (Lynnfield St. @ Kernwood Dr.) to Goodwin's Circle via Lynnfield St., to partially replace Lynnfield Community Bus Line's Lynn-Wakefield route (see Hudson Bus Lines entry in the private carrier section).
-In January 1977, all trips at all times were extended to Goodwin's Circle.
-In June 1977, one-peak trip a day began through-route service to Boston via Route 450. The trip followed the regular route from Goodwin Circle to Western Ave. and then followed the same route as Route 450 Salem-Boston from Western Ave. to Boston.
-Sunday service was introduced on Route 436 in December 1990.
-In June 1998, weekend service was extended from Goodwin's Circle to Danvers Sq. via Liberty Tree Mall, Lynnfield St., and Highway Route-128, Service was coordinated with Route 435.
-In September 1999 Monday-Friday peak service was extended from Goodwin Circle to North Shore Mall via the Centennial Industrial Park in Peabody. Monday-Friday midday service was extended from Goodwin Circle to Centennial Park only. Service beyond Goodwin Circle operated via Lynnfield St., First Ave., Fourth St., Centennial Drive, Forest St., Lowell St., and Prospect St. to the North Shore Mall.
-In September 2000, one inbound morning trip was extended from Central Sq. to Summer & Blossom streets to serve Lynn Technical High School. This replaced what had been a separate school service.
-In December 2001, extra school day-only trips in the afternoon from Broadway @ Conomo to West Lynn and Goodridge St. to West Lynn were added to the schedule to replace former special supplemental school service.
Several changes occurred in June 2002:
-Midday weekday service was extended from Centennial Park to Liberty Tree Mall and p.m. peak service was extended from North Shore Mall to Liberty Tree Mall. Weekend service was cut back from Danvers Sq. to Liberty Tree Mall.
-The trips extended to Summer & Blossom to serve school students were replaced by through-routing some Route 436 trips with Route 431. Sunday Route 436 service also began operating through to Route 431.

-The rush hour through trip from Goodwin Circle to Haymarket was extended beyond Goodwin Circle via Lynnfield St. to Peabody Sq. and given its own number **434 Peabody Sq.-Haymarket**
-In September 2003, the busway at Central Sq. Lynn was moved from Mt. Vernon St. to a location next to the commuter rail parking garage at Market and Union St. All Route 436 trips were extended to serve the parking garage location.
-Between June and September 2007, an experimental additional morning trip was operated on Route 434 between Salem and Haymarket via Peabody Sq. The added trip was not retained because of poor ridership.
-Sunday Route 436 service was discontinued in July 2012.
-In June 2014, the route along Centennial Drive in Peabody was modified to include direct access to Children's Hospital Peabody campus.
-In September 2016, the single morning and school day-only afternoon trips through-route with Route 431 became Route 436 trips extended to Neptune Towers. Route 431 was discontinued as a separate route. The afternoon trip was discontinued in June 2023.
-In December 2016, the route between Centennial Park and Northshore Mall was changed to operate via Summit St. in place of Forest St.
-In March 2019, the route was slightly modified at Goodwin Circle to eliminate a stop on Lynnfield Street which required outbound buses to circulate around a rotary twice. This location was the former terminal of the route established when service was extended in 1976.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 434 service was suspended.
-In November 2020, the inbound route from Union to Central Sq. was rerouted via Buffum, Oxford, and Market in place of Silsbee, Mt Vernon, Spring Street, and Broad.
-The extra school day-only trip in the afternoon from Broadway @ Conomo to West Lynn was discontinued in June 2024.
-Currently the route operates Monday-Saturday as: **436 Liberty Tree Mall-Central Sq. via North Shore Mall, Goodwin's Circle, Lynnfield St, Wyoma Sq. and Chestnut St.**

437 Central Sq.-Lakeside via Chatham St.
-In June 1976, evening service was discontinued. Last trips were now scheduled just after the end of the p.m. peak.
-In April 1981, this line was rerouted several blocks over from Essex St. and Chatham St. to Timson St. and Eastern Ave (to replace Route 456) and was extended to Lakeshore Park from Lakeside (to replace Route 435A). No major loss of service area occurred with these changes.
-In June 1998, Saturday and Sunday service were discontinued.

-In June 2002, Route 437 was discontinued and replaced by rerouting other routes on most segments of the former route. Route 435 was rerouted to operate on Euclid Ave. and began operating during the morning rush hour. New revised Route 456 began operating midday on the former Route 437 route via Eastern Ave. and Timson St. between Western Ave and Central Sq., while rush hour service on Eastern Ave. continued to be provided by Route 424 (a former variation of Route 450). No service remained on the Lake Shore Park loop of Jenness, Range Ave., Saunders Rd., and Bay State Rd however. The closest bus service to this segment became Route 435 on Broadway or Route 436 on Lynnfield St.

438 Central Sq.-Highland Circuit

-As taken over, this short route operated Monday-Saturday. Evening and Sunday service had been discontinued by the Eastern Mass in the 1960s.
-In September 1970, service frequency was reduced from a consistent 60-minute headway, to inconsistent service with headways greater than 60 minutes. Most midday service was discontinued.
-This short Monday-Saturday circuit route was discontinued in June 1971 but was restored Monday-Friday-only in July 1971.
-The route was again discontinued in September 1977. Most of its service area was covered by the Lynn East/West route service (see Routes 466/467 in the MBTA initiated service section and see the Suburban Transportation Program section).

439 Central Sq.-Nahant

-Most rush hour trips on this line were through routed to Boston via Western Ave. before June 2002.
-Saturday service and midday service was discontinued in April 1981.
-A midday trip was restored in January 1984.
-In March 1995, new midday service was initiated from Nahant to Vinnin Sq. Swampscott, through routing Route 439 with a portion of Routes 441/442.
-In June 2002, midday through service to Swampscott was discontinued with service remaining as a local route between Central Sq. Lynn and Nahant. Morning through-service to Boston was replaced with a transfer at Central Sq., evening peak trips remained through-routed from Boston but via Route 426.
The layover location for the route in Nahant was officially moved from Basse Rd to Castle Rd and Nahant Rd. in June 2002, although in actual practice this had occurred several years previously.
-In September 2002, a supplemental trip to a local elementary school was converted to a regularly scheduled variation of Route 439. This trip was unusual as it traveled around the Nahant loop clockwise via Nahant Rd. and Vernon St. while the regular route operated counterclockwise. At one time, the Eastern

Mass ran both variations as a regular route, but that practice had ended by the time of the MBTA takeover in 1968. The school trip was listed in regular timetables through June 1970, but then operated as a special supplemental trip from that time to 2002.
-Also in September 2002, several midday trips resumed through operation to Vinnin Sq. Swampscott following complaints received from elderly riders who did not want to transfer in Central Sq. Lynn.
-In September 2003, the busway at Central Sq. Lynn was moved from Mt. Vernon St. to a location next to the commuter rail parking garage at Market and Union St. All Route 439 trips were rerouted to serve the parking garage location.
-In July 2012, Route 439 service was reduced and reconfigured. Midday service to Vinnin Sq. was discontinued. Most rush hour service, however, was extended to Wonderland station. Service was reduced to one a.m. and two p.m. trips operating to Wonderland and one a.m. and one midday trip operating between Nahant and Central Sq.
-In December 2019, trips operating to/from Wonderland were modified to also serve Point of Pines.
-In June 2020, the one outbound AM trip traveling clockwise via Nahant Rd and Vernon St. was changed to operate via the regular counterclockwise route. In addition, the inbound midday trip was extended to Wonderland.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Scheduled Route 439 service was suspended, although extra Run As Directed buses were operated along the route until June 2020. Service resumed on August 31, 2020.
-In December 2025, an additional inbound a.m. peak trip was extended to Wonderland.
-Currently the route operates several trips Monday-Friday as: **439 Nahant-Central Sq., with several trips operating to/from Wonderland**

440 Lynn (Central Sq.)-Boston via Lynnway and Wonderland
-As inherited from the Eastern Mass, most trips on this route have been through-routed with Routes 441/442 (Marblehead-Lynn via Paradise Road or Humphrey).
-Sunday service was tried as an experiment between June and September 1975.
-In December 1977 Sunday service was again initiated but operating only between Lynn and Wonderland station as 440 Lynn-Wonderland. This replaced Sunday service provided by Route 410 (see Service Bus Lines section).
-Sunday service to Wonderland was discontinued in February 1981 but was restored in June 1984.
-In March 1991, Sunday service began operating through to Boston.

-In March 1991, all public schedules and maps began showing all service on Route 440 as part of Routes **441/442 Marblehead-Boston**, with Route 440 losing its separate identity. Some Boston-Central Sq. only trips remained in odd hours, but these were technically still considered Route 440 trips until June 2001, when they became a variation of Route 442.

441 Marblehead-Lynn (Central Sq.) via Paradise Rd and Vinnin Sq. (Swampscott).

442 Marblehead-Lynn (Central Sq.) via Humphrey St. (Swampscott)

-As inherited from the Eastern Mass., Route 441 was through routed with Route 440 to Boston.

-Humphrey St. service, as run by the Eastern Mass, went only as far as Swampscott during most hours. Only late-night and Sunday service were extended to Marblehead.

The Sunday service did operate through to Boston via Route 400.

-The MBTA extended all Humphrey St. service to Marblehead in September 1970. At that time, the Humphrey St. route was renumbered from 443 to 442.

-In September 1970, a large number of Monday-Saturday 442 trips were through-routed with Route 440 to Boston.

-In January 1972, all Route 442 Monday-Saturday service except those trips operating to/from Lynn garage were through routed-with Route 440 to Boston. Sunday service continued to be through-routed with Route 400.

-In January 1989, several rush hour trips of both routes were diverted via Burril St., Railroad Ave., and Pine St., to serve the Swampscott commuter rail station. This diversion proved unsuccessful, and was discontinued in June 1989.

-Some rush hour Route 442 trips only operated to Phillips Beach (as Route 443), while several rush hour trips on both routes operate as a limited bypassing Central Sq. Lynn. The first outbound limited trip on Route 441 began in September 1969, and an inbound limited trip on Route 442 began in September 1974. An outbound express trip on Route 442 began in September 1978. Outbound express trips on Route 442 were discontinued in September 1981 but restored in September 1988. An inbound express trip on Route 441 began in September 1987.

-Sunday service on Route 442 to Boston began operating via Route 440 in March 1991.

-Sunday service on Route 441 was initiated in March 1992.

-In June 1994, some extra a.m. rush hour trips from Marblehead to Wood Island Station were initiated. Wood Island trips were discontinued in June 1995.

-In September 1997, alternative rush hour trips on both routes began operating to Downtown Crossing instead of Haymarket as Routes **448 Marblehead-Downtown via Paradise and 449 Marblehead-Downtown via Humphrey.**

Downtown buses operated via The Ted Williams Tunnel, Haul Rd, Congress St., Dorchester Ave, Summer St., High St., Federal, Franklin, and Otis. Some trips bypassed Central Sq.
-In December 1997, Routes 448 and 449 added a stop at Logan Airport Terminal C
-In June 1998, Routes 448 and 449 were slightly re-routed via Northern Ave. to serve World Trade Center
-In June 2002 alternate weekday a.m. peak inbound trips and all weekend trips began operating only to Wonderland station as Routes **441W/442W Marblehead-Wonderland.** Weekend buses operated into the Wonderland station busway while those trips terminating at Wonderland on weekdays stopped on North Shore Rd.
-Also in June 2002, most Route 448/449 trips now bypassed Central Sq. Lynn while all Route 441/442 trips served Central Sq. All trips on Route 442 variations began operating through to Marblehead. The few remaining Route 443 trips were discontinued.
-In September 2003, the busway at Central Sq. Lynn was moved from Mt. Vernon St. to a location next to the commuter rail parking garage at Market and Union St. All Route 441 and 442 trips were rerouted to serve the parking garage location.
-In September 2003 an early a.m. weekday outbound Route 442 trip was added from Wonderland to Central Sq.
-In June 2005, inbound a.m. peak Route 441W and 442W trips were changed to begin at Salem & Humphrey streets in Swampscott instead of Marblehead.
-In December 2008, several outbound trips in the a.m. peak operating between Wonderland and Salem & Humphrey were added to the schedule.
-In March 2009, the terminal location for weekend trips to/from Wonderland was moved from the station busway to the North Shore Road side of the station.
-In June 2009, additional afternoon and p.m. peak weekday trips were added on Route 442 between Wonderland and Central Sq., Lynn.
-Also in June 2009, all outbound 448 and 449 trips were modified to stop at Central Sq. Lynn.
-In July 2012, all weekday Route 441 and 442 service was cut back to Wonderland, eliminating service to Haymarket. Also at this time the routing for all variations on both routes on all days was changed to serve the new busway on the west side of Wonderland.
-In September 2016, inbound Route 448 and 449 trips began servicing the Wonderland busway. These trips had formerly stopped only on North Shore Road across from the station, even after the new busway opened in 2012. Outbound 448 and 449 trips services began serving the busway when it opened in 2012.

-In September 2018, a late-night trip was added to Route 442 from Wonderland to Central Sq. Lynn. This trip was through routed with Route 117 from Haymarket. This trip was discontinued in September 2019.
-In September 2018, the layover for AM peak short-turn trips was shifted from Phillips Beach to Vinnin Square.
-In December 2018, additional 441/442 weekday evening trips were added between Wonderland and Central Square, Lynn.
-In September 2019, all service on Routes 448 and 449 was discontinued and replaced by additional service added to Routes 441 and 442. Short-turn service on Route 441/442 was also altered to terminate at New Ocean Avenue @ Eastern St. Trips beginning at Phillips Beach, Vinnin Sq. or Central Sq. were discontinued. Midday weekday trips to New Ocean Ave were added in June 2021.
-In September 2019, peak trips operating to or from Marblehead were modified to bypass the stop at Point of Pines. Trips operating to or from New Ocean Avenue continued to provide peak service to Point of Pines.
-In December 2022, Route 441 was planned to be diverted via Burril St., Railroad Ave., and Pine St., to serve the Swampscott commuter rail station. This diversion was to be put in place as an alternative during the temporary shut-down of Lynn station. After maps and schedules had already been printed however, the plan was dropped, and the change was not implemented.
-In July 2023, weekday evening trips on the 441/442 New Ocean Ave. short-turn were discontinued.
-In April 2025, weekday peak trips on the 441/442 New Ocean Ave, short-turn were discontinued and replaced by operating all trips to Marblehead. All peak trips were changed to operate via Point of Pines. A few early morning weekday and Sunday New Ocean Ave, short-trips at the start of service were retained.

Currently these routes operate weekdays as:
-**441 Marblehead Wonderland via Paradise Road/Vinnin Sq., Central Sq. Lynn and Lynnway**
-**442 Marblehead-Wonderland via Humphrey St., Central Sq. Lynn and Lynnway**

444 Forest Ave. (Swampscott)-Central Sq. via Redington St. and Humphrey St.
-As taken over, this route operated Monday-Saturday
-In September 1970, service frequency was reduced from a consistent 60 minute headway, to inconsistent service with headways greater than 60 minutes.
-The route was discontinued in June 1971, but restored Monday-Friday-only in July 1971.

-In December 1975, midday service began operation via the Duncan Circle elderly housing complex. Buses on the variation operated via Burril St., Superior, and Eastern.
-Duncan Circle service was discontinued in June 1976,
-In September 1976, one trip in each direction was routed via Burril St. between Humphrey St. and Essex St.
-Route 444 was discontinued in September 1977. It left a small area of Swampscott without direct bus service, but passengers in this territory can walk a short distance to Route 441 or 442 service.

450 Salem-Boston via Highland Ave and Western Ave
-From September 1970 to March 1973, evening and Sunday service operated via Cliftondale Sq. (Route 426).
-In June 1971, an extra-trip was operated rush hours between Boston and Buchanan Bridge, and then to Eastern Ave. & Essex St as **450.3 Eastern Ave. & Essex St.-Boston**. The number of trips operating this variation was later increased to several roundtrips.
-In April 1981, Sunday service began operating via Cliftondale Sq. (Route 426). Regular Sunday service was restored in January 1983.
-In September 1987, Route 450 regular service was extended a short distance from Salem Center to the new Salem Depot.
-In June 2002, service to Eastern Ave. and Essex was given its own number (424) and a.m. peak service from Eastern & Essex began operating to Wonderland via Western Ave. and Beach St. instead of Haymarket
-In June 2002 the span of late evening service on Route 450 was extended.
-In June 2002, all weekend service began operating to Wonderland station as Route 450W
-In December 2006, an extra a.m. peak trip was added on Route 424 from Lynn Garage to Eastern & Essex St., this trip was discontinued in January 2007.
-In July 2012, weekend service to Wonderland was modified to serve the new busway on the west side of Wonderland station in place of the former busway on the east side of the station.
-In September 2019, Route 424 was changed to originate at Wonderland Station in the p.m. peak instead of Haymarket. With this change, both a.m. peak and p.m. peak Route 424 service operate to Wonderland. At the same time, the Route 424 segment between American Legion Highway and Wonderland was changed to use Revere Street and to no longer serve Bell Circle.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 424 service was suspended and Route 450 operated to Wonderland at all times. On August 31, 2020, Route

424 service to Wonderland and weekday Route 450 service to Haymarket resumed.
-In July 2023 and July 2024, weekday Route 450 service was cut back from Haymarket to Wood Island because of Sumner Tunnel reconstruction. Service resumed to Haymarket in August 2023 and August 2024.

-Currently the route operates as:
424 Eastern Ave. & Essex St.-Wonderland station (weekday rush hours)
450 Salem Depot-Haymarket via Highland Ave. and Western Ave. (weekdays)
450W Salem Depot-Wonderland (Saturday and Sunday)

451 Hamilton/Wenham-North Beverly-Salem
-As inherited from the Eastern Mass, through service from Beverly to North Shore Shopping Center (Peabody) via Salem was provided with Route 465 until June 1970, when the city of Peabody requested the MBTA to discontinue all service in their community.
-Route 451, as inherited from the Eastern Mass, operated from Beverly (Gloucester Crossing) to Salem while Route 451A operated from Beverly (Ellis Sq.) to Hamilton/Wenham station via North Beverly, with some trips through-routed to Salem. In September 1970, base Route 451 service was extended to North Beverly at all times as 451 North Beverly-Salem, while some trips were extended to Hamilton/Wenham station weekdays. This extension was discontinued in September 1971. The territory between North Beverly and Hamilton/Wenham was and is served by commuter rail.
-Service in Beverly also alternated between Cabot St. or parallel Rantoul St. in the a.m. peak. Service was discontinued on Rantoul St. in Beverly in June 1971 except for one school variation trip.
-Through service on some trips was operated to Boston via Route 450, but this practice was discontinued in September 1971.
-In September 1975, alternative trips began serving the North Shore Community College Beverly Annex via Sohier Rd. and Route 128 instead of Cabot St. (Beverly bound trips served the college in the a.m., Salem bound in the p.m.).
-In April 1981, school variation trips operating via Rantoul St., the Junior High, and the High School were discontinued.
-In September 1987, service was extended a short distance from Salem Center to the new Salem Depot.
-Saturday service was discontinued in December 1989. Beverly Shopper's Shuttle minibus service was extended to North Beverly on Saturdays as a replacement (see Suburban Transportation Program section).

-In June 1997, service was slightly rerouted around Salem Common, operating via Hawthorne Blvd., Washington Sq. North and Winter St. instead of Essex St., Washington Sq. East, and Pleasant St.
-In June 2002, service on the Sohier Rd. variation was rerouted to use Tozer Rd between in place of Sohier & Route 128 from Sohier & Tozer to Dodge St.
-In June 2002, an additional segment was added via Elliot St. to weekday trips in both directions to serve the Cummings Center at the former United Shoe building.
-In June 2002, Saturday service was restored between Ellis Square and Salem.
-In June 2002 most service on Route 451 became through-routed with Route 465 (Liberty Tree Mall-Salem) allowing one-seat rides again from Beverly to Peabody, North Shore Mall, and Liberty Tree Mall for the first time since 1970.
-Saturday service was discontinued in July 2012.
-Weekday midday service as discontinued in July 2012.
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 451 service was suspended.
-In August 2021, Route 451 service resumed.
-Service currently operates Monday-Friday as: **451 North Beverly-Salem**

452 Beverly-North Shore Shopping Center (Peabody) via Danvers Sq.-As taken over from the Eastern Mass., only four midday Monday-Saturday trips were operated on this line. This route was created by the Eastern Mass in the early 1960s by combining segments of three routes: The Beverly (Ellis Sq.)-Danvers Sq. route (trips alternated via Bridge St. or Elliot St. between Beverly and Beverly Junction), a portion of the Danvers Sq.-Danvers Highlands route (the segment on Holten from Danvers Sq. to Pine St. was retained, service was discontinued on Holten from Pine to Centre St.), and the Danvers Sq.-North Shore Shopping Center segment of the Danvers Sq.-Salem via Peabody route (This route had operated direct via Sylvan St. but was rerouted via Holten and Pine to replace the segment of the Danvers Highland route mentioned above). Service was continued from North Shore Shopping Center to Salem via Peabody via a separate route (see Route 465). As reconfigured for the Beverly-North Shore Mall route, service in Beverly was altered to only operate via Elliot St. Route 459 continued to provide some service to Bridge St. At the time this route was created, the Eastern Mass also discontinued the Danvers Sq.-Putnamville via Locust St. route. By 1961, this route was reduced to only 1 trip in the a.m.
-Service was reduced to just two round trips in September 1969.
-Route 452 service was discontinued in June 1970, after the city of Peabody requested the MBTA to discontinue all service in their community. The end of Route 452 resulted in the elimination of direct Danvers/Beverly service, and left a portion of Beverly along Eliot St. without transit service until the

formation in 1987 of the Beverly Shoppers Shuttle minibus service (see Suburban Transportation Program section).

453 Salem-Salem Willows via Essex St. and Fort Ave.

-As taken over, service ran Monday-Saturday. Evening and Sunday service had been discontinued by the Eastern Mass during the 1960s. The Summer route followed Fort Ave direct to the amusement area while the "Winter route" looped via Fort Ave., Columbus, Bay View, Cheval, Beach, Bay View, Columbus, back to Fort Ave.

-In March 1970, service frequency was reduced from a consistent 60 minute headway, to inconsistent service with headways greater than 60 minutes.

-In June 1970, Sunday service was restored for the summer season only. Buses were schedule to meet Route 450 buses from Boston. The Sunday service did not return for Summer 1971.

-This route was discontinued in December 1978. Its demise left the Salem Willows section of Salem without public transit service and a two-mile walk to Salem Center.

454 Salem-Marblehead via Lafayette and Pleasant

-As taken over, this route operated Monday-Saturday

-In June 1971, service frequency was reduced from a consistent 60-minute headway, to inconsistent service with headways greater than 60 minutes.

-In December 1978, this route was diverted a short distance via the Pioneer Terrace housing area (diverted from Lafayette via Willow, Summit, Leach, Lafayette Place), to replace Route 461 (see Route 461 in the MBTA initiated routes section).

-Route 454 was discontinued in November 1979. Alternate public transit was available from Salem to/from Marblehead by transferring at Vinnin Sq. Swampscott from Route 441 (Marblehead-Boston via Paradise Road) to Route 455 (Salem-Boston via Loring Ave.)

455 Salem-Lynn (Central Sq.)via Loring Ave

-As taken over from the Eastern Mass, some trips were through routed to Boston. In September 1971, this service was through-routed with Route 400 to Boston for most Monday-Saturday trips.

-In December 1972, evening service began operating through.

-By spring 1974, Sunday service was operating through.

-In September 1987, service was extended a short distance from Salem Center to the new Salem Depot.

-Periodically, weight restrictions placed on the Essex St. bridge (crossing the B&M) have resulted in this route detouring via Paradise Rd. Between September and December 1979, buses detoured via two alternate routes. Some trips

operated via Stetson St., others via Paradise Road. In June 1993, buses again detoured via Paradise Road. In February 1996, the detour via Paradise Rd ended, as the Essex St. bridge was rebuilt.
-In December 1995, alternate rush hour trips were extended from Haymarket Sq. to Government Center.
-In March 1997, the rush hour extension from Haymarket to Government Center was discontinued.
-Also in March 1997, the route in Salem was slightly modified weekdays to serve the Shetland Office Park, operating via Congress, instead of Lafayette, from Derby to Harbor (inbound) and Leavitt (outbound).
-In September 1997, alternative rush hour trips began operating to Downtown Crossing instead of Haymarket as Route **459 Salem-Downtown Crossing via Loring Ave.** Downtown buses operate via The Ted Williams Tunnel, Haul Rd, Congress St., Dorchester Ave, Summer St., High St., Federal, Franklin, and Otis.
-In December 1997, Route 459 added a stop at Logan Airport Terminal C
-In June 1998, Route 459 was slightly re-routed via Northern Ave. to serve World Trade Center.
-In September 1998, midday service was introduced to the 459 Downtown Crossing variation.
-In September 1999, the outbound routing for routes 455 and 459 was slightly modified at Vinnin Sq. via Vinnin St and Paradise Rd instead of straight Loring Ave. to provide improved connections with Route 441.
-In September 2000, extra school day-only trips in the afternoon from Essex St. to West Lynn Garage were added to the schedule to replace former special supplemental school service. In January 2007, an outbound version of this school trip was added during the a.m. peak. This a.m. trip was discontinued and replaced with a conventional trip from Wonderland in March 2013. In April 2016, the afternoon trip was modified to begin on Brookline St. @ Empire to accommodate the opening of a new school building.
-In June 2002, alternate inbound trips during the weekday a.m. peak and all service in both directions on weekends were rerouted to Wonderland instead of Haymarket as Route **455W Salem Depot-Wonderland.** Weekday evening service was through-routed with Route 426 as Haymarket-Salem via Cliftondale.
-In September 2003, the busway at Central Sq. Lynn was moved from Mt. Vernon St. to a location next to the commuter rail parking garage at Market and Union St. All Route 455 trips were rerouted to serve the parking garage location. Inbound buses were rerouted via Silsbee to Mt Vernon to Spring to Broad to Market.

-In March 2009, Route 459 trips operating only between Lynn Garage and Downtown Crossing were removed from the schedule and converted to deadhead trips to save time.
-In July 2012, all Route 455 weekday service was rerouted to Wonderland station, eliminating all service to Haymarket. Evening service was split from Route 426 and resumed operating as an independent route between Wonderland and Salem.
-Also in July 2012, weekend service to Wonderland was modified to serve the new busway on the west side of Wonderland station in place of the former busway on the east side of the station.
-In April 2018, the weekday and Sunday span of AM service was slightly improved.
-In March 2019, the span of early morning service was improved.
-In September 2019, all Route 459 service was discontinued and replaced by improving the weekday frequency of Route 455 service.
-In September 2019, the route between American Legion Highway and Wonderland was changed to use Revere Street and to no longer serve Bell Circle.
-In November 2020, the inbound route from Union to Central Sq. was rerouted via Buffum, Oxford, and Market in place of Silsbee, Mt Vernon, Spring Street, and Broad. It was changed again in December 2020 to operate via Washington, Broad and Market Street.
-In August 2023, the weekday routing was changed to operate direct via Lafayette and service introduced in 1997 to the Shetland Office Park, operating via Congress, instead of Lafayette, from Derby to Harbor (inbound) and Leavitt (outbound) was discontinued.
-Currently the route operates everyday as:
455 Salem Depot-Wonderland via Loring Ave., Central Sq. Lynn, and Western Ave, at all times

456 Salem-Lynn (Central Sq.) via Highland Ave, Buchanan Bridge, and Eastern Ave.
-As taken over, service ran Monday-Saturday.
-In January 1973, midday service was cut back to only operate between Central Sq. and Buchanan Bridge (Eastern & Western Ave.).
-In March 1973, the off-peak trips operating only to the bridge were extended a short distance to a loop in the Fay's Ave. area.
-In June 1976, Route 456 rush hour service to Salem was discontinued. Most trips terminated at Fays Ave. (near Buchanan Bridge) in Lynn as **456 Fays Ave.-Central Sq.,** some a.m. peak trips operated only to Buchanan Bridge. This resulted in no loss of service area, as Route 450 (Salem-Boston via Western) already provided service over this stretch of Highland Ave between Buchanan Bridge and Salem.

-Route 456 was discontinued entirely in April 1981, when it was merged with Route 437(Lakeside-Central Sq.). Route 437 was rerouted from Essex St. and Chatham St. to Timson St. and Eastern Ave. to replace Route 456. The resulting merger did result in a slight loss of service area on Chatham street (formerly served by Route 437), and the Fays Ave loop portion of Route 456.
-In June 2002, Route 456 was restored as a weekday midday-only route between Salem and Central Sq. It replaced service on part of Route 437, which was discontinued at the same time. Increased commercial activity along Highland Ave Salem and a desire to access it from Lynn were reasons given for restoring this service after a gap of over 25 years.
-In September 2003, the busway at Central Sq. Lynn was moved from Mt. Vernon St. to a location next to the commuter rail parking garage at Market and Union St. All Route 456 trips were extended to serve the parking garage location.
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 456 service was suspended.
-In August 2021, Route 456 service resumed.
-Service currently operated Monday-Friday as: **456 Salem-Lynn**

457 Salem-Peabody Sq. (via Tremont, or Gardner Park)
-In June 1970, the city of Peabody requested the MBTA to discontinue all service, and arranged for *Michaud Bus Lines* to provide replacement service from the Salem and Lynn borders to the North Shore Shopping Center. Service was retained by the MBTA on a truncated route from Salem Center to the Salem/Peabody line, as route: **457 Salem-Oakland St via Tremont St**-No replacement service was ever provided for the Gardner Park variation, which was discontinued in September 1969. Only one street (Gardner St.) lost service, and much of its territory is within walking distance of Route 435 or 458.
-457 Salem-Oakland St via Tremont St was discontinued in December 1978, the area covered by this route is a short distance from Route 458 (Salem-Danvers).

458 Salem-Danvers Sq. via North Salem
-The Eastern Mass also ran experimental service from **Salem to Topsfield via Danvers** between June and November 1963 as part of the MTC experiments, but this route did not become permanent
-As taken over, Salem-Danvers via North Salem service ran Monday-Saturday.
-In June 1970, stops within Peabody were eliminated. A temporary Route 482 was established until September 1970 between North Shore Shopping Center and Danvers Sq. via Ann & Hope Plaza with no stops in Peabody except at the mall.

-In September 1970, service was extended from Danvers Sq. to the then new Liberty Tree Mall.
-In December 1970, service was reconfigured to operate as a belt with one variation operating from Salem to Danvers Sq., direct via North St. to Liberty Tree Mall, to North Shore Mall and return and another operating from Salem to Liberty Tree Mall, to North Shore Mall, to Danvers Sq. and return.
-Service to the malls was discontinued and service was restored to the previous direct route between Salem and Danvers Sq. in June 1971.
-Between September 1970 and June 1971, most trips were through-routed with Route 450 to Boston. After June 1971, only rush hour trips were through routed.
-In September 1974, most trips on this route began serving the Liberty Tree Mall during hours that the mall was opened. Buses used Purchase St. to reach the Mall.
-In September 1977, most trips on this route began serving Endicott Plaza.
-In November 1979, midday trips were rerouted via Holten, Pine St., and Sylvan St. in the segment between Liberty Tree Mall and Danvers Sq. to replace Route 435.
-All service on Route 458 was discontinued in April 1981, Route 435 was extended back to Danvers Sq. to replace part of Route 458. Route 458 service was reactivated Monday-Friday in September 1981 due to community pressure. Midday service operated via the regular route between Liberty Tree Mall and Danvers Sq., as Route 435 service via Holten St. continued.
-In September 1987, service was rerouted a short distance from Salem Center to the new Salem Depot.
-Local stops in Peabody were resumed in September 1996.
-In June 2002, Route 458 was discontinued. Route 465 became the primary route between Salem and Danvers, but it operated via Peabody Sq. instead of North St. and Margin St. A small amount of service in the North St. and Margin St. segment was retained during rush hours as Route 468. This service was renumbered from 468 to a variation of 465 in July 2012.

459 Salem-Beverly (Bridge & Elliot) via Elliot St. and Kernwood Bridge
-This route was discontinued in June 1971. As taken over from the Eastern Mass, only several roundtrips a day had been operated. Service was reduced to just one a.m. and one p.m. trip in September 1969. It left an area of Beverly without transit service for many years. The part of Beverly once served by this route has seen the reinstitution of bus service though, with the implementation of the Beverly Shoppers Shuttle mini-bus system in 1987 (see the Suburban Transportation Program section).
-The 459 route number slot was reused by a new variation of Route 455 in September 1997 (see Route 455)

465 Salem-Peabody Sq. via Washington St., with extensions to Forest & Walcott via Lowell St (Peabody) (461) and North Shore Shopping Center

-In June 1970, the city of Peabody requested the MBTA to discontinue all service, and arranged for *Michaud Bus Lines* to provide replacement service from the Salem and Lynn borders to the North Shore Shopping Center. Through service from North Shore Shopping Center to Beverly via Salem (a combination of Routes 451 and 465) was discontinued.

-No replacement service was ever provided for Lowell St. rush hour extension. Hudson bus lines did receive rights to operate the Lowell St. route, which it later used as part of a route to Boston (see Hudson entry in the private carrier section). In September 1999, an extension of Route 436 from Goodwin Circle to North Shore Mall (see Route 436 in this section) did restore service on Forest St. and Lowell St. in Peabody.

-In December 1970, Route 465 was reactivated, operating from Salem to Boston & Aborn St. (the Salem/Peabody line) in the a.m. peak and operating beyond Boston & Aborn to the North Shore Shopping Center and the then new Liberty Tree Mall at other times, operating closed door in Peabody except for the Shopping Center stop. Although Boston & Aborn St. trips only picked up passengers in Salem, the buses looped in Peabody Sq.

-In April 1971, Michaud extended their service from Peabody through to Salem. This service operated closed door within Salem, Route 465 was again cut back to Boston & Aborn and continued to provide local Salem service.

-Route 465 was reduced to only several afternoon trips in January 1973, after Michaud was allowed to make local stops in Salem.

-Route 465 was eliminated completely in March 1976.

-The Michaud Salem-Peabody service began receiving an MBTA subsidy in December 1977. The Michaud route was cut back to midday-only operation in 1989. In February 1993, the city of Peabody initiated experimental rush hour service from Peabody to Salem as "Peabody Transit". ABC Bus lines took over the Michaud route in June 1995. In September 1996, Route 435 resumed making local stops in Peabody between Lakeshore Park and North Shore Shopping Center. The ABC route was discontinued between Lakeshore Park and North Shore Shopping Center, but continued from North Shore Shopping Center to Salem and Jefferson Ave. (See the Michaud entry in the private carrier section for additional information).

-In June 2002, Route 465 was restored as a new MBTA service. It replaced the Salem-Peabody private carrier service, Route 458, and the Liberty Tree Mall-Danvers Sq. segment of Route 435. The restored route operated from Salem to Peabody Sq., via Boston St., to North Shore Mall via Andover St., and to Liberty Tree Mall via Prospect St. The route then made a one-way loop from Liberty Tree Mall via Pine, Holten, Danvers Sq., High St., Water St., and Endicott St. back

to Liberty Tree. This loop replaced the Danvers sections of Routes 435 and 458. Most service on Route 465 was through-routed at Salem with Route 451 to Beverly.
-In December 2006, the layover point for the loop in Danvers was moved from Liberty Tree Mall to Danvers Sq.
-In February 2009, the City Of Peabody discontinued their own Peabody Transit service from Salem Station to Peabody.
-The remaining Route 468 trips operating direct from Danvers to Salem were renumbered as a variation of Route 465 in July 2012 (see Route 468 below).
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Peak-period direct service from Danvers to Salem was suspended but resumed on August 31, 2020.
--In March 2021, all Route 465 service was suspended.
-In June 2021, weekday and Saturday Route 435 service was extended from Liberty Tree Mall to Salem via Water, Margin, and North streets to partially replace Route 465. The loop between Liberty Tree Mall and Danvers Sq., and the section of Boston St. between Peabody Sq. and Salem were still left without service with this change.

468 Salem-Middleton (portion of Salem-Lawrence service)
-This route was an extension of Route 458 Salem-Danvers (see above). For the first 9 months of Eastern Mass operation, the MBTA operated through service from Salem to Lawrence via Danvers, Middleton, and North Andover. Only a few trips were run through to Lawrence as taken over. The route had been reduced from a regular frequency service in the 1960s by the Eastern Mass. When Lawrence declined MBTA service in December 1968, the route was cut back to Salem-Middleton in February 1969. Service was coordinated with Route 458. Through-route service to Boston via Route 450 was provided on several trips.
-In December 1970, some short trips began operation starting from Danvers Plaza.
-In December 1972, service to the town of Middleton was discontinued, and the route was cutback to Danvers State Hospital and the Essex County Agricultural School. Only several trips were operated. Except for the Danvers Plaza trips in the a.m., the trip times on the route were scheduled around the class and work times of the institutions served.
-Route 468 was discontinued in April 1981, but was reactivated Monday-Friday in September 1981, due to community pressure. Saturday service and a single roundtrip to the State Hospital operated on Sundays did not resume.
-As inherited from the Eastern Mass., one trip a day operated to St. John's Prep School.

-In September 1987, service was rerouted a short distance from Salem Center to the new Salem Depot.
-In June 2002, all service north of Danvers Sq. to St. Johns Prep, Danvers State Hospital site, and Essex County Agricultural School was discontinued.
Reduced service on Route 468 was retained during rush hours from Danvers to Salem via Water St., Marginal St., and North St. This became the only service in this segment, as Route 458 was replaced with Route 465 via Peabody Sq.
-The trips operating via Water St., Marginal, and North were renumbered as a variation of Route 465 in July 2012, there was no change in service.
-All Route 465 service was suspended in March 2021.

478 Salem-United Shoe (Beverly) and 479 Lynn-Champion Light
-These Lynn and Salem Industrial services were discontinued in June 1971.

470, 473, 475 GE River Works service
-The MBTA inherited special service to the GE. River Works plant
The initial routes taken over, using the original low-numbered 400-series numbering scheme were:
401.2 Buchanan Bridge-River Works via Western Ave.
402.5 Salem Center-River Works via Western Ave.
402.6 Essex & Eastern Ave.-River Works
407.3 Lakeshore Park-River Works
412.2 North Saugus-Riverworks
413.1 Cliftondale-Central Sq. via River Works
416.3 Cliftondale-River Works
425.1 River Works-Central Sq.
427.3 Empire & Essex-River Works
Routes consisted of one or two trips scheduled around plant shift times.
After September 1970, routes were renumbered and reorganized as:
North Saugus (473), Eastern Ave via Western (475), Eastern Ave. via Central (476) and Central Sq. (470).
Route 474 Salem River Works was initiated in December 1974 and discontinued at some point before 1981. Route 473 was discontinued in June 1999. At that same time, the service on Routes 470, 475, and 476 was reduced to one a.m. Route 476 trip and two p.m. trips each for Routes 470 and 475. The remaining special GE service was discontinued in March 2001 because of poor ridership. No public timetable was published for this service.

490 Lynn Garage-Central sq., 491 Lynn Garage-Salem, 492 Lynn Garage-Haymarket, 493 Salem-Lynn Garage via Loring, 494 Salem-Lynn Garage via Loring and Shetland, 495 Lynn -Downtown Crossing, 496/497 Lynn Garage-Marblehead

-Buses pulling out from or back to the Lynn bus garage were open to the public and given their own route numbers, although they followed Routes 441, 442, 448, 449, 450, 455, or 459. This was a practice inherited from the Eastern Mass. In June 2002, buses operating from Lynn Garage to Salem, Marblehead, and Downtown Crossing were converted to variations of Routes 441, 442, 450, 455, 456, and 459. Routes 490 Lynn Garage-Central Sq. and 492 Lynn Garage-Haymarket remained as official separate routes. In September 2003, Routes 490 and 492 were converted to deadhead (non-revenue) moves, as the remaining trips duplicated service already provided by Routes 441, 442, and 455.

Melrose Area Routes

Former Eastern Mass routes in the Melrose area were numbered by the MBTA in the 400 series as follows in 1968. The 400 series was chosen, as the routes ran out of the ex-Eastern Mass Lynn garage. All Lynn routes were numbered into the 400 series. In March 1969, the operation of the routes was transferred from Lynn to former MTA garages (Fellsway and Charlestown). At that time, the routes were renumbered into the 100 series.

Melrose area routes, with 1968 # and 1969 #
1968# , 1969 #, Route
430, 100A , Reading-Sullivan via Stoneham and Fellsway
431 , 131 , Wyoming Depot-Melrose Depot via Melrose East Side, and Sears Saugus
432, 132 , Wakefield-Arlington via Winchester and Stoneham
433, 133 , Woburn-Malden Sq. via Stoneham
434, 134 , North Woburn-Medford Sq.
435, 135 , Reading-Wakefield-Everett Station
215, 136 , (Lowell)-Wilmington/Tewksbury Line-Everett Station
318, 137 , (Lawrence) North Reading/Andover Line-Everett Station

From 1969 to the present time, changes were made as follows to these Melrose routes:

100A Reading-Sullivan via Main St.(Stoneham) and Fellsway
-As taken over, service ran Monday-Saturday.
-Summer service was extended to the Pleasure Island amusement park in Wakefield. This service only ran for one summer (1968) under MBTA operation, as the park was closed in 1969.
-After March 1969, this route was coordinated with Route 100 Elm St.-Sullivan service. Prior to the MBTA take-over, it ran closed-door from Elm St. to Sullivan. As taken over, most trips ran from Sullivan to North & Oak St. Stoneham, only a few trips ran all the way to Reading. In June 1969, the MBTA increased the number of trips operating through to Reading to include all midday and Saturday service.
-In June 1971, the town of Stoneham requested the MBTA to end all service within the town. Route 100A was discontinued. A new express bus route (103 Reading-Sullivan via I-93) was initiated to replace the Reading portion of Route 100 from Reading Sq. to Route 128 via Main St. (see MBTA initiated routes section for more information on Route 103). Hudson Bus Lines increased service on their competing Stoneham-Medford Sq. route as a partial replacement. Portions of Reading and Stoneham were left without transit service with this abandonment.

-In September 1994, MBTA bus service returned to Main St. Stoneham when Route 130A Wyoming Sq.-Lebanon St. via Malden Sta. was extended from Wyoming Sq. to Redstone Plaza Stoneham. This extension replaced Hudson Bus Lines Stoneham route, which was discontinued in November 1993 (see Service bus lines section for more information on Route 130A, and Hudson entry in the private carrier section for more information on their route.)
-In March 2016, one a.m. inbound and p.m. outbound trip of Route 325 Elm St.-Haymarket were extended from Elm St. to Redstone Plaza in Stoneham, these extended trips cover a portion of old Route 100A in the section from Elm St. to Main St. Stoneham (see Route 325 in the MBTA initiated routes section).

131 Melrose East Side service (via Porter & Grove)
-As taken over from the Eastern Mass, Melrose East Side service was operated from the Wyoming B&M depot to Melrose depot with an extension midday (since 1961) to Sears in Saugus. The route was Monday-Friday-only, primarily operating in the peak with a few mid-day trips.
-In March 1970, the route was changed and through-routed to Everett Station to become: **131 Melrose (Main & Porter)-Everett Sta. via East Side**. Direct service to the B&M depots was discontinued, but the stations were not that far from bus service on Main St. Route 131 operated during the rush hour. At this time, service to Sears in Saugus was replaced by two midday experimental routes: **138/139 Malden Sq. and Wyoming Sq.-New England Shopping Center.**
-Routes 138/139 were not successful, and were discontinued in June 1971. No great service loss occurred because Saugus Transit (which was taken over by the MBTA in 1975) already provided a direct line from Malden to the New England shopping center.
-In April 1975, Route 131's southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Station.
-In September 1975, the southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.
-In December 1975, the southern terminal was cut back to the new Malden Station.
-In March 1977, Route 131 began operating via the new Oak Grove station.
-By 1978, Route 131 was operating outbound via Upham St., instead of Porter St.
-In September 1978, Route 131 was extended from Main & Porter to Melrose Highlands via Franklin St. as a partial replacement of Route 133. During rush hour, the route ran southbound only in the morning and northbound only in the afternoon. Some midday trips were operated in both directions.
-In September 1980, reverse peak trips (northbound in the morning and southbound in the afternoon) began operating in service via Main St.

-In June 1994, Route 131 was adjusted in the Malden Station-Malden Sq. area from Exchange St. to Centre St, to serve a new supermarket.
-In March 2002, rush hour service was cut back from Malden to Oak Grove in order to improve service frequencies over the remainder of the route.
-In December 2007, the inbound route into Malden Station was changed to use Centre St. in place of Pleasant St. between Main St. and Commercial St.
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 131 service was suspended but resumed on August 31, 2020.
-In March 2021, midday service was suspended and peak service was extended from Oak Grove to Malden. All service on all trips in both directions operates via East Side.
-Currently the route operates Monday-Friday as: **131 Melrose Highlands-Oak Grove or Malden Station via, Franklin St., East Side**

132 Wakefield Sq.-Arlington Center via Winchester and Stoneham
-As taken over, service ran Monday-Saturday.
-Route 132 was discontinued in June 1971. Portions of Winchester, Stoneham, and Wakefield were left without transit service with this abandonment.
-In December 1996, Route 130A (Stoneham-Malden) was renumbered 132. See Route 130 in the Service Bus Lines section for more information.

133 Woburn Sq.-Malden Sq. via Stoneham Sq.
-As taken over, service ran Monday-Saturday.
-As taken over, some a.m. peak trips operated through to Everett Station. Some peak trips bypassed Green and Vernon streets in Woburn and operated directly via Montvale Ave between Woburn Sq. and Wood St. In September 1970, all service on this route was through-routed to Everett Station, to become **133 Woburn-Everett Station**. Inbound a.m. peak and outbound p.m. peak trips were also operated via Route 131 (Melrose East Side). All trips served Green and Vernon in Woburn.
-In September 1971, the town of Stoneham requested the MBTA to end all service. Route 133 continued operating but operated closed-door through Stoneham.
-In April 1975, the southern terminal was extended from Everett Station to the new Sullivan Station.
-In September 1975, the southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.
-In December 1975, the southern terminal was cut back to the new Malden Station.
-In March 1977, this route began operating via the new Oak Grove station.

-In September 1978, Route 133 was discontinued. Route 131 was extended from Melrose East-Side (Main & Porter) to Melrose Highlands via Franklin St. to replace the Melrose portion of Route 133, while Route 701 (Burlington-Boston express) had already been serving the Woburn section of Route 133 (except for Green and Vernon streets) since 1974 (see Route 700 in the Eastern Mass Lowell section for more information on Route 701). Only the section in Stoneham (which was closed door after 1971) was left without bus service with the discontinuance of Route 133.

134 North Woburn-Medford Sq. via Winchester, Main St., and Winthrop St.
-As taken over, service ran Monday-Saturday.
-In June 1969, this route was through-routed and merged with MTA/MBTA Route 103 (Medford-Sullivan via Riverside Ave.), to form Route **134 North Woburn-Sullivan.**
-In December 1970, After the merger of the routes, the MBTA began operating additional service from West Medford to Sullivan via Riverside Ave. Extra trips between Woburn Sq. and Medford Sq. were discontinued. Rush hour service alternated between buses operating to North Woburn, West Medford, or Medford Sq. Midday and Saturday service alternated between North Woburn and West Medford trips, while all evening and Sunday service only operated to Medford Sq.
-In September 1975, Route 134's southern terminal was rerouted from Sullivan via Revere Beach Parkway to the new Orange Line Wellington Station.
-In September 1982, rush hour trips operating only to Medford Sq. were discontinued in favor of operating more frequent service to West Medford.
-Some midday trips began serving the senior center at the Veteran's Memorial School in Woburn in September 1986.
-In March 1995, all service began making a slight diversion via Locust St. to serve the Meadow Glen Mall.
-In January 2005, daytime service on Sundays was extended from Medford Sq. to Woburn Sq.
-In February 2008 most weekday service except for inbound a.m. peak service and outbound p.m. peak service had an additional segment added via Sylvan Rd into the Woburn Trade Center Park.
-In March 2009, multiple weekday West Medford-Wellington trips were diverted via Commercial St. in Medford to service the relocated Cambridge District Courthouse.
-In March 2019, late-evening service was extended from Medford Square to West Medford.
-In September 2019 service via Commercial Street was discontinued.
-In March 2020, Saturday late-evening service was extended from Medford Sq. to West Medford.

-In January 2021, the Winchester commuter rail station was closed because of structural deterioration. Route 134 was modified to operate direct through Winchester Center and bypassed the station access road. Service resumed serving the station in August 2025.
-In March 2021, weekday midday and peak trips operating only between West Medford and Wellington were discontinued. Some additional trips operating through to North Woburn were added to the AM peak schedule to compensate.
-In July 2023 midday Saturday trips operating between West Medford and Wellington were discontinued.
-In July 2023, Sunday morning and evening service was extended from Medford Sq. to West Medford.
-In December 2025, early morning and late evening service on all days was extended from West Medford to Woburn Sq.
-Currently the route operates as: **134 North Woburn-Wellington via Riverside Ave. (Mon-Sat) and 134 Woburn Sq.-Wellington (nights and Sunday)**

135 Reading Sq.-Wakefield-Everett Sta. /Malden Sta. via Melrose and Main St.

-This route was primarily a re-listing of Route 136/137 trips (see below), and was used to identify early morning, evening, extra-rush hour, and Sunday trips, which only operated as far as Wakefield.
-Summer service was extended to the Pleasure Island amusement park in Wakefield. This service only ran for one summer (1968) under MBTA operation, as the park was closed in 1969.
-The span of evening service was reduced in December 1980.
-Sunday service was discontinued in April 1981.
-Rush hour trips operating only as far as Wakefield were discontinued in April 1982 in favor of improving frequencies to Reading. The span of evening service operating as far as Reading Sq. was also improved. Only a few early morning and an evening trip continued operating only to or from Wakefield Sq.
-Route 135 was discontinued as a separate public route number in maps and timetables in 1982, as most Monday-Saturday trips were now part of Routes 136 or 137. It continued to be used internally to identify any remaining trips not operating north beyond Wakefield Sq.
-In December 1992, an extra a.m. peak trip from Wakefield to Malden and p.m. peak trip from Oak Grove to Wakefield were added to the schedule.
-In September 1996, extra a.m. peak trips from Franklin Sq. Melrose to Oak Grove or Malden were added to the schedule.
-In September 2000, extra a.m. peak trips from Franklin Sq. were replaced by extra trips from Wakefield.
-In June 2004, extra trips operating between Wakefield and Oak Grove or Malden were renumbered to a variation of Route 136, officially ending the use

of the Route 135 designation. This change was made to simplify internal MBTA accounting and data collection practices and had no impact on the actual level of service.

136 Tewksbury/Wilmington Line-Everett Station via Reading, Lakeside, Wakefield, and Main St.

137 North Reading/Andover Line-Everett Station via Reading, North Ave, Wakefield, and Main St.

-These two routes were remnants of long Eastern Mass lines from Lowell to Everett Station and Lawrence to Everett Station. Briefly during 1968, the MBTA ran these routes intact as **215 Lowell-Everett Station** and **318 Lawrence-Everett Sta.** At the end of 1968, when a majority of the out of district cities and towns declined MBTA service, the routes were cut back to the aforementioned Routes 136(ex-215)/137(ex-318).

-In September 1970, experimental service was initiated on Route 137 to North Reading Center via a loop of Main St, North St, Haverhill St., and Park St., as **137 North Reading Center-Everett Sta**. This was the first bus service to North Reading Center since Hudson Bus Lines had discontinued service over the old Mc Intire Inc. Reading Sq.-North Reading line in the early 1960s. The experiment proved less than successful, and all service within the town of North Reading (both the experimental extension and the original Eastern Mass. route on Main St.) was discontinued in March 1971, with Route 137 terminating at the Reading/North Reading line.

-In March 1974, some Route 137 rush hour trips were restored to North Reading/Andover line as an experiment. Buses coming from North Reading also made a stop at Reading Depot, allowing connections to commuter rail. The experimental service to North Reading via Reading Depot was discontinued in June 1974.

-In April 1975, Routes 136 and 137's southern terminal was extended from the closed Everett Station to the new Orange Line Sullivan Station.

-In September 1975, the southern terminal was rerouted via Revere Beach Parkway to the new Wellington Station.

-In December 1975, the southern terminal were cut back to the new Malden Station.

-In March 1977, these routes began operating via the new Oak Grove station.

-In March 1978, Route 136 was discontinued within the town of Wilmington, terminating at the Wilmington/Reading line.

-In September, 1978, service on both routes was cut back to Reading Sq., resulting in the abandonment of the Reading Sq.-North Reading/Reading line via Main St. and Reading Sq.-Wilmington/Reading line via Lowell St. segments.

-Reading Sq. remained the northern terminus of the routes until September 1988, when a short extension was made from Reading Sq. to Reading Depot.

-In September 1979, one trip per day on Route 137 was listed in the schedule as operating via the American Mutual Insurance building (Quannapowitt Parkway). The Eastern Mass operated this variation, but it did not appear in public timetables before this time. This variation was discontinued in September 2005 because of lack of use.
-The span of evening service was improved in March 1985.
-In June 2007, Routes 136 and 137 outbound were adjusted in the Malden Station-Malden Sq. area from Exchange St. to Centre St.
-In December 2007, the inbound route into Malden Station was changed to use Centre St. in place of Pleasant St. between Main St. and Commercial St.
-In March 2009, Sunday service was restored, operating outbound as Route 136 and inbound as Route 137
-In December 2014, outbound p.m. peak Route 136 service was modified to operate only between Oak Grove and Reading to improve service frequency. Inbound service and all Route 137 service continued to operate through to Malden during the p.m. peak.
-On August 31, 2020, midday weekday service was modified to operate outbound as Route 136 and inbound as Route 137.
-In March 2021, Routes 136 and 137 were merged at all times into Route 137 with buses operating a counterclockwise one-way loop between Wakefield Sq. and Reading Depot via the former unique 136 and 137 segments. Peak service was also changed to operate only to Oak Grove, with Route 131 providing service between Oak Grove and Malden during the peak. Route 137 continues to serve Malden in the off-peak.
-Extra school day-only afternoon trips between Wakefield and Oak Grove or Malden were discontinued in June 2023, but an inbound trip was resumed in December 2023.
-In December 2023, a Saturday evening trip operating only to Wakefield was extended to Reading. With this change, all trips at all times, except for one school day-only trip, operate as far as Reading (see Route 135).
-Currently these routes operate every day as: **137 Reading Depot-Oak Grove (peaks) and 137 Reading Depot-Malden Station (off-peak including weekends).**

Out of District former Eastern Mass Bus services

Lowell Division Service

Following the 1968 takeover, Lowell routes were numbered into the 200 series. During 1968 the MBTA ran the Lowell division intact, By December 1968, most of the out of district towns surrounding Lowell opted not to continue MBTA service, this included Dracut, Tyngsboro, Billerica, and Tewksbury. Chelmsford contracted for service through to the end of 1969. Lowell did decide to contract with the MBTA to operate service within the city limits, as well as continue the **Lowell-Boston** route**.** Some routes within Lowell were combined**.** The routes operated under contract for the City of Lowell were renumbered from the 200 series to the 700 series in September 1969. As taken over from the Eastern Mass., there was no evening or Sunday service on local routes in Lowell. Only the service to Boston and Everett Station ran during those hours.

Lowell routes were renumbered from the 200 to the 700 series as follows in September 1969
1968# and Route, 1969 # and Route
-201 Kearney Sq.-Chelmsford (Chelmsford Center, Mill Rd. via Dalton or Smith) renumbered to **201 Kearney Sq.-Chelmsford (Chelmsford Center, Mill Rd. via Dalton or Smith) and renumbered again in June 1970 to 720 Kearney Sq.-Chelmsford Line** (service to Chelmsford discontinued**)**
-202 Kearney Sq.-Pleasant Valley-Lawrence Service discontinued previously when Lawrence service was taken over by Trombly in January 1969.
-203 Kearney Sq.-Billerica/North Billerica renumbered to **703 Kearney Sq.-Edson Cemetery** (service to Billerica discontinued after 1968)
-204 Kearney Sq.-E. Meadow & Textile/Wiggins Corner renumbered to **704 Kearney Sq.-Pawtucketville** (service to Dracut discontinued end of 1968)
204 Kearney Sq.-Varnum Ave Varnum Ave service renumbered to Route **702 Kearney Sq.-Varnum Ave.**
-205 Kearney Sq.-North Tewksbury or Andover St. renumbered to **705 Kearney Sq.-Andover St.** (service to Tewksbury discontinued end of 1968)
-206 Kearney Sq.-Dracut Center Service to Dracut discontinued after 1968, portion of route within Lowell combined with Christian Hill service (see below)
-206 Kearney Sq.-Christian Hill renumbered to **706 Kearney Sq.-Christian Hill (Dracut Plaza)**
-207 Kearney Sq.-Lakeview (Dracut and Coburn's Corner-Tyngsborough) renumbered to **707 Kearney Sq.-Lakeview & Hovey** (Service to Dracut and Tyngsborough discontinued after 1968, remainder of route within Lowell combined Routes 207 and 214)

-208 Kearney Sq.-North Chelmsford (Graton Rd. or Woods Corner) renumbered to **708 Kearney Sq.-North Chelmsford and renumbered again in June 1970 to 721 Kearney Sq.-North Chelmsford Line** (service to Chelmsford discontinued**)**
-209 Kearney Sq.-South Lowell renumbered to **709 Kearney Sq.-South Lowell**
-210 Kearney Sq.-Shaw St. (Highlands) renumbered to **710 Kearney Sq.-Shaw St. (Highlands)**
-211 Kearney Sq.-Westford St. (Baldwin) renumbered to **711 Kearney Sq.-Westford St. (Baldwin)**
-212 Kearney Sq.-Broadway (Wilder & Waugh) renumbered to **712 Kearney Sq.-Broadway (Wilder & Waugh)**
-213 Kearney Sq.-Lowell Highlands renumbered to **713**, operated as short trips on Route 720 to March 1971.
-214 Kearney Sq.-Hovey Sq.**Dracut**, Combined with Route 207 after Dracut declined service, see Route 707
-215 Lowell-Everett Station renumbered to **136 Wilmington/Tewksbury Line-Everett Sta.**
-216 Lowell-Boston, renumbered to **700 Lowell-Boston, operated closed door through Billerica**
The MBTA also operated extensive school-trip service for Lowell.

In October 1968, Tyngsboro discontinued MBTA service. Billerica, Dracut and Tewksbury left in December 1968. Chelmsford left in December 1969. These towns which declined MBTA service received unsubsidized private carrier service as follows:
***Pierce Transit*: Lowell-Dracut**;
***Marinel Bus* (in December 1969): Lowell-Chelmsford and Lowell-North Chelmsford;**
***Blanchard*: Lowell-Tewksbury/Wilmington Line;**
***Vocell*: Lowell-Billerica/Burlington line**
-The MBTA continued to operate Rt. 700 Lowell-Boston buses through Billerica, but the buses were operated closed door (a stop was later added on two Monday-Saturday and 1 Sunday roundtrip at the Billerica House of Correction). Vocell extended their already existing Woburn-Billerica route to Lowell to provide local service in Billerica. Service from Lowell to Everett Station was split in two, with Blanchard's service covering the Lowell-Tewksbury portion of the route and the MBTA operating Route 136 Wilmington/Tewksbury line-Everett Sta. (see Route 136 entry in Melrose area routes). The Lowell-Lawrence route was discontinued but was restored in 1974 by *Trombly Motor Coach* (see Lawrence division section).

-In December 1972, Route 702 was extended from Douville Manor to Westminster Village and Route 707 began a new loop operation via Bridge St. to the Plaza then via Emerson before noon and returned via Bridge St. after 12 noon.
-In 1975, the Lowell Regional Transit Authority (LRTA) was formed. LRTA took over responsibility from the city to administer the contract with the MBTA to provide service. In December 1975, some trips on Route 709 were extended to Raytheon.
-LRTA took over the Lowell city lines from the MBTA in June 1976 and began subsidizing all of the private carriers. Between 1977 and 1982, the private routes were taken over by the LRTA itself. LRTA restored service to Tyngsboro, and adjusted routes within Lowell. In March 1993, LRTA extended the Lowell-Billerica route to Cambridge St. in Burlington. Direct connections can be made there to MBTA service. Also in 1993, the local South Lowell route was extended by the LRTA to the North Billerica commuter rail station. In January 1999, LRTA began a new route from Lowell to Lahey Clinic in Burlington via the Burlington Industrial Area. In April 2009, the Lowell-Tewksbury/Wilmington Line route was extended to Wilmington Station.

700 Lowell-Boston (Park Sq.) via Burlington (Cambridge St), Woburn, and Winchester (Mystic St.).
-The Eastern Mass. began this route in 1957, acquiring the rights from Boston & Maine Transportation Co. (the B&M's bus subsidiary). Following the MBTA takeover, Route 700 began picking up local passengers in Arlington. Under Eastern Mass. operation, Lowell-Boston service carried no local passengers between Arlington Center and Boston. Passengers were discharged (inbound) and picked-up (outbound) at Lake St., Porter Sq., Inman Sq., and Kendall Sq. in Cambridge.
-In December 1972, two Monday-Saturday and 1 Sunday roundtrip trips began operating via the Billerica House of Correction.
-In February 1973, additional rush hour trips originating at the Billerica/Burlington line were added to the schedule.
-Service was cutback to the Burlington/Billerica line by the MBTA in June 1976 and became Route **700 Burlington-Boston**.
-In April 1981, Route 700 was cut back to Kendall Sq. Station due to budget cuts, but in June 1981 was re-extended to Downtown (terminating at Haymarket Square instead of Park Sq., however).
-In September 1981, extra school day-only trips were added to the schedule between Burlington and Arlington Center.
-The route was renumbered from 700 to 350 in September 1982.
-Since March 1983, most trips on the route (but not those traveling in the peak-direction of service during the rush hour) have operated via the Burlington Mall

during hours that the mall is open. The original route to serve the mall was a one-way loop via Cambridge St, Route-128, Burlington Mall Road, and back to Cambridge St. Some early morning and late evening trips either bypassed Mall Rd. or served Mall Rd. but did not enter the mall itself.
-In September 1985, the southern terminal was cutback to Alewife Station as **350 Burlington-Alewife**, several months after the Red Line extension opened.
-In June 1998, Sunday late-evening service on Route 350 was discontinued.
-In September 1998 Route 350 trips serving Burlington Mall were slightly re-routed outbound between the Burlington Mall and Cambridge St. via Way Side Dr., South Bedford St. and Mall Road instead of Route-128. Inbound buses began operating via Mall Road, South Bedford St., and Wayside Drive to Cambridge St. instead of operating direct via Mall Road to Cambridge St.
-In September 1999, an extra a.m. peak trip from Alewife operating only to Burlington Mall was added to the schedule.
-In December 2002, the first Sunday morning outbound trip was modified to serve Burlington Mall. Sunday service to the mall had previously started later in the day.
-In December 2006, all outbound Sunday morning service was modified to serve Burlington Mall. Sunday morning inbound service and the last outbound trip on Sunday continued to bypass the mall.
-In June 2019, extra school day-only trips between Burlington and Arlington Center were discontinued.
-In December 2019, the route was modified to continue along Burlington Mall Road to a loop operating via Middlesex Turnpike, Fourth Ave., Third Ave, Second Ave, and back to Burlington Mall Road. With this extension, buses no longer directly enter Burlington Mall but stop at the entrance to the mall on Burlington Mall Road.
-In August 2021, weekday AM peak service was modified to operate via Burlington Mall Rd and the loop via Third Ave. in both directions.
-In April 2026, PM peak service and the remaining weekend evening and morning service that bypassed Mall Road were changed to follow the regular route. With this change, all service, at all times, on all days, in both directions, follow the same route and services Mall Road and Third Ave.

Express service
-In December 1970, one Route 700 trip during the peak began operating express from Park Sq. via the Mass. Pike and (highway) Route 128. In July 1974, one inbound trip began operating via 128 and I-93.
-In December 1973, the MBTA began running an express trip from Burlington to Boston via Cambridge St., Lexington St., Woburn Sq. and I-93. The route from Woburn Sq. to I-93 duplicated Route 133 Woburn-Everett Station (see Route 133 in the Melrose area section) except that it operated via Montvale Ave

instead of Green & Vernon streets between Woburn Sq. and Montvale & Wood St. Additional trips following this route were added in December 1974. As expanded, some a.m. peak trips from Burlington ran express via Routes 128 and I-93 (bypassing Woburn) and other a.m. peak trips originated at Woburn Sq. Trips operating via 128 operated through to Park Sq. and Copley Sq.
In December 1974, these express trips received their own route number: **701 Burlington-Boston**.
-When Route 700 was cut back from Lowell in June 1976, the inbound trip from Burlington to Boston via 128 and the Mass Pike was discontinued, but an outbound trip operating via the Mass Pike to Burlington remained as part of Route 701.
-In September 1978, several a.m. peak trips which originated at the Woburn/Burlington line were initiated.
-In September 1978, several reverse commute (outbound a.m., inbound p.m.) Route 701 trips were initiated to the Burlington Mall from Haymarket. An additional trip was also added in March 1979 from the Burlington Industrial Area (Crosby Drive) to Haymarket.
-When Woburn branch commuter rail service was discontinued in February 1981, Route 701 service was intensified between Woburn and Boston.
-In April 1981, some p.m. outbound trips began operating express to Burlington via I-93 and 128 while other p.m. outbound trips terminated at Woburn Sq.
-In June 1981, outbound trips began alternating between those operating express to Burlington, those terminating at Woburn sq., and those making all stops.
-In September 1982, Route 701 was renumbered 352, and in January 1983 Route 352 was split up into three services and renumbered. Route 352 designated those trips operating from Burlington, express to Boston (via Route 128 and I-93), 354 was used to identify those trips operating from the Woburn/Burlington line to Boston via Woburn Sq. and I-93, and 353 designated Burlington Industrial Park-Boston trips. Route 353 initiated a considerable increase in the number of trips operated to the Industrial Area.
-In June 1985, these industrial park trips also initiated a route diversion via Washington St. and Cummings Industrial Park in Woburn.
-In September 1990 the Route 353 end of line was extended a short distance from Crosby Drive in Bedford to Oak Park Drive, also in Bedford.
-In March 1992, several inbound a.m. peak Route 354 trips were extended from Park Sq. to Copley Sq. Route 352 trips already served Copley.
-In June 1993, outbound Route 353 trips were modified to serve Wall St. in Burlington and trips in both directions were rerouted via South Bedford St. and Wayside Drive in place of a segment of Cambridge St. and Burlington Mall Rd. The turnaround for Route 354 was also extended from the Woburn/Burlington line (Lincoln Knoll Rd) to Van De Graff Drive in Burlington.

In September 1998, several changes took place to routes 352/353/354:
-The Downtown terminals of Routes 352 and 354 were changed to a loop via Haymarket, Congress St., State St. and Cambridge St. Service to Park Sq. and Copley, including the p.m. trip via the Mass. Pike was discontinued.
-Route 353 was discontinued. A new route, **351 Oak Park-Alewife via Route 1-28 and Route 2** began to provide service to the Burlington Industrial Area formerly served by Route 353. Reverse commute trips of Route 354 also covered the service to Cummings Park Woburn, formerly provided by Route 353.
-Route 354 was extended further along Van De Graaf Drive via Wayside Dr., and the stop on Wall St. in Burlington was discontinued.
-Midday service was introduced on Route 354.
-A new Route **355 Mishawum Station-Downtown via Cummings Industrial Park** was initiated to provide additional service to Cummings Park and serve Mishawum Road. This was a reverse-commute service with two-trips operated.
-In December 1998, Route 351 was slightly modified to serve the Sun Microsystems campus. Also in December 1998, the layover point for Routes 352 and 354 was changed from Government Center to State St.
-In March 2002, early evening trips on Routes 352 and 354 were combined as one route operating from Boston to Burlington via Woburn. The span of service of the combined service as extended later into the evening.
-Also in March 2002, Route 351 was extended a short distance to the Bedford Woods Office Park.
-In January 2005, two a.m. peak and two p.m. peak Route 351 trips were rerouted to operate via Lexington Center. The remaining trips on the route were rerouted to also serve Mall Road in Burlington.
-In January 2005, outbound AM peak and inbound PM peak Route 354 service was modified to add a stop in Medford Square for reverse commuters traveling between Medford and Woburn.
-In December 2006, all Route 351 trips began operating via Mall Road and Route 351 service via Lexington Center was discontinued.
-In March 2011, Route 351 was modified to service EMD Serono in Billerica. Buses terminate there in the a.m. after serving Bedford Woods, and begin at Bedford Woods in the pm.; servicing EMD Serono as part of the southbound route.
-Route 355 was discontinued in July 2012. Commuter rail service to Mishawum station and Route 354 service to Cummings Park provide alternative replacement service.
-Midday service on Route 354 was discontinued in July 2012.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 351 and Route 352 service

were suspended in June 2020. On August 31, 2020, Route 354 was extended to Burlington at all times to replace Route 352 and the segment on Van De Graaf Dr. was suspended. In December 2020, Route 354 buses began serving Medford Sq. inbound in the AM peak and outbound in the PM peak.
-Route 351 service resumed in August 2021, operating only as a short local route between Bedford Woods and 3rd Ave in Burlington. Passengers transfer to/from Route 350 for service to/from Alewife

Currently these routes operate as:
350 Burlington-Alewife via Burlington Mall, Woburn, Winchester, and Arlington (Highway Route 3) (runs every day)
351 Bedford Woods-3RD Ave Burlington-operates weekdays only
354 Burlington -Boston express via Woburn Sq. , Medford Sq., and I-93 (operates Monday-Friday rush hours)

Trombly Bus Lines began operating express bus service from Lowell to Boston, when the MBTA discontinued through service in 1976, and added a stop at the Lahey Clinic. Local stops were also reactivated in Chelmsford, Billerica, and Tewksbury. The Trombly Boston-Lowell service was discontinued in 1984. Commuter rail from Lowell to Boston provides all public transit service in this corridor. Trombly also discontinued service from Lowell to Lawrence in 1981, but this service was re-instituted several years later by the LRTA and the Merrimack Valley Regional Transit Authority (MVRTA).

Lawrence Division service

The MBTA ran the Lawrence division for several months in 1968. The routes were numbered in the 300 series and included:
202 Lawrence-Lowell via Pleasant Valley (run jointly with Lowell division**)**
301 Lawrence Transfer-North Andover
301 Lawrence Transfer-High & R.R. Ave./Wilsons Corner
302 Lawrence Transfer-Andover Sq. (some trips via Raytheon and IRS)
303 Lawrence Transfer-Burke Hospital/Howard & E. Haverhill St.
304 Lawrence Transfer-Tower Hill
305 Lawrence Transfer-Methuen
306 Lawrence Transfer-No. Lowell & Sawyer St. via Milton or Water
307 Lawrence Transfer-Town Farm via Pelham or Lawrence
308 Lawrence Transfer-Beacon St.
309 Lawrence Transfer-Bon Secours (Methuen)
310 Lawrence Transfer-Belt-Central Loop
311 Lawrence Transfer-Lawrence St.
314 Lawrence Transfer-Belt So. Union
316 North Andover-Lawrence Transfer-Boston (Park Sq.) Express
318 Lawrence Transfer-Everett Station
418 Salem-Lawrence (limited number of trips, route run jointly with Lynn division)

As taken over from the Eastern Mass., there was no evening or Sunday service on local routes in Lawrence. Only the service to Boston and Everett Station ran during those hours.

As a matter of note, the 316 Lawrence-Boston service was initiated in August 1963 as an MTC experiment and was retained by the Eastern Mass. as a permanent operation**.** The 1963 MTC route reactivated a 1961 Eastern Mass initiated route. The 1961 Boston route originally traveled closed-door over local routes to reach the city but began using I-93 upon its completion.

Service to Methuen was discontinued in October 1968. Hudson Bus Lines began running Lawrence-Methuen, and local Methuen service (Town Farm, Pleasant Valley, Sawyer St.) in November 1968, shortly after the MBTA discontinued service. In January 1969, Trombly Motor Coach took over the Lawrence City service in Lawrence, Andover, and North Andover, and the Lawrence-Boston service. Service from Lawrence to Lowell was restored in January 1974. Services from Lawrence to Salem and Everett were eliminated, with truncated MBTA service (Routes 468 Salem-Middleton and, 137 North Reading-Everett) remaining within the MBTA district. Trombly did resume a school trip from Lawrence to Danvers in November 1969 and operated it until

1977. In July 1975, Trombly took over the Methuen service from Hudson. All of the local Lawrence area routes were incorporated into the Merrimack Valley Regional Transit Authority when that agency took over responsibility for the service from Trombly in 1977 (Trombly remained until 1981 as a contract provider of service). The North Andover-Lawrence-Boston service remained with Trombly until 1985, when it was turned over to the Gray Line for a few years. In 1989, Trombly (actually, Trombly Commuter Lines) resumed service on the route with a state/MBTA subsidy. In January 2003, the Merrimack Valley Regional Transit Authority took over direct operation of the Lawrence-Boston route. (see *Trombly* entry in the private carrier section).

MVRTA later ran three services into the MBTA service area:
-In 1990, the MBTA initiated a contract with the ***Merrimack Valley Regional Transit Authority*** **(MVRTA)** to operate several trips a day from Haverhill/Bradford to Reading, and Lawrence/Andover to Reading. These trips were operated to fill the service gap to Lawrence/Haverhill during hours when commuter rail operated only a far as Reading. The buses only made stops at commuter rail stations, and operated closed door within the MBTA district. The MVRTA shuttle buses were discontinued in July 1997, after additional trains were added to the Haverhill commuter rail line.
-In September 1998, MVRTA began operation of a reverse-commute service from Reading Station to the River Road Industrial Area in Andover. This service was discontinued by 2000.
-From July 1999 to July 2002, a shopper's bus was operated from Lawrence to the Liberty Tree Mall in Danvers. The bus ran Saturdays only for most of its existence, although Tuesday and Thursday service was tried briefly. This bus operated non-stop via highway route 114.

Brockton Division Service

From April to October 1968, the MBTA ran the Brockton division intact. Routes were numbered into the 600 series and included the following routes operating from downtown Brockton:

600 Brockton-Ashmont via East or West Main St., Avon
601 Brockton-Rockland Centre via Abington cross-town or North Abington
602 Brockton-Stoughton via Westgate Mall
603 Brockton-Westgate Mall via Prospect Hill
604 Brockton-North Easton via Torrey St. and West Shopping Center

605 Brockton-Taunton Green via Eastondale and Brockton Veteran's Hospital (only several midday trips continued to Taunton, some Sunday service provided to VA)
606 Brockton-Whitman
607 Brockton-East Bridgewater and Westdale
608 Brockton-Bridgewater and West Bridgewater
609 Brockton-Campello (Brockton)
610 Brockton-Ames & Field (Brockton)
611 Brockton-Perkins Ave. (Brockton)
612 Brockton-Grafton St. (Brockton)
613 Brockton-Ashland Heights (Brockton)
614 Brockton-Brookfield Heights (Brockton)
615 Brockton-Quincy Sq.
616 East Walpole-Forest Hills (This route did not serve Brockton, see *Norwood* routes section for information)
617 Brockton-Park Sq. Boston (only operated several trips Monday-Saturday)

As taken over from the Eastern Mass., there was little evening or Sunday service on local routes in Brockton. Service to Ashmont, some service to Campello, and several trips to the Brockton VA Hospital ran Sundays.

In October 1968, almost all of the towns surrounding Brockton (Abington, Bridgewater, Easton, East Bridgewater, Raynham, Stoughton, Taunton, West Bridgewater, and Whitman) decided not to retain MBTA service. The town of Avon and the city of Brockton did contract with the MBTA however. All suburban routes, except the Rockland, Quincy, and Ashmont service, were cut back to the Brockton city line. The Rockland service remained because Rockland was in the MBTA district, but it became closed door through Abington. The routes which were operated by the MBTA during 1969 in Brockton were as follows:
601 Rockland via Abington
602 Brockton Heights
603 Prospect Hill (several trips, weekdays only)
604 Pearl & Torrey
605 Vets. Hosp.
606 Crescent & Algers
607 Waverley Park (several trips, weekdays only)
608 Copeland via Grafton (combined Brockton part of original 608 and Route 612)
609 Campello,

611 Perkins Ave
613 Ashland Heights (several trips, weekdays only)
618 Kennedy Dr. (several trips, weekdays only)
and service to Quincy (615) and Ashmont (600).

Route 615 Quincy service was rerouted in Brockton via Main, Ames, Sawtelle Ave, and Winter to replace part of Route 610.

In December 1969, the City of Brockton decided not to renew the contract with the MBTA. Union St. Railway came in to run the city service under contract, and in September 1973 the city took over operation directly following a nine-month long strike by Union Street. This city-owned service formed the foundation of the system which would evolve into Brockton Area Transit (BAT), which was created in 1975. BAT subsequently transformed the lines into a timed-transfer pulse system.

All MBTA service in Brockton was discontinued in December 1969 with the exception of service to Ashmont and Quincy (see Routes 230 and 240 in Quincy area section). Service from Brockton to Rockland was operated for a time by a private company (*Crocker Transportation d.b.a. Brockton Suburban*). Crocker extended service to the Hanover Mall in 1977, but discontinued service shortly afterwards. *W.H Luddy* also operated Brockton-East Bridgewater service. *Interstate Coach* did operate service from Brockton to North Easton and Brockton to Stoughton for a time. BAT re-instituted service from Brockton to Stoughton in 1977, but with the exception of this service, none of the routes from Brockton to surrounding towns exist any longer. Plymouth & Brockton bus lines resumed service from Brockton to Boston (Park Sq.) in March 1974 and operated the route until September 1998. In 1993, BAT began operation of a route from Brockton to West Bridgewater Industrial Park. No local stops were made in West Bridgewater, however.

In February 2010, BAT began operating a new “flex” service in Rockland, operating Monday, Wednesday, and Friday from the Rockland Community Center to a connection with BAT service in Brockton at the former Brockton Hospital, and operating Tuesday and Thursday to the South Shore Hospital in Weymouth, with both routes also serving Abington. In August 2010, the segment to the South Shore Hospital was discontinued, with all service operating to the hospital in Brockton on weekdays.

Section 3) MBTA bus routes inherited from Middlesex & Boston Street Railway Company

The MBTA began subsidizing the Middlesex & Boston in September 1964, shortly after the T's creation. Prior to receiving the MBTA subsidy in 1964, the M&B had several years previously discontinued service on the **Bedford-Concord, Bedford-Billerica, Cleveland Circle-Newton Lower Falls via Beacon St., and Framingham-Hopkinton via Ashland** routes. The Framingham-Hopkinton route was taken over by *Carlstrom Bus Lines* in 1958 (see Boston & Worcester entry in the private carrier section for more information on this route).

When the MBTA began subsidizing the M&B, route numbers were supplied as follows:

M&B routes as of 1964:
20 Newton Corner-Riverside via Roberts and Central Sq. Waltham
21 Newton Corner-Waverley via Warren St. or Waverley Oaks
22 Newton Corner-Waltham Highlands or Cedarwood via Central Sq. Waltham
22A Newton Corner-Cedarwood via Wheeler Sq.
23 Watertown Sq.-Stow & Main St. Waltham
24 Waltham Center-Woburn St., Waltham via Trapelo Rd. and Lake St.
25 Waltham Center-Lexington Center via Lexington St.
27 Newton Corner-Riverside via Auburndale and Central Sq. Waltham
28 Maynard-Harvard Sq. via Hanscom AFB (weekends to Arlington Heights only, instead of Harvard)
29 Bedford VA Hosp-Arlington Heights
30 Five Forks-Watertown via Arlington Center
31 Framingham-Newton Corner
32 Needham-Watertown
33 Oak Hill-Newton Corner
34 Newtonville-Thompsonville
35 Auburndale-Lake St. (Boston College)
36 Wayland-South Natick

The M&B took over several bus routes operating in Dedham from *Transit Bus Lines* in November 1967, at the request of the MBTA (*Wellesley Motor Coach* ran these routes for one month, prior to the M&B takeover). These routes were numbered as follows
37 Charles River Loop-Readville Manor
38 Grove & Washington-Endicott
39 Cleary Sq.-Dedham Shopping Plaza via Dedham Sq.

On June 30, 1972, a financial dispute with the M&B concerning subsidies led to its closure, and an MBTA takeover of most of its services. When the MBTA took over the M&B, several routes which were operating as of 1964, were not continued or had already ceased service, those routes were as follows:

M&B routes discontinued between 1964 and 1972 MBTA takeover:

20/27/31 Riverside Station Service

-Following the opening of the MTA Riverside-Highland Branch in 1959, the M&B began operation of several routes to Riverside Station, including: an extension of Route 20 Roberts-Newton Corner service, an extension of Route 27 Auburndale-Newton Corner service, and late-night diversions of Route 31 Framingham-Newton Corner service.

-Route 27 service to Riverside was reduced in May 1969.

-All Riverside service was discontinued when the MBTA took over in 1972, with Route 20 cut back to Roberts and Route 27 cut back to Auburndale. Buses had run from Waltham to Riverside via highway Route 128. The elimination of Riverside service reduced considerable mileage but only eliminated one stop (Riverside).

-In January 2005, the MBTA re-extended the Auburndale route to Riverside Station.

22A Cedarwood Gate (Waltham)-Newton Corner via Wheeler Sq. (Waltham)

-This alternate route diversion of Route 22 which bypassed Central Sq. Waltham, was discontinued in May 1969, resulting in service being lost on Prospect & Maple streets in Waltham. Service on the remainder of Route 22 continued and was picked up by the MBTA in 1972 (see below).

24 Waltham Center-Woburn St, (Waltham) via Trapelo Rd, Lake St., and Lexington St.

-This route ran parallel for most of its way to Route 25 (Lexington-Waltham), which was taken over by the MBTA as Route 525 (see below). A large section of Route 24 (Trapelo Road, Smith St., Lincoln St. and Lake St.) was merged into Route 525 in May 1969, by operating Route 525 along these streets instead of directly via Lexington St. between Lake St. and Trapelo Rd. Only several rush hour trips continued operating as Route 24 service to Woburn St. The portion on Trapelo Road from Lexington St. to Woburn St. which was not incorporated into Route 525 in 1972, was taken over by *Metropolitan Coach* and incorporated into their Metropolitan State Hospital-Waverley line (see Metropolitan Coach entry in private carrier section).

28 Concord-Hanscom Field portion of Maynard-Harvard Sq. line

-Route 28 was a long through route from Maynard to Harvard Sq., the M&B took over most of the route from Lovell Bus Lines in 1953. When Lincoln requested to end service within their town (by 1970), the through route was discontinued, and two separate routes were formed: **26 Maynard-Concord** and **28 Hanscom Field-Harvard Sq.** Service on Route 526 was reduced to rush hour only, while the 528 segment retained full service. Both of these routes were taken over by the MBTA in 1972.

28.2 Waltham-Concord via Weston and Walden Pond

-This was a pull in/pull out line for Route 28 (Maynard-Harvard), which ran parallel to the Boston & Maine Fitchburg line. It was used by buses traveling between the M&B's garage in Waltham and Concord. It was not taken over by the MBTA in 1972.

30 Watertown-Arlington Center portion of Five Forks-Watertown route

-The M&B took over this route from Lovell Bus Lines in 1953. Route 30 ran from Watertown Sq. to Five Forks, Lexington via Waverley Sq., Belmont Center and Arlington Center. The Watertown-Arlington Center portion was discontinued in May 1969, while the remainder of the route (Arlington Center-Five Forks) was retained by the M&B and later taken over by the MBTA in 1972.

-An experimental resumption of service within the town of Watertown was tried and dropped by the M&B for a few months in 1970.

-In 1973, a very brief attempt was made to run an MBTA mini-bus route (596) in Watertown over part of the discontinued portion of Route 30 within that town, but Route 596 was quickly discontinued (see Route 596 in the MBTA Initiated Routes section).

-In 1977, an attempt was made to operate midday bus service from Belmont Center to Waverley (see Route 74 in the MTA initiated routes section), but this ended in 1978. Most of the territory of the discontinued Watertown-Arlington Center segment is within walking distance of other transit service. However, "cross-town" passengers must transfer via Harvard Sq. to travel between points once directly connected by this route.

34 Newtonville-Thompsonville

-Most of this rush hour route ran parallel to Route 33 (Oak Hill-Newton Corner) and Route 32 (Needham-Watertown) which were taken over by the MBTA.

By the end of M&B service in 1972, after service reductions in May 1969, service was rush hour only and most trips only operated between Newton Centre and Thompsonville and continued to/from Newton Corner via Route 33.

The Thompsonville loop portion was not picked up by the MBTA in 1972. A 1977 extension of ex-MTA Route 59 (Chestnut Hill-Forest Hills) from Chestnut Hill to Newton Centre did reactivate a portion of the Thompsonville route, but Route 59 was discontinued in 1979. The section of Newton which lost service (Langley Rd.) is a 10-15 minute walk from the Newton Center Green Line station.

Needham Industrial Park-Watertown
-This route was not taken over by the MBTA in 1972, but a route very similar to it was started by the MBTA in December 1984 (see Route 532/59 entry below)

36 Wayland (Fiske Corner or Stonebridge)-South Natick
-Service between Natick Common and South Natick (via E. Central, Union, and Elliot streets) was discontinued in May 1969. There were two alternate terminals in Wayland: Stonebridge Rd via Connecticut Path and West Plain St.; and Fiske Corner via Main St. The two alternate Wayland terminals were combined into one loop route at this time as well and extended north to the intersection of Cochituate Road and Old Connecticut Path. Service ran as a one-way loop north via Fiske Corner and south via Stonebridge. All remaining service on the Wayland-Natick portion of the route was combined with alternate peak-period trips of Route 31 (Framingham-Newton Corner) to form **31 Wayland-Newton Corner**
-The MBTA took over Route 31 in June 1972. Service to Wayland (to Wayland Depot) was restored after a brief termination period. In mid-July 1972 however, the MBTA dropped the Wayland-Natick portion of the route for good. Wayland lost service permanently. Several years later (1976), the town of Natick initiated a mini-bus system which services part of the territory formerly covered by this line (see Suburban Transportation Program section for information on the Natick mini-bus).

39 Dedham Shopping Plaza-Cleary Sq.
-In 1967, the M&B took over several bus routes in Dedham from Transit Bus Lines. Route 39 was one. This route ran closed-door between Cleary Sq. and the Dedham Line (in the territory of ex-MTA Route 33).
-In May 1969, the closed door segment was discontinued, and all buses terminated at the Dedham Line (River & Milton St.). Service was also discontinued between Dedham Plaza and Dedham Sq. The remainder of the route between River & Milton St. and Dedham Sq. via High St. was renumbered 41, and extended from Dedham Sq. to Endicott Circle, where it was through routed with another ex-Transit Bus Line route, 38 Endicott-Grove &

Washington. The combined Route 38/41 was taken over by the MBTA in 1972 (see entry below).

M&B routes taken over by the MBTA

The remaining routes of the M&B were taken over by the MBTA on July 5, 1972. and renumbered into the 500 series. There was no evening or Sunday service retained on any route. Sunday service was later restored on two Routes (520 and 523) as well as evening service on Route 523. In September 1982, all of these routes which survived were assigned numbers which were empty slots in the 52-76 series (Route 533 was renumbered 52 earlier in January 1982). In 1996, several routes were renumbered again. The routes were renumbered as follows:

M&B Route, 1972 MBTA #, 1982 MBTA #, 1996 MBTA #
20, Newton Corner-Roberts, 520, 53, 553
21, Newton Corner-Waverley, 521, 54, 554
22, Newton Corner-Waltham Highlands or Cedarwood, 522, 56, 556
23, Watertown-Waltham, 523, 70 (through-routed), 70
25, Lexington-Waltham, 525, 61, N/A
26, Maynard-Concord, 526, N/A, N/A
27, Auburndale-Newton Corner, 527, 58, 558
28, Hanscom Field-Harvard or Arlington Heights, 528, 76, 76
29, Bedford VA.-Arlington Heights, 529, 62, 62
30, Five Forks-Arlington Center, 530, 67, 67
31, Framingham or Wayland-Newton Corner, 531, N/A, N/A
32, Needham-Watertown, 532, 59, 59
33, Oak Hill-Newton Corner, 533, 52, 52
35, Auburndale-Boston College, 535, N/A, N/A
37, Charles River Loop-Readville Manor, 537, N/A, N/A
38/41, Grove & Washington-River & Milton via Endicott, 538/541, N/A, N/A

Changes made to former M&B routes since 1972 MBTA takeover (sorted by 1972 MBTA number, with 1982 number in parenthesis)

520 (53) Roberts-Newton Corner via Central Sq. Waltham
-The MBTA dropped the segment of this route from Roberts to Riverside on their takeover of the service. Sunday and evening service were discontinued as well.
-Sunday service was restored in December 1973.
-In December 1977, this route was slightly adjusted to serve Waltham Hospital.
-Sunday service was discontinued in April 1981.

-In January 1983, most trips of this line began through-route service to Boston via Route 304. The through routing was not displayed in public timetables until the Fall 1983 schedule.
-In March 1993, Route 53 was slightly changed in the Newtonville area via Walnut St., Austin St., and Lowell St., to serve the Star Market in Newtonville. The diversion via Austin St. was discontinued in September 1996.
-In September 1996, the route was renumbered 553, with through service to Boston considered part of the regular route. Headways on Route 553 are coordinated with Route 554 (ex-54, nee-521) between Central Sq. Waltham and Newton Corner.
-In June 1998, Saturday service was cut back to Newton Corner.
-In July 2012, evening service was added to Route 553 between downtown Boston and Central Sq. Waltham with a stop at Copley Sq. This replaced route 555 (see Route 300 in the MBTA-initiated routes segment)
–On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 553 was modified to only operate to Newton Corner at all times except evenings. In December 2020, evening Route 553 service between Downtown and Central Sq. Waltham was suspended.
-In May 2022, the route was changed to operate via Maple and Crescent in place of Moody St between Maple and Crescent St. Since 2020, this section of Moody St. had been temporarily bypassed during months when outdoor dining was in place on Moody St.
-Currently the route operates Monday-Saturday as:**553 Roberts-Newton Corner**

521 (54) Waverley-Newton Corner via Central Sq. Waltham and Waverley Oaks St. or Warren St.

-As taken over from the M&B, buses alternated routes between Central Sq. and Waverley, with some trips operating via Waverley Oaks St. (operating north of the Fitchburg-line B&M tracks) and alternate trips operating via Warren St. (south of the Fitchburg-line B&M tracks).
-In December 1978, service via the Warren St. route was diverted from Main St. to Lyman and Beaver St., to serve Bentley College.
-In March 1979, the Waverley Oaks alternate route was discontinued, with all trips running via Warren St. and Bentley College. The Bentley College routing covers most of the territory of both former alternate routes.
-In January 1983, most trips on this route began through-route service to Boston via Route 304. The through routing was not displayed in public timetables until the Fall 1983 schedule.

-In September 1993, Route 54 was slightly changed in the Newtonville area via Walnut St., Austin St. and Lowell St., to serve the Star Market in Newtonville. The diversion via Austin St. was discontinued in September 1996.
-In March 1995, the route was detoured over Lexington St. instead of Lyman St. between Main St. and Bentley College because of bridge weight limits.
-In September 1996, the route was renumbered 554, with through service to Boston considered part of the regular route. Headways are coordinated with Route 553 (ex-53, nee-520) between Central Sq. Waltham, and Newton Corner.
-In June 1998, Saturday service was cut back to Newton Corner.
-In 1998, it was proposed to extend peak service from Waverley Sq. to Waverley Oaks Office Park via Waverley Oaks St. This extension did not take place.
-In March 2009, three a.m. outbound trips to Waverley and three p.m. inbound trips from Waverley were modified to operate via Forest St., Trapelo Rd., and Waverley Oaks Rd in Waltham in place of a segment of Beaver St.
-Saturday service was discontinued in July 2012.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 554 service was suspended. On August 31, 2020, Route 554 service resumed in peak periods only between Waverley and Newton Corner. The variation via Trapelo Road remained suspended.
-In May 2022, the route was changed to operate via Maple and Crescent in place of Moody St between Maple and Crescent St. Since 2020, this section of Moody St. had been temporarily bypassed during months when outdoor dining was in place on Moody St.
-Currently the route operates Monday-Friday as: **554 Waverley-Newton Corner via Bentley Collage, Central Sq. Waltham**

522 (56) Waltham Highlands or Cedarwood-Newton Corner via Central Sq. Waltham and Newtonville

-The MBTA on taking over this route, discontinued Sunday service which operated from Newton Corner to Waltham and then through to Watertown via Route 23.
-In June 1976, weekday alternate service to Cedarwood was reduced from every other trip, to just a few trips during the rush hour. Route 523 was extended from Stow & Main to Cedarwood, and provided additional service in the segment which reduced the need for Route 522 service.
-In September 1976, Saturday service on the Cedarwood variation was discontinued.
-In January 1983, several rush hour trips of this line began through-route service to Boston via Route 304. The through routing was not displayed in public timetables until the Fall 1983 schedule.

-In September 1996, the route was renumbered 556, with through service to Boston considered part of the regular route.
-In June 1998, Saturday service was discontinued.
-In March 2002, the remaining few trips operating to/from Cedarwood were converted to additional trips following the normal route to Waltham Highlands. There was no large loss of service area with this change, as Route 70 provided service from Cedarwood to Central Sq. Waltham as well. A short segment of Weston St. from Main to Stow lost service.
-In September 2002, the loop used to serve Waltham Highlands was simplified. Buses were removed from Plympton and Caughey St. and began operating directly from Bacon St. to Dale St.
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 556 service was suspended. On August 31, 2020, Route 556 service resumed peak periods only between Waltham Highlands and Newton Corner.
-In March 2022, the outbound route from Waltham Center to Waltham Highlands was modified to operate via Lexington St. and Dale St. in place of Bacon St.
-In May 2022, the route was changed to operate via Maple and Crescent in place of Moody St between Maple and Crescent St. Since 2020, this section of Moody St. had been temporarily bypassed during months when outdoor dining was in place on Moody St.
-Currently the route operates Monday-Friday rush hours only as: **556 Waltham Highlands-Newton Corner Central Sq. Waltham and Newtonville**

523 (70) Waltham (Stow & Main St.)-Watertown via Main St.
-As taken over by the MBTA, Evening and Sunday service, which operated through to Lexington St. and Trapelo Rd. via Route 25, was discontinued.
-The M&B trips west of Central Sq. alternated terminals, with about half operating through to Stow & Main and the other half terminating at the M&B's garage. As the MBTA did not take over the M&B's maintenance facility, all trips operated were operated through to Stow & Main as operated by the MBTA.
-In September 1972, several months after the MBTA takeover of the Middlesex & Boston, through service was initiated between Waltham and Cambridge by combining ex-M&B Route 523 (Waltham-Watertown Sq.) with Route 70, forming Route **70/523 Waltham-Central Sq. Cambridge via Watertown**. Service initially was through-routed Monday-Saturday-only, there was no evening or Sunday service to Waltham at all.
-Sunday service to Waltham (discontinued when the MBTA took over the M&B) was restored in September 1973. Weekday evening service resumed in September 1974. Late evening and Sunday service to Waltham operated to

Trapelo Rd and Lexington St. instead of Cedarwood to provide coverage on part of Route 525. This was a restoration of an M&B late evening and Sunday practice.
-In September 1976, the Waltham terminal was extended a short distance from Stow & Main St. to Cedarwood gate (Stow & Weston St.). Also in September 1976, Saturday late-evening service to Waltham was restored.
-By March 1978, Sunday late evening service to Waltham was restored.
-For a period of time, the route had a dual-identity, with schedules and maps listing both 70 and 523. In March 1979, the Route 523 designation was used to cover all service on the line, since the restoration of Sunday and evening service to Waltham resulted in the majority of all trips running through to Waltham.
-Between December 1979 and April 1981, one a.m. trip was operated direct to the Raytheon plant (detouring from Main St. via Gore, Sexon, River, and Willow).
-In September 1982, the MBTA decided to renumber all former M&B routes from the 500-series into empty slots in the 52-76 number series. With this change, the Route 70 designation reappeared, and has been used since.
-In April 1981, alternate Saturday trips on the Waltham portion were rerouted to Trapelo Rd. and Lexington St. instead of Cedarwood to replace Saturday 525 Lexington-Waltham service. Weekday and Saturday evening and all Sunday service were rerouted to operate to Cedarwood instead of Trapelo Rd. and Lexington St.
-Between September 1984 and June 1985, additional weekday rush hour and Saturday trips were operated between Watertown and Central. Because of construction at Watertown Sq., these trips operated to Watertown carhouse.
-In December 1986, supplemental service again began operation Saturdays between Watertown Sq. and Central, to service the Watertown and Arsenal Malls.
-Extra rush hour service was again operated from Watertown to Central Sq. from December 1987 to September 1988.
-In December 1989, the Lexington portion of Route 525 (renumbered 61 in 1982) was discontinued at all times, and all service on the Waltham portion was through routed to Cambridge, as Route 70A. This pattern was already in effect on Saturdays.
-In March 1995, extra Saturday service was extended from Watertown Sq. to Central Sq., Waltham.
-Between June and September 1995, two weekday afternoon trips were added, operating just between Central Sq. Cambridge and Central Sq., Waltham.
-In June 1998, service was extended from Central Sq. to University Park at all times except nights and early Sunday mornings. Weekday evening service was extended in December 1998.

-In March 1999, the turn-around loop at University Park was changed to operate via Lansdowne, Franklin, Sydney and Green in place of straight Sydney to Green.
-In December 2000, some weekday afternoon trips operating only to Central Sq. Waltham were added to the schedule.
-In May 2003, the layover location for Route 70A was moved from Wal-Lex plaza to Lincoln St. and Silver Hill Lane because of construction at the plaza.
-In December 2015, alternate trips on the Route 70 to Cedarwood were replaced with alternate trips operating to the shopping center at 1260 Main St. in Waltham (Market Place Drive). Route 70 trips alternated between Cedarwood or Market Place Drive at all times except late evenings, when service operated only to Cedarwood.
-In April 2018, the weekday span of AM service was slightly improved.
-In December 2019, Route 70A was discontinued and replaced by restoring a separate Route 61 (Waltham Center-North Waltham Loop) in Waltham and improving the frequency on the trunk portion of Route 70 between Waltham Center and University Park. Route 61 operates along the same pattern in both directions at all times, operating via Main, Church, School, Lexington, Dale, Beacon, Totten Pond Rd, Wyman, and Lincoln Streets and looping in North Waltham via Lincoln, Lake, Trapelo, and Smith Street to Wyman. With this change, service was discontinued on Lexington Street between Lake Street and Totten Pond Rd. with the exception of two trips operated via Route 170 (see Route 170 in the MBTA initiated routes section).
-Also in December 2019, service to Cedarwood was reduced to a peak period only variation with the majority of service operating to Market Basket and additional trips operating only to Waltham Center.
-Currently the route operates every day as **70 Waltham (Market Place Drive)-University Park, via Watertown and Central Sq.** Additional service is operated weekday rush hours as **70 Cedarwood-University Park** and Monday-Saturday as **70 Waltham Center-University Park.** Local service to North Waltham is operated every day as : **61 Waltham Center-North Waltham Loop**

525 (61) Lexington-Waltham via Lexington St. (see Route 24 entry above)
-By March 1974, Sunday and evening service were restored on Route 523. As was M&B practice, service beyond Central Sq. during these hours was operated from Watertown to Trapelo Rd. and Lexington St. in Waltham (along a portion Route 525) instead of the regular Route 523 terminal of Cedarwood.
-In March, 1977, some Route 525 trips began operating via Totten Pond Road, Waltham (two outbound a.m. trips, and two inbound p.m. trips).
-In April 1981, Saturday service was discontinued to Lexington, but Saturday service within Waltham was through routed with Route 70. Evening and Sunday

service on Route 70 (former 523) was rerouted to Cedarwood and no longer provided service on the Waltham portion of Route 525.
-In December 1989, Route 61 was discontinued as a through-route, however the section in the town of Lexington was already covered by Lexington's in-town mini-bus system (Lexpress) and the portion within Waltham was incorporated into a new MBTA route (70A North Waltham-Central Sq. Cambridge). This change resulted in no large loss of service area, but it is now necessary to walk a distance and transfer in order to travel from Lexington to Waltham. The through service provided by Route 70A was similar to the pattern already in place on Saturdays since 1981, and formerly operated on Sundays before 1981. The routing had to be modified somewhat to accommodate the need to provide service to Totten Pond Rd. Initially, only several peak trips operated via Totten Pond Rd, as had been the case with Route 61. In June 1990, service was changed so that all trips in one direction served Totten Pond Rd. In the a.m., buses traveled outbound via Lexington St., to Totten Pond Rd., to Wyman St., to Lincoln St., to Lake St. to a terminal at Lexington & Lake. Buses returned inbound in a loop via Lexington St., to Trapelo Rd., to Smith St., to Lincoln St., to Lake St., back to Lexington St. and then the remainder of the route via Lexington St. to Central Sq., In the p.m., buses traveled outbound via Lexington St., to Lake St., and then looped via Lake St., to Lincoln St., to Smith St., to Trapelo Rd., to Lexington St., to a terminal back at Lake & Lexington. Buses then returned inbound via Lake St., to Lincoln St., to Wyman St., to Totten Pond Rd., to Lexington St., and then the remainder of the route to Central Sq.
-In December 2019, Route 70A was discontinued and Route 61 returned as a separate service operating only within Waltham. Sunday service was introduced with this change. Route 61 operates along the same pattern in both directions at all times, operating via Main, Church, School, Lexington, Dale, Beacon, Totten Pond Rd, Wyman, and Lincoln Streets and looping in North Waltham via Lincoln, Lake, Trapelo, and Smith Street to Wyman. With this change, service was discontinued on Lexington Street between Lake Street and Totten Pond Rd. with the exception of two trips operated via Route 170 (see Route 170 in the MBTA initiated routes section).
-In March 2022, the route was slightly modified between Central Sq. and Dale St. to operate via Bacon St. instead of Lexington and Dale.
-Currently the route operates every day as: **61 Waltham Center-North Waltham Loop.**

526 Maynard-Concord via Acton
-This route was not initially taken over by the MBTA in July 1972 but was restored by mid-July 1972. This was one segment of the previously mentioned M&B Route 28 (Maynard-Harvard Sq.).
-In December 1974, the route began operating via Emerson Hospital

-Route 526 was discontinued in June 1976, leaving the town of Maynard without public transportation. An attempt was made by a private carrier (under contract to the town of Concord) to reactive the service, but this eventually failed too. By 1986, another attempt was made to restore service (by a Concord community bus system), but this did not last long. The town of Concord did provide free bus service Monday, Wednesday, and Friday mornings between Concord and West Concord along a segment of what had been Route 526. It should be noted that Maynard was the only community outside the original 78 city & town district to join the MBTA. After this service was discontinued, Maynard became the only town ever allowed to leave the MBTA district, although it was later included again in the expanded MBTA district in 1999.
In April 2002, the town of Maynard began operation of a rush hour shuttle route from Maynard Center to the South Acton commuter rail service. This service did not follow the former Route 526, but it is worthy to note as it restored public transit service to the town of Maynard after almost 20 years and over 25 years since the MBTA service was discontinued. The shuttle was discontinued in July 2003 because of poor ridership. In October 2016, the town initiated a new peak period shuttle from Maynard to South Acton station. This service was suspended in December 2023.

527 (58) Auburndale-Newton Corner via Central Sq. Waltham
-This route already ran Monday-Saturday-only with no evening service when taken over by the MBTA.
-In January 1983, several rush hour trips of this line began through-route service to Boston via Route 304. The through routing was not displayed in public timetables until the Fall 1983 schedule.
-Saturday and most midday service was discontinued in December 1989.
-In September 1996, the route was renumbered 558, with through service to Boston considered part of the regular route.
-Between December 1996 and March 2001, one inbound late a.m. peak trip to Downtown Boston operated via Copley.
-Between September 2000 and March 2001, one outbound a.m. peak trip operated through from Watertown Sq. to Auburndale.
-In January 2005, Route 558 was extended from Auburndale to Riverside Station via Route 128 and Grove St. This was a resumption of a segment last operated by the Middlesex & Boston in 1972, prior to the MBTA take-over.
-In June 2017, service was rerouted slightly from Spruce St. to operate direct via Crescent St. in Waltham.
-In July 2019, until June 2021, because of the reconstruction of the Woerd Ave bridge, the route was modified to operate via Moody and Crescent in place of Rumford Ave and Woerd Ave.

-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 558 service was suspended. On August 31, 2020, Route 558 service resumed peak-periods only between Riverside and Newton Corner.
-Currently the route operates Monday-Friday rush hours as**: 558 Riverside-Newton Corner via Auburndale, Central Sq., Waltham**

528 (76) Hanscom AFB-Harvard via Five Forks (Mon-Fri) or Hanscom AFB-Arlington Heights (weekends)

-This was one segment of the previously mentioned M&B Route 28 (Maynard-Harvard Sq.). By 1969, the M&B was only operating rush hour service through to Harvard Station on this route (all off-peak service ran to Arlington Heights). M&B buses through-routed to Harvard bypassed Lexington Center.
-In July 1972, the MBTA only took over service from Five Forks to Arlington Heights. Evening and Sunday service were discontinued. Service between Five Forks and Hanscom was restored in mid-July 1972.
-In September 1972, the MBTA restored and extended most Monday-Friday service from Hanscom Field to Harvard via Lexington Center, being through-routed with 84 (Arlmont-Harvard) service.
-In December 1974, several peak period trips began operating directly via highway Route 2, bypassing Arlmont.
-In March 1977, all Route 528 trips through routed to Harvard began bypassing Arlmont. The route to Harvard was no longer considered a through-route with Route 84, but instead an independent route operating both ways via Mass Ave.
-For a brief period from March 1977 to December 1978, a single weekday late-evening trip operating after midnight was operated between Arlington Heights and the Air Force Base.
-Between March 1979 and September 1983, weekday service was operated to the temporary Harvard/Brattle Station.
-Between September 1983 and June 1985, weekday service operated to Harvard/Flagstaff Park.
-With the opening of the Red Line Northwest extension, this service was cut back to the new Alewife Station in June 1985. Previously, Route 528/76 had operated to Arlington Heights (instead of Harvard) on the weekends. With the change to Alewife station, both weekday and weekend service began operation to the same terminal (Alewife). Evening service was introduced with the extension to Alewife.
-Headways between Lexington Center and Alewife are coordinated route with 62 (ex 529).
-In June 1998, Saturday Route 62 and 76 service were merged into one route. Buses operate from Alewife to Lexington Center via Route 62, from Lexington

Center to Hanscom via Route 76, proceed on Hartwell Ave. to Mass Ave., and rejoin Route 62 to the end of the route at Bedford VA.
-In September 2001, the route was modified to operate around Hanscom Air Force Base instead of through it to reach the civilian air terminal because of national security concerns. Buses served the civilian terminal in the outbound direction and the layover location was moved to Hartwell Place. The air force base began operating a shuttle van from the bus connection at the base gate to the base itself to serve employees.
-In March 2003, buses began serving the Civilian terminal in the inbound direction a.m. and the outbound direction p.m. The layover for the route was moved to Lincoln Labs.
-In January 2005, weekday trips were split into two branches. Buses were to alternate between operating direct to the Air Force Base or terminating at Lincoln Labs outbound and returning inbound via the Civilian Air Terminal. This was to be a resumption of service to the Air Force Base, which was discontinued in September 2001 because of security concerns. Only passengers with proper identification were to ride the bus into the air force base. Because of continuing security concerns, it was necessary for the MBTA to establish a separate alternative route to serve the civilian air terminal. Prior to September 2001, buses served the civilian terminal after traveling through the base. However, after timetables were published indicating service would be restored to the base, the Air Force decided it would not allow a resumption of service after all. Between January and March 2005, buses scheduled to enter the base terminated at Lincoln Labs.
Also in January 2005, a late-evening trip was extended from Five Forks to Lincoln Labs.
-In March 2009, the weekday route was modified to operate via the Civil Air Terminal inbound in the a.m. and outbound in the p.m.
-In December 2016 the inbound route was slightly changed between Lake St. and Alewife Station to operate via Acorn Park Drive instead of Route 2 at all times. This route had been previously used unofficially in the a.m. peak to bypass heavy traffic on Route 2.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 62 and 76 were combined at all times. On August 31, 2020, some trips were modified to bypass the Civil Air Terminal.
-In December 2021, Route 76 resumed operating as an independent route in the AM and PM peaks, but remains combined with Route 62 at all off-peak times.

-In August 2025, Route 62/76 was discontinued. Route 76 began operating as a separate route middays and evenings, while Saturday service on segments unique to Route 76 was discontinued.
-The route operates weekdays as **76 Lincoln Lab-Alewife**

529 (62) Bedford VA-Arlington Heights-Harvard via Lexington Center
-With the MBTA takeover of this route, evening and Sunday service were discontinued.
-From September 1972 until September 1974 all Monday-Friday trips on this route were through-routed with 77 (Arlington Heights-Harvard) to Harvard Sq. Station.
-In June 1977, one rush hour trip a day was again operated to Harvard, but now via Concord Turnpike. The trip followed Route 528 from Lexington Center to Harvard and bypassed Arlington Heights.
-In June 1985, all service on this line was extended from Arlington Heights via Park Ave. and Concord Turnpike to the new Red Line Alewife Station. The one through trip to Harvard was discontinued. Some evening service was introduced at this time as well.
-In September 1986, one p.m. peak trip operating only as far as Arlington Heights from Alewife and another operating express to Park Ave. were added to the schedule.
-In June 1998 Saturday Route 62 and 76 service were merged into one route. Buses operate from Alewife to Lexington Center via Route 62, from Lexington Center to Hanscom via Route 76, proceed on Hartwell Ave. to Mass Ave., and rejoin Route 62 to the end of the route at Bedford VA. In September 1999, the merged route was slightly modified to operate via Bedford St. to Worthen Rd instead of Mass. Ave. to Worthen Rd. This change allowed Saturday service to a supermarket to be maintained, which was otherwise bypassed by the combined route.
-In December 2008, an extra a.m. peak trip operating only between Lexington Center and Alewife was added to the schedule.
-In March 2009, the span of Saturday morning service was slightly reduced.
-Headways between Lexington Center and Alewife are coordinated with Route 76 (ex 528).
-In September 2009, the extra p.m. rush hour trip from Alewife to Arlington Heights was extended to Lexington Center.
-In June 2010, one inbound Route 62 a.m. trip was modified to operate express from Park Ave. to Alewife.
-In September 2010, additional trips operating between Lexington Center and Alewife were added to the a.m. and p.m. peaks. In addition, all express trips were dropped and replaced with local trips.

-In December 2016 the inbound route was slightly changed between Lake St. and Alewife Station to operate via Acorn Park Drive instead of Route 2 at all times. This route had been previously used unofficially in the a.m. peak to bypass heavy traffic on Route 2.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Routes 62 and 76 were combined at all times.
-In December 2021, Route 62 resumed operating as an independent route in the AM and PM peaks but remains combined with Route 76 at all off-peak times.
-In August 2025, Route 62/76 was discontinued and Route 62 began operating as an independent route at all times, while new Sunday service was also added.
-Currently the route operates everyday as **62 Bedford VA-Alewife**

530 (67) Five Forks (Lexington)-Arlington Center via Summer St.
-Midday service was discontinued with the MBTA takeover. The route was already Monday-Friday-only under M&B operation.
-In March 1973, inbound a.m. and outbound p.m. trips began operating in a loop through the Turkey Hill (Forest, Clyde, and Washington streets) section of Arlington.
-Between December 1975 and September 1977, two trips ran via Symes Hospital.
-In September 1982, one-trip a day in each direction began operating as a loop within Lexington, from Lexington Center to Bedford St. to Hartwell Ave. to Wood St. to Five Forks.
-In June 1985 Route 67 was extended on one end from Arlington Center to the new Red Line Alewife Station via Pleasant St. and Concord Turnpike, but was cut back on the other end from Five Forks to Turkey Hill in Arlington. All of the service in Lexington was discontinued. Lexpress mini-buses travel in the same territory as the discontinued portion of Route 67.
- Midday service was introduced to Route 67 in June 1985 as well.
-In January 1992, outbound buses began operating via the Symes Hospital driveway. Service along this segment was temporarily suspended in June 2007 because of construction at the former hospital site.
-Outbound service via Symes Road resumed in June 2014.
-In December 2016 the inbound route was slightly changed between Lake St. and Alewife Station to operate via Acorn Park Drive instead of Route 2 at all times. This route had been previously used unofficially in the a.m. peak to bypass heavy traffic on Route 2.
-In June 2020, the layover in Arlington was moved to Forest St. @ Heard Rd.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began

operating on a modified Saturday schedule. Route 67 service was suspended and resumed on August 31, 2020.
-In March 2021, midday service was suspended with the route becoming peak-period only.
-In August 2021, midday service was restored.
-Currently the route operates Monday-Friday as: **67 Turkey Hill-Alewife via Summer St.**

531 Framingham or Wayland-Newton Corner via Washington St, Natick and Wellesley

-As taken over from the M&B, alternate peak-period trips of Route 531 operated from Newton Corner to Wayland, splitting from the Framingham service in Natick (see M&B Route 36). Evening service which operated only to Natick via Riverside station and Sunday service were discontinued with the MBTA takeover. The MBTA took over service to Wayland (as **536 Wayland Depot-Newton Corner**), but simplified the route to only operate via Cochituate Rd. to Wayland Depot.
-In late July 1972, service between Wayland and Natick was discontinued after only 3 weeks of MBTA operation, with all Route 531 service operating between Framingham and Newton Corner.
-In June 1974, the MBTA initiated express bus service from Woodland Station to Downtown Boston, due to track reconstruction on the Riverside Green Line.
-In December 1974, the MBTA began through-routing rush hour trips on Route 531 with Route 304A Newton Center-Downtown via Mass. Turnpike. Some extra service was operated from Woodland station to Downtown Boston, to help reduce pressure from the weary Riverside Line PCC car service. This Route 531 service to Boston replaced the temporary service inaugurated in June 1974.
-Route 531 was discontinued by the MBTA in February 1981, but was taken over by a private carrier, *Suburban Lines*. The through-service to Boston was not included with the line transfer. Suburban Lines went through several owners and name changes (including *Marathon Lines, Weybridge,* and *Ace Lines*) and eventually this route was discontinued entirely in January 1989, after suffering a long, slow death. *Andre Coachlines* made a brief attempt to reactivate the service between January and June 1989, but with no subsidy from the MBTA available, discontinued service. The demise of this route remains a lesson of the improper means to turn over a public transit service to private carrier hands. Much of this route ran parallel to the Framingham commuter rail line. The availability of competing rail service partially explains why the MBTA was reluctant to maintain service.
-In October 2013, the MetroWest Regional Transit Authority (MWRTA) introduced new weekday bus service on their Route 8, connecting Woodland

station to multiple locations in Wellesley and Natick. This route restored a portion of the old Framingham-Newton Corner bus, last operated in 1989.

532 (59) Needham-Watertown Sq.

-This route was already a Monday-Saturday-only service as operated by the M&B.

-In April 1981, this route was extended a short distance from Needham Center to Needham Junction.

-In December 1984, a supplemental Monday-Friday route was started from Needham St. (In the Needham Industrial Park Area) to Watertown, it operated as **59A Needham St.-Watertown Sq.** Route 59A split from Route 59 south of Newton Highlands.

-In December 1989, Route 59A was discontinued as a separate service, but alternate Monday-Friday trips of Route 59 began operation via Needham St. (instead of Elliot St.) between Newton Highlands and Oak St. in Newton, as a replacement. Route 59A did not operate in the morning rush, but Route 59 service via Needham St. does.

-In January 2005, Sunday service was introduced. The frequency of Saturday service was cut back to accommodate the increased costs of providing Sunday service.

-In September 2019 all off-peak service and the majority of peak service was changed to operate via Needham Street in place of Eliot Street. Two a.m. peak trips to Watertown and two p.m. peak trips from Watertown continue to operate via Eliot St.

-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Service on the Eliot St. variation was suspended and resumed on August 31, 2020.

-Currently the route operates every day as: **59 Needham Junction-Watertown Sq. via Needham St, with limited peak service operating via Eliot Street.**

533 (52) Oak Hill-Newton Corner

-The M&B operated some trips directly to Mt. Ida College, which was near the Oak Hill terminal. This practice was discontinued before 1972.

-In September 1976, this Monday-Saturday route was extended Monday-Friday on the northern end from Newton Corner to Watertown via Galen St. At the same time, it was extended on the southern end Monday-Friday from Oak Hill to Charles River Loop via Baker St and VFW Parkway.

-In June 1977, Route 533 was extended Monday-Friday via VFW Parkway from Charles River to the Dedham Mall (during hours when the mall is opened).

-In December 1978, the route from Oak Hill to Charles River was modified to operate via Baker and Spring Street. Buses were not able to use Baker St.

between Spring St. and Vermont St. until the bridge over the Needham commuter rail line was rebuilt.
-In June 1984, Saturday service was introduced on the extensions.
-Also in June 1984, a new diversion began operation on some trips, via the Jewish Community Center on Winchester St., Newton.
-Several school trip variations have been operated on this route. From 1973 to April 1981, some trips operated via Greenwood St. to serve Newton South High.
-In September 1983, two trips began operating via Meadowbrook St. to serve a junior high.
-In September 1987, several morning and midday trips began operating through to Brighton Center from Newton Corner (along Route 57s route) for school riders. This replaced special supplemental service which had operated previously. In September 2005, the a.m. peak through trips from Brighton Center were discontinued. The afternoon trip to Brighton Center was discontinued in June 2010.
-In June 1998, Saturday service was discontinued on the Winchester St. variation.
-In July 2012, all Saturday service was discontinued and weekday midday service as reduced.
-In June 2017, a supplemental trip in the a.m. operating only between Charles River Loop and Newton Corner was discontinued.
-In December 2019, the variation via Winchester Street was discontinued with all trips at all times now operating via Parker St. In addition, the variation to service Meadowbrook Street was made part of the regular Parker St. route for all trips at all times.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 52 service was suspended.
-On August 31, 2020, Route 52 service resumed on a limited schedule during peak-periods only.
-In March 2021, all Route 52 service was suspended.
-In June 2021, Route 52 resumed weekday service during both the peak and middays.
-Currently the route operates weekday-only as **52 Dedham Mall-Watertown**

535 Auburndale-Boston College via Commonwealth Ave.
-This route was not picked up by the MBTA in July 1972, but was reactivated rush hours only in January 1973**.** Midday and Saturday service had been provided by the M&B.
-Route 535 was discontinued in June 1976. In its final days, it was used primarily by domestics reverse commuting to Newton. Its demise left a large portion of Newton with a long walk to alternative public transit services, but it

was and is an affluent section, which doesn't seem to mind the lack of buses. It should be noted that this route was the final descendent of the open cars which used to service Norumbega Park from Lake St.

537 Charles River-Readville Manor

538/541 River & Milton-Grove & Washington via Endicott (some trips via Rustcraft)

-These routes operated Monday-Saturday-only with no evening service as last operated by the M&B.

-In September 1972, these routes were through routed with MBTA service. Route 537 was through routed Monday-Friday with Route 36 (Charles River-Forest Hills) to run as: **536 Forest Hills-Readville Manor via Charles River**, while Route 541 was through routed Monday-Friday with Route 33 (Dedham Line-Mattapan) to run as: **541 Endicott-Mattapan via River & Milton**. Route 538 was through-routed with 541. Saturday service was not through-routed.

-In June 1974, the MBTA discontinued all service on the Dedham local routes. The town of Dedham then contracted with *Hudson Bus Lines* to run the service. In 1983, to reduce costs, a **Charles River-Readville Manor via Endicott** loop route, which was a combination of the 3 original routes, was created. Service was discontinued on segments from East Dedham Sq. to River & Milton via West Milton St., and from East Dedham Sq. to Grove & Washington via Bussey St. with this route combination. Trips on the combined route alternated between East St. or Oakdale Sq. The section of the route between Charles River and Dedham Sq. was also modified to operate straight via Ames St. and Bridge St. Saturday service was eventually discontinued as well on the combined route.

-In 1984, the MBTA began to partially subsidize the route, as part of the Suburban Transportation Program (see Suburban Transportation Section). When Hudson Bus Lines went out of business in February 1994, Dedham contracted with another carrier (*JBL Bus Lines*) to provide the service with minibuses. JBL was taken over by Joseph's Limousine in October 2011. In March 2015, Transaction Corporate Shuttles took over operation of the Dedham contract. Service was discontinued in December 2019.

Section 4a) MBTA bus routes inherited from Service Bus Lines

Service Bus Lines and its subsidiaries (Malden Bus Lines and Saugus Transit) provided service to Lynn, Winthrop, Revere, Saugus, Malden, and Melrose, on routes initiated in the 1920s, 30s, and 40s. In 1972, the Malden Bus Lines and Saugus Transit subsidiaries were formally merged into Service Bus Lines. The MBTA took over the routes of Service Bus Lines, and its former subsidiaries: Malden Transit and Saugus Transit in February 1975. The routes were assigned numbers as follows:

130 Wyoming Sq.-Lebanon St. Melrose
410 Central Sq. Lynn-Winthrop Highlands
411 Linden-Revere Beach
421 Bainbridge St.-Malden-Revere Beach via Eastern Ave.
430 Saugus (Appleton St.)-Malden Sq.

Several routes were discontinued prior to the 1975 MBTA take-over
-By 1964, service was discontinued by Saugus Transit on the **Saugus-Wonderland** line. This was a remnant of the Saugus-Maverick station route once operated by Rapid Transit Inc. Service had been reduced to a small number of rush hour trips by the 1960s.
The routing of this service was as follows:
Saugus-Wonderland:
Via Central, Lincoln, Salem, Lynn, Squire Rd., American Legion Highway, Beach, VFW Parkway
The 1969 extension of ex-Eastern Mass Route 426 service from Cliftondale to Boston (see Route 426 in the Eastern Mass Lynn section) reactivated a portion of the former Saugus Transit route.

-In December 1965, Service Bus Lines discontinued the **Everett Sq.-Revere Beach** line. The end of this Monday-Friday-only route resulted in the MBTA initiating service on Hancock St. in Everett (see Routes 97 and 105 in the MTA section). The routing of this service was as follows: Chelsea, Malden St., Union St., Sagamore Ave., Garfield Ave., Hy-sil Ave., Dale, Park Ave., Broadway, Revere, No. Shore Rd., Shirley Ave. to Ocean Ave. At Everett Sq., the route included an Everett Circuit via Broadway, Hancock, Belmont, Bucknam, Norwood, to Everett Sq.-weekdays only

-In 1970, the MBTA extended former Eastern Mass. Route 428 from Saugus Center to Oaklandvale. This extension duplicated a short limited trip extension of Saugus-Malden service, from **Saugus Center to Boardman Circle.** The Saugus Center-Boardman Circle segment was all that remained of the Saugus-Melrose route, which was already discontinued several years before 1964. When

the MBTA took over Service Bus Lines, the Saugus-Malden service to Boardman Circle was discontinued, as Route 428 already covered the territory.

Of the routes surviving when the MBTA took over, changes have been made since 1975 as follows:

130 Wyoming Sq.-Lebanon St. Melrose via Malden Sq.

-After the MBTA take over, all trips on this route were operated via Sylvan St. to service the Lebanon St. loop (and connect with bus 106). This Sylvan St. routing was previously alternated with a direct service on Forest St. by Service Bus Lines.

-In December 1975, this route began serving the new Malden Station of the Orange Line.

-Sunday service on the Lebanon St. side of the route from Lebanon & Forest to Malden Station was initiated in December 1975 as **128 Malden-Forestdale** but this was discontinued in September 1977 because of poor ridership.

-In March 1978, the one-way loop on the Wyoming Sq. end of the line began operating clockwise. Previously, buses looped counterclockwise.

-Saturday service began running as a one-way loop in April 1981, but was restored to the normal route in January 1983.

-Starting in December 1985, the Wyoming Sq.-Malden section of the route was displayed as Route 130A in public timetables, with the Lebanon St.-Malden section still displayed as Route 130.

-In September 1994, service on Route 130A was extended from Wyoming Sq. to the Redstone Shopping Plaza (Stoneham) via Pond St., South St., Main St., and Stoneham Sq. This replaced *Hudson Bus Lines* service (see Hudson entry in the Private Carrier section). Service was discontinued on the Washington St. and Lynde Ave. portion of the loop in Melrose with this extension.

-In December 1996, the Stoneham-Malden portion of the route was renumbered to 132. Although public timetables no longer showed the route as a through service from Stoneham to Lebanon St. Melrose, most trips continued to operate through.

-In June 2003, weekday midday Route 130 service was discontinued and replaced by rerouting midday Route 106 trips which operate through to Franklin Sq. (see Route 106 in the MTA routes section). Route 130 continued to operate rush hours and Saturday.

-In January 2005, all service on Route 130 was discontinued. Rush hour service was replaced by operating additional trips on Route 106 from Linwood & Lynde St. (the former Route 130 terminal) to Malden Station. These trips as well as the earlier midday extension of Route 106 to Franklin Sq. covered most of the original Route 130 route, although all service was lost on the segment of Forest

St. between Sylvan Street and Main St. There was no replacement provided for Saturday Route 130 service.
-Weekday evening service was added in March 2016.
-In September 2019, all Route 106 service along the former Route 130 segment north of Lebanon St. at Forest Street to Melrose was discontinued. With this change, the only segment of the original Route 130 route that still receives service from Route 106 are the short segments along Forest Street and Sylvan Street in Melrose and Malden.
-Currently service operates Monday-Saturday as: **132 Redstone Plaza (Stoneham)-Malden via Wyoming Sq.**

410 Central Sq. Lynn-Winthrop Highlands via Lynnway
-When the MBTA took over operation, Route 410's service was drastically cutback, because it ran parallel to Route 440/441/442 (Marblehead-Boston via Lynnway).
-In June 1975, service from Lynn to Winthrop was run as Route 410 during the rush hours and Sundays, while a new through service was initiated with Route 411 (see below) as Route **412 Linden-Winthrop Highlands** during middays and Saturday.
-In March, 1977, with Suffolk Downs Station closed due to fire damage, Route 410 was rerouted to Orient Heights Station during the rush hours becoming: Route **410 Central Sq. Lynn-Orient Heights.** The new rerouting was intended to provide an alternative service for former users of Suffolk Downs Station, but attracted few riders. Sunday service continued to operate from Lynn to Winthrop Highlands.
-In December 1977, Route 410 was discontinued. Sunday service from Lynn to Wonderland was initiated on Route 440 as a replacement. Midday Route 412 service to Winthrop lingered to December 1978. The only loss of service with the end of Winthrop service was the small stretch from Winthrop Highlands to Beachmont, Revere, and from Beachmont to Wonderland (via Ocean Ave, and North Shore Rd.). Currently, Routes 119, 411, and 441/442 all provide coverage along the remainder of the former 410/412 routes.

411 Linden-Revere Beach
-In June 1975, service was extended from Revere Beach to Winthrop Highlands via Wonderland midday and Saturday as Route 412 (see Route 410 entry above).
-Midday service also extended from Linden to the Northgate Shopping Center, to replace Route 421 (see below).
-Service to Winthrop was discontinued in December 1978, and off-peak Route 411 trips were extended from Wonderland to the Revere House elderly housing development via North Shore Rd., Oak Island St., and Revere Beach Boulevard.

-In March 1979, off-peak east-bound Route 411 service began operating to Wonderland via Winthrop Ave, Beachmont, and Revere Beach. Buses operated inbound from Linden to the Beachmont loop following Route 119, proceeded to Wonderland via Ocean Ave. and terminated at the Revere House. Outbound buses returned to Wonderland, and then followed Beach St. and the original Route 411 routing to Linden.
-In June 1979, the off-peak terminus and layover was changed from Linden Sq. to Northgate. The route had formerly serviced Northgate on outbound trips and then return to Linden before beginning an inbound trip.
-In September 1979, service via Beachmont ended, and Route 411 began operating between Broadway and Wonderland via Revere St (Eastbound) and Beach St. (Westbound).
-In April 1981, rush hour Route 411 Linden-Revere Beach service was discontinued and replaced by an extension of Route 119 Revere City Hall-Beachmont to Linden and Northgate (see Route 119 in the MTA section). Route 411 was operated as a midday-only route from Northgate to the Revere House senior citizens apartment complex, operating as **411 Northgate-Revere House**. The name of the apartment complex was later changed to Jack Satter House
-In January 1983, Route 411 was extended from Northgate to Granada Highlands via Linden Sq., and was through-routed and merged with Route 430A Granada Highlands-Malden (see Route 107 in the MTA section). Saturday service was restored as well. In March 1983, p.m. peak service was introduced on Route 411, a.m. peak service only operated from Malden to Granada Highlands.
-In September 2004, an early evening trip operating only from Malden to Granada Highlands was added to the schedule.
-In June 2007, Route 411 outbound was adjusted in the Malden Station-Malden Sq. area from Exchange St. to Centre St.
-In December 2007, the inbound route into Malden Station was changed to use Centre St. in place of Pleasant St. between Main St. and Commercial St.
-In July 2012, the routing at Wonderland was changed to serve the new busway on the west side of Wonderland station in place of the former busway on the east side of the station. Buses operating toward Revere House serviced the relocated west side busway, while buses returning from Revere House operating toward Malden continued to operate along Ocean Ave. on the east side of Wonderland station.
-In September 2019, the span of Route 411 service operating beyond Kennedy Drive to Jack Satter House was reduced to only the early part of the p.m. peak. Midday and Saturday service continues to operate through to Jack Satter House while peak service and weekday evening service operates only between Malden and Kennedy Drive.

-In August 2021, Route 411 was modified to operate in both directions via Beach St. between Broadway in Revere and Wonderland. Service on Revere Street between Broadway and North Shore Rd, which was served eastbound only, was removed with this change. The westbound route was also removed from Ocean Ave. between Revere St. and Beach St.
-Currently the route operates Monday-Saturday as: **411 Revere/Jack Satter House-Malden Station via Wonderland, Northgate, Linden Sq., Kennedy Drive, and Broadway with peak service only operating between Kennedy Drive and Malden.**

421 Wonderland-Malden Sq. or Bainbridge St. Malden via Eastern Ave. and Northgate Shopping Center

-This route was operated very briefly by the MBTA in February and March 1975, during the transition from Service Bus Line's operation of these routes to MBTA operation. This line ran very close to other MBTA and ex-Service Bus Line's routes, only operated about 7 roundtrips a day and was quickly discontinued. No MBTA schedule was published for the route, and it never appeared in a system map as an MBTA route. Route 411 (see above) did begin midday operation via the Northgate Shopping Center to replace Route 421. One school trip on Route 130 did operate via Bainbridge St. until December 1975.

430 Saugus (Appleton St.)-Malden Sq. via Cliftondale Sq., New England Shopping Center, and Broadway

-Service on this route was coordinated with ex-MTA Route 107 (North Broadway-Everett Station) following the MBTA takeover.
-As taken over, early-morning peak trips did not serve the shopping center.
-Route 430 began serving the new Orange Line Malden Station in December 1975.
-In January 1977, a p.m. peak trip was added which bypassed the shopping center, and terminated at Saugus Center without looping via Appleton St. This trip was converted to a conventional trip in June 2010.
-Route 430 was slightly rerouted (to serve a senior center) in September 1977, via Vine & Main St. in the section between Cliftondale Sq. and the New England Shopping Center (Sears).
-In September 1994, the routing was slightly adjusted to serve the Square One Mall, which replaced the New England Shopping Center.
-In March 1995, the span of weekday evening service was improved.
-In March 1997, early morning trips began operating via Appleton St.
-In June 2007, Route 430 outbound was adjusted in the Malden Station-Malden Sq. area from Exchange St. to Centre St.
-In December 2007, the inbound route into Malden Station was changed to use Centre St. in place of Pleasant St. between Main St. and Commercial St.

-In December 2008, an extra school day-only trip operating from Malden High to Square One Mall via Granada Highlands (Route 411 routing) was added to the schedule.
-In December 2009, weekday evening Route 430 service was altered to operate via Granada Highlands, during hours when Route 411 does not operate.
-Currently the route operates Monday-Saturday as: **430 Saugus (Appleton St.)-Malden Station via Cliftondale Sq., Square One Mall, and Broadway**.

Section 4b) MBTA bus route inherited from Brush Hill Transportation Company

In June 1980, Brush Hill discontinued operation of the Mattapan-Parkway East/West route. Under pressure from Milton, the MBTA picked up the service and ran it as follows:

248 Mattapan-Parkway Loop (Milton)
-Although given a separate route number, the route was run as an extension of several Monday-Friday trips of Route 29 (Mattapan-Egleston) until September 1980, when it was through routed with 245 Quincy-Mattapan service.
-In April 1981, Route 248 service was discontinued after less than a year of operation by the MBTA. The discontinuance required former patrons to walk up to a mile to reach MBTA bus 245 (Quincy-Mattapan) or the Hudson (Canton & Blue Hill's) Mattapan-Canton route.

Section 5) MBTA bus routes initiated by the MBTA since 1964

The following were routes which were initiated by the MBTA itself since 1964.

3 Army Base-Chinatown via D St. and Broadway Station

-In January 1983, the MBTA began an experimental new Monday-Friday route between the new Garment District (Summer St.) and Chinatown. This route was requested by the city of Boston to aid in the relocation of garment-district jobs from Chinatown to the new site. The route became permanent in March 1983, and was extended from D & Summer St to the Army Base proper in March 1984.
-Between December 1984, and June 1985, reverse peak-direction trips operated via South Station and Park Plaza to serve as a commuter rail connecting shuttle route. This experimental reroute failed to attract ridership.
-In March 1987, Route 3 buses began entering the former Army Base site on the Northern Ave side, looping through the industrial complex, and leaving on the Summer St. side. Originally, buses both exited and entered from Summer St.
-In December 1989, all service on the line was rerouted from D St. to A St.
-In early 1996, the route between Summer St. and Northern Ave. was changed to use D St. after Viaduct St. and Ramp St. were closed.
-In September 1998, Route 3 was re-routed via Northern Ave, Sleeper, Congress, A St., Melcher St., Summer, South Station, South, and Kneeland. Service was discontinued to Broadway Station via A St. The re-routed service was coordinated with Route 6 Boston Marine Industrial Park-Haymarket (see Route 6 in the MTA section)
-In December 1998, service was rerouted off of Sleeper St. between Northern Avenue and Congress Street because of transitway construction. To serve the courthouse, buses operated via Congress to B St., and made a one way loop via Old Northern Ave., Sleeper St., and New Northern Ave. Service was discontinued on Melcher St.
-In December 1998, Route 3 was extended from Boston Marine Industrial Park to City Point via Summer St. and East First St. This extension allowed Route 3 equipment to be cycled with Route 11 equipment. Route 3 began one-way operation only with this change, operating toward City Point in the a.m. and toward Chinatown in the p.m. as **3 City Point-Chinatown via Northern Ave. and South Station.**
-The courthouse loop segment was eliminated in January 1999.
-In March 2000, p.m. peak service was rerouted again via Broadway Station instead of South Station. Morning service continued to operate from South Station. The route used the Haul Road between Congress St. and Dorchester Ave.

-The p.m. routing was modified in late September 2002 to operate via A St. instead of the Haul Road between Congress St. and Dorchester Ave.
-In January 2005, Route 3 was discontinued. The opening of the South Boston Transitway Silver Line from South Station to the South Boston waterfront eliminated most of the need for Route 3. The outbound route of Route 11 City Point-Downtown via Bay View (see Route 11 in the MTA initiated routes section) was changed to operate via Summer St., Melcher St., and A St. to replace part of Route 3.

4 Freedom Trail (Tremont & West-Charlestown Navy Yard)
-Service began in June 1971. This route was a seasonal (June-October), midday Monday-Friday, tourist-oriented service operated from 1971 to 1972. It followed the Freedom Trail from Tremont St., to the Constitution museum in Charlestown. The MBTA did not operate this service beyond 1973 due to complaints from private tour bus companies, but to this day several private tour operators operate similar services (though at a much higher fare than a standard transit route's). It should be noted that when service was initiated in June 1971, several 1200 series (ex-Eastern Mass, ex-New Bedford 200 series) "old-look" coaches were painted in a special "revolutionary" paint scheme to be used exclusively on this service. In 1972, the route was operated with then brand-new Flxible 7600s.

4 Kennedy Library-Columbia Station
-In October 1979 when the Kennedy Library opened, the MBTA began this shuttle service. In April 1981, it was turned over to *Hudson Bus Lines*, which had the contract to run the near-by U. Mass shuttle bus service. Hudson eventually discontinued the Library route as a separate service, with the U. Mass shuttle service taking over the need. U. Mass currently contracts with *Paul Revere Transportation* to operate this service.

4 North Station-World Trade Center via State St., Federal Courthouse
-This route was initiated in September 1998 to serve the new Federal Courthouse on Northern Ave. The route was modified in March 1999 to operate via Purchase and Pearl Streets instead of India and State St. northbound.
-In January 2005, Route 4 was modified to also operate via South Station in the direction toward North Station in the a.m. and toward World Trade Center in the p.m. In the segment between Post Office Sq. and World Trade Center, the route now essentially runs via a loop. In the a.m. peak buses operating south from Post Office Sq. operate via Congress St., to Northern Ave. to World Trade Center and return via D St., to Summer St., to South Station, to Atlantic Ave., to Purchase St., to Pearl St. and to Post Office Sq.. In the p.m. peak, buses operate in this segment from Post Office Sq., to Purchase St., to Summer St.

(South Station), to D St., to World Trade Center, and return via Northern Ave., to Purchase St. to Pearl St. to Post Office Sq. The segment from Post Office Sq. to North Station was not changed.
-In July 2007, the routing at North Station was slightly altered to accommodate building construction and the relocation of the bus stop of the route from Canal St. to Causeway St. Buses began operating southbound via Causeway St. to North Washington St.
-In July 2008, Route 4 was rerouted to operate via the Congress St. bridge in both directions, traveling via Sleeper St. between Congress St. and Northern Ave.
-In March 2009, northbound service in the a.m. peak and southbound service in the p.m. peak was rerouted to operate via Commercial St. and Atlantic Ave instead of through downtown via Congress St. This change partially replaced Route 6 South Station-Haymarket (see Route 6 in the routes inherited from the MTA section)
-Also in March 2009, all service at all times was extended via Northern Ave. from World Trade Center to Tide St. in the Boston Marine Industrial Park.
-In September 2019, the route was slightly modified to operate direct via Seaport Boulevard in place of Northern Avenue.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 4 service was suspended and resumed on August 31, 2020.
-In March 2023, the layover was shifted from Tide St. to the Design Center at Marine Park.
-In August 2025, a detour because of construction on Congress St. was removed, the morning route was however permanently modified to use Beverley St. between Causeway Street and Merrimack Street.
-It currently operates rush hours only as **4 North Station-Design Center via World Trade Center, operating via Atlantic Ave and South Station northbound a.m. and southbound p.m., and via Congress St., Courthouse, and Northern Ave. southbound a.m. and northbound p.m.**

5 Broadway-Copley via South End
-This was an experimental Monday-Friday route begun in April 1974. The routing it took through the South End (primarily via Berkeley St inbound and Clarendon & Waltham streets outbound) did not attract ridership within the South End, but it proved there was a demand for service from South Boston to Copley. Route 5 was discontinued in September 1975. Route 9 (City Point-Broadway & Tremont) was extended to Copley Station in September 1975 as a replacement for this experimental service (see Jan. /Feb. 1991 ROLLSIGN "Serving Downtown Boston-part II" for more information on this service).

5 City Point-McCormack Housing

-This housing project route was initiated Monday-Saturday in April 1977 as **5 Columbia Station-Andrew Station via Preble St. and Old Colony Ave,** to replace a portion of Route 8 (Columbia Point-Dudley) between McCormack Housing and Andrew. Service was discontinued in May 1977. Route 10 (City Point-Dudley) was experimentally operated via Preble St. from June to September 1977. The rerouted Route 10 experiment failed, but Route 5 was reactivated in April 1978 as **5 City Point-McCormack Housing**. It followed a similar route operated in 1971-72 (see Route 155 in this section), and duplicated Route 10 between City Point and Andrew. In fact, schedules at one time referred to it as Route 10A.

-In Spring 1982, service year-round began operating in South Boston outbound beyond L St. via Broadway and Farragut Rd. /Marine Park and inbound via P St. and East Fourth. Buses had formerly operated both in and outbound via P and East Fourth, and had been extended to Farragut Rd. summers only. This change was due to one-way street patterns being inaugurated on P and East Fourth. By September 1983, the layover and turn-around at City Point was moved from the site of the old North Point carhouse at E. Second & P St. to a turn-around loop built at the South Boston power station on East First St. It was only with the schedule change of September 1986 that the segment via East First St. from P St. to the layover was shown as part of the revenue route.

-From May 1987 to September 1987, Route 5 was extended from McCormack Housing to Columbia Point.

-Saturday service was introduced in September 1987.

-In December 2006, the outbound routing of Route 5 was modified to include a stop at JFK/U Mass Station. Buses still laid over at McCormack Housing.

-In February 2015, because of temporary one-way street patterns implemented after a winter emergency, the inbound route was changed to operate via East Broadway instead of East Fourth St. between P St. and L St. This reroute remained in effect through all of 2015 even after previous street patterns were restored, and became the official route with the schedule change of December 2015.

-In September 2019, Route 5 was discontinued and replaced by extending midday weekday and Saturday Route 16 service from Andrew to McCormack Housing (see Route 16 in the MTA initiated routes section). With this change, no stops lost service but some passengers must transfer between Route 10 and Route 16 to replicate some Route 5 trips.

14 Roslindale Sq.-Dudley via American Legion Highway and Warren St.

-This service was initiated Monday-Saturday in September 1986. The route's primary purpose is to provide direct access to shopping areas along the

American Legion Highway. In 1972, an earlier attempt was made to operate a similar service (see Route 48 in this section).
-The span of weekday evening service was reduced in December 1989.
-Saturday service was discontinued in December 1989 but was restored in June 1993.
-In March 2002, the route was merged with Route 46 Heath St.-Dudley (see MTA routes section) to form Route 14 Roslindale Sq.-Heath St. via Dudley. This was an end-to-end combination, resulting in no loss of service area for either route.
-In December 2019, Saturday morning service which only operated between Heath St. and Dudley was replaced with an additional trip on the full route.
-Currently the route operates Monday-Saturday as: **14 Roslindale Sq.-Heath St. via American Legion Highway, Warren St., Dudley, Centre, and Jackson Sq.**

28 Mattapan-Ruggles via Blue Hill Ave., Warren St. and Dudley
-This route was initiated in May 1987, as part of the service changes related to the Southwest Corridor opening. It now provides the base service in the Blue Hill Ave. corridor (see Route 29 in the MTA section).
-In December 1995, an extra school day trip from Townsend @ Warren to Mattapan was added.
-Between September 1991 and December 1994, extra rush hour trips were operated between Ruggles and Franklin Park in both the a.m. and p.m. peak. Extra trips remained in the a.m. peak only until March 1996.
-In September 1999, an early morning trip was initiated from Mattapan to Dudley and Franklin Field Housing to Dudley. The trip from Franklin Field was replaced by a trip from Mattapan in September 2002.
-In December 2000, an extra school day trip from Townsend @ Warren to Ruggles was added.
-In March 2002, extra school day-only trips in the afternoon from Malcolm X Blvd. to Mattapan were added to the schedule to replace former special supplemental school service.
-In September 2003, several school day-only trips operating direct from Hyde Park High (along River St. on Route 24) to Ruggles were added to the Route 28 schedule. These replaced several trips formerly through routed from Route 24 to Route 28. These trips were discontinued in June 2011 after the Hyde Park High school complex was closed.
-In December 2006, extra a.m. peak service operating between Franklin Park and Dudley was introduced and given a separate public route number as **25 Franklin Park-Dudley via Warren**.
-In March 2007, Route 25 service was extended from Dudley to Ruggles.

-In December 2007 an extra school day-only trip operating from Louis Pasteur Ave. to Mattapan was added to the schedule. This replaced former special supplemental Route 9812. A morning inbound trip was added in March 2023.
-In March 2009, outbound service was modified to bypass Eliot Square, operating direct via Malcolm X Blvd between Tremont St. and Dudley.
-In June 2010, Route 25 was discontinued. At the same time, the operation of Route 28 was transferred to Southampton Garage and articulated buses were assigned to the route. The increased capacity on Route 28 eliminated the need for extra service from Route 25.
-In December 2018, a school day-only trip operating from Townsend @ Warren to Mattapan was discontinued.
-In June 2023, a school day-only trip operating only from Malcom X Blvd to Mattapan was discontinued.
-Currently the route operates every day as: **28 Mattapan-Ruggles via Blue Hill Ave., Warren St. and Nubian**

31 Mattapan-Forest Hills via Blue Hill Ave. and Morton St.
-This route was initiated in December 1989 (see Route 29 in the MTA section).
-In April 2018, the weekday and Sunday span of AM service was slightly improved.
-Currently the route operates every day as: **31 Mattapan-Forest Hills via Blue Hill Ave. and Morton St.**

39 Arborway-Copley via Huntington Ave.
-This route is not really a new route, but a bus replacement for E Arborway Green Line streetcar service. 39 was the number long assigned to the Arborway streetcar line until the Green Line "E" designation was developed in 1966.
-Between September and December 1976, buses replaced all Huntington Ave streetcars evenings while the lights were upgraded in the Huntington Ave. subway.
-Between 1977 and 1979, PCC shortages and various track reconstruction programs resulted in Route 39 buses substituting for streetcars on multiple occasions weekdays. Weekday streetcar service was maintained to Heath St., while weekend normal streetcar service continued to operate to Arborway.
-In March 1980, all Huntington Avenue streetcar service was suspended due to track reconstruction and replaced by Route 39 buses. Full streetcar service resumed in June 1982 and all bus service was discontinued.
-Between October and November 1983, buses again replaced streetcars, this time because of Southwest Corridor construction at Forest Hills.
-In December 1985, all Huntington Ave service was suspended and replaced with Route 39 buses, because of track reconstruction in the Huntington Ave subway. Streetcar service resumed to Brigham Circle in 1986, and resumed to

Heath St. in November 1989. The segment between Heath and Arborway has remained closed since though, with Route 39 remaining in operation between Arborway and Copley.
-In December 1989, Route 39 was extended from Copley to Back Bay Station. The southern terminal was also renamed Forest Hills at this time as well, and normal bus fares (instead of Green Line fares) were applied.
-In September 1996 extra school day-only afternoon trips were added from Longwood & Huntington to Forest Hills.
-In September 1999, extra morning supplemental school service from Forest Hills to Longwood Ave & Huntington was displayed in the public timetable. This service had always operated (even when streetcars operated) but had previously only been displayed in the special supplemental service timetable. Some of these supplemental trip in the a.m. are through-routed with trips from Routes 32, 34, 36, and 37. In September 2018, most of these trips were converted to through-route variations of Routes 21, 32, 34, 36, and 37.
-On January 31, 2000, the turnaround loop for Route 39 was moved to the upper level busway at the never used Green Line platform.
-In October 2017, Route 39 was moved to the main upper busway at Forest Hills.
-In June 2020 the inbound route was changed to use Ring Road in place of Belvidere and Dalton Street between Huntington Ave. and Boylston St.
-Currently the route operates every day as: **39 Forest Hills-Back Bay Station via Huntington Ave.**

40 Georgetowne-Arborway via Washington St. and West Boundary Rd.
-This route was initiated Monday-Friday in December 1973, to serve the Georgetowne apartment complex. The route followed the same route as Route 34 from Forest Hills to Washington St. and West Boundary Rd, and then provided new service over West Boundary Rd direct to the apartment complex.
-Saturday service was added in December 1974.
-Sunday service was added in March 1978.
-In September 1978, separate a.m. and p.m. loops within the Georgetowne complex were combined into one route.
-Sunday service was discontinued in February 1981.
-Early evening service was discontinued in April 1981.
-In May 1987, the inbound terminal was changed from Arborway yard to the new Forest Hills station.
-In December 1989, Route 40 was extended a short distance in a loop via Dedham Parkway and Alwin St. to service part of the same territory in the Stonybrook area as Route 33 (Dedham Line-Mattapan). Buses operated around the loop in both directions.

-In March 1993, service around the Alwin St. loop segment was modified, so that outbound buses in the a.m. and inbound buses in the p.m. did not serve the loop.
-In December 1997, buses in both directions weekdays resumed looping via Alwin St.
-In June 1998, Saturday trips in both directions at all times resumed operating via Alwin St.
-In March 2005, a new Sunday route combined with Route 50 Cleary Sq.-Forest Hills (see Route 50 in the MTA- routes section) was introduced. Sunday buses operate outbound via Route 40 to Georgetowne, proceed via River St. to Cleary Sq., and then return inbound via Route 50.
-In March 2005, the span of weekday evening service was slightly improved.
-In December 2006, the last weekday evening and two Saturday evening trips of Route 40 were modified to follow the Route 40/Route 50 combined pattern (the same pattern as Sunday service).
-In March 2007, the span of Saturday evening service was expanded with the addition of two more combined Route 40/50 trips.
-In March 2008, the span of weekday evening service was expanded with the addition of one combined Route 40/50 trip.
-In September 2012 service around the Alwin St. loop was modified so that outbound buses in the a.m. weekday and inbound buses in the p.m. weekday and all inbound buses all day Saturday do not serve the loop.
-In April 2026, combined Route 40/50 service was discontinued, and evening and Sunday service began operating as regular Route 40. Service was also added to Route 50 at those times (see Route 50 in the MTA routes section). The span of Sunday service was also improved.
-Currently the route operates everyday as**: 40 Georgetowne-Forest Hills via Washington St. and West Boundary Rd.**

47 Boston City Hospital-Kenmore via Longwood Medical Area and Dudley
-This route was initiated as a brand-new Monday-Friday-only cross-town service in April 1972. The route traveled in new territory between Kenmore Sq. and Dudley via Brookline Ave, Longwood Ave, Huntington Ave, Ruggles St. and Shawmut Ave. From Dudley to Boston City Hospital, the route followed Washington St one-way (towards BCH). and Harrison Ave (towards Dudley).
-In September 1975, service was discontinued in the segment between Kenmore Sq. and Park Dr., and was extended and rerouted to Cambridge via Park Drive, Mountfort St., the BU bridge, and then over the former Route 67 Brookline & Granite-Green & Pearl (see Route 67 in the MTA section) to Central Sq. Cambridge, operating as **47 Central Sq.-Boston City Hospital**.
-This route proved to be enormously successful, and began operating on Saturdays in September 1976. Sunday service was added in December 1977.

-In March 1977, extra a.m. peak service was running again to Kenmore Station from Dudley. By 1981, Melnea Cass Blvd. was used in place of Sterling St. between Dudley and Tremont St. and in place of Eustis St. between Harrison Ave. and Washington St. northbound.
-In September 1982, the span of late-evening service was extended.
-In January 1983, supplemental rush hour service (Route 47A) began operation from Dudley Station to Brookline Ave & Longwood in the a.m. peak.
-In March 1983, supplemental service was expanded to operate from Boston City Hospital to Brookline & Longwood in the a.m. peak.
-In March 1984, supplemental p.m. peak service was added between Boston City Hospital and Brookline & Longwood.
-In June 1984, the supplemental service was officially extended from Brookline Ave. & Longwood to Brookline Ave. & Park Dr. In practice, buses had been operating that far to turn-around since the supplemental service began in 1983.
-In May 1987, Route 47 base service was extended from Boston City Hospital to Andrew Station, as part of the restructuring of bus routes which occurred when the Southwest corridor extension opened, to form **47 Central Sq.-Andrew**.
-In May 1987, new early Sunday morning service was initiated between Andrew and Brookline & Longwood.
-Both Routes 47 and 47A were slightly rerouted to serve Ruggles Station in May 1987.
-In September 1987, both lines were rerouted from Huntington Ave, to Avenue Louis Pasteur, to reduce traffic delays.
-In March 1988, Route 47A was extended from Brookline & Park Drive to Kenmore Sq. during both a.m. and p.m. peaks to form Route **47A Kenmore-Boston City Hospital or Dudley Station.**
-In September 1988, a.m. peak trips on Route 47A began alternating between Boston City Hospital or Ruggles.
-In December 1989, the Boston City Hospital-Andrew extension of Route 47 was dropped, but no loss of service area occurred, as Route 10 (Copley-City Point via BCH) also services the Andrew-BCH corridor, and Route 8 (Harbor Point-Ruggles) was extended to Kenmore to provide direct service from the Red Line to the Longwood Medical area. At this same time, rush hour Route 47A was renumbered 8A, and began operation as **8A Kenmore-Ruggles or Dudley.**
-Early Sunday a.m. service from Andrew to Brookline Ave & Longwood was discontinued in December 1989.
-In March 1995, the 8A trips in the a.m. peak began operating only between Dudley and Kenmore with no Ruggles short-terms. More frequent service was introduced on regular Route 8 service to off-set the reduction in short trips.
-In December 1991, Route 47 was extended a short distance from Boston City Hospital to the Albany St. bus garage. The line was also rerouted toward Albany St. between Dudley and Boston City Hospital, using Melnea Cass Blvd. and

Albany St. instead of Washington (Routes 8 and 8A continue to use Washington St.).
-In September 1995, early Sunday a.m. service was initiated between Central Sq. and Boston Medical Area.
-In September 1996, Monday-Friday service (except nights) on Route 47 was extended from Albany St. to Broadway Station.
-In June 1997, all service at all times (except early Sunday morning) was extended from Albany St. to Broadway Station.
-In September 2000, extra school day-only trips in the afternoon from Ave. Louis Pasteur to Dudley were added to the Route 8A schedule to replace former special supplemental school service. An additional a.m. trip from Ruggles to Kenmore was also added. In June 2006, the extra trips from Ave. Louis Pasteur to Dudley were discontinued.
-In July 2016, because of long-term road construction, the portion of the route between Central Sq. and Putnam Ave was moved from Pearl St. to Magazine St.
-In March 2019 the route between Central Sq. and Putnam Ave. was returned to Pearl St. from Magazine St. and also began operating direct on Pearl St. from Putnam to Granite for the first time.
-In September 2019, Sunday morning service was changed to operate through to Broadway Station. With this change, all Route 47 service at all times operates to Broadway.
-In June 2020, additional AM peak trips were added between Central Sq. and Longwood Ave. These trips were removed from the schedule in March 2021.
-In April 2024, to accommodate construction, the turn around loop at Central Sq. was changed to use Magazine and Franklin Streets in place of Massachusetts Avenue.
-Currently the route operates every day as: **47 Central Sq. - Broadway via Nubian**

48 American Legion Highway-Dudley via Boston State Hospital, Harvard St, and Uphams Corner

-This was a new Monday-Friday route which originated in June 1972.
-The segment from American Legion Highway (Shopping Center at Cummins Highway) to Boston State Hospital was dropped in March 1973, but the remainder of the Route **48 Boston State Hospital-Dudley via Harvard St and Uphams Corner** remained (though with only several trips a day) until April 1981, when it was discontinued.
-In 1987, a new route (14 Roslindale Sq.-Dudley) was initiated which covers most of the territory once served by Route 48, although this route does not enter the Boston State Hospital site.
-In January 1982, Route 595 Jamaica Plain Loop (see below) was renumbered into the empty Route 48 slot.

57 Watertown-Kenmore via Newton and Brighton

-This is not really a new service, but the replacement for A Watertown-Park St Green Line service. The route was initiated in June 1969.
-Until June 1971, extra school year rush hour service was operated from Oak Sq. to Kenmore.
-Since December 1986, some extra a.m. trips are operated from Oak Sq. to Kenmore
-In September 1999, some extra a.m. trips began operation from Brighton Center to Kenmore.
-In September 2000, an extra school day-only trip in the afternoon from Cambridge @ Warren St. to Kenmore was added to the schedule to replace former special supplemental school service.
-In September 2003 an extra school day-only trip was added between Oak Sq. and Union Sq., operating inbound in the morning and outbound in the afternoon. These trips are through-routed with Route 66 trips and replace former special supplemental school service.
-In September 2006 an extra school day-only trip was added between Avenue Louis Pasteur and Watertown in the afternoon to replace former special supplemental school service. This trip follows part of Route 8, before following Route 57.
-As initiated, Route 57 ran as a limited between Packard's Corner and Kenmore, stopping only to drop-off inbound in this segment and only to pick-up outbound. In December 2006, this restriction was removed.
-In September 2008, extra-rush hour trips between Oak Square and Kenmore were added to both the a.m. peak and p.m. peak periods.
-In June 2013, short trips between Brighton Center and Kenmore in the a.m. peak were discontinued.
-In September 2018, one school day-only Route 57A Oak Square-Kenmore tip morning was extended to Ruggles over Route 8. This trip had previously been through-routed rather than operate as a unique Route 57 variation.
-In December 2020, most extra trips between Oak Sq. and Kenmore were suspended and replaced with improved frequency on the full route to Watertown. Several school day-only trips to/from Oak Sq. were retained.
-In December 2024, peak-period Route 57A service between Oak Sq. and Kenmore was restored.
-In April 2025, peak-period Route 57A service was again discontinued in favor of improved frequencies between Watertown and Kenmore.
-Currently the route operates every day as **57 Watertown-Kenmore via Newton and Brighton.**

59A Needham St.-Watertown via Newton Highlands

-See Route 532/59 in the Middlesex & Boston section.

68 Harvard-Kendall via Broadway
-See Route 75 in the MTA section.

75 Mt. Auburn St. Shuttle
-See Routes 71, 73 in the MTA routes section.

75 Huron Tower-Harvard via Mt. Auburn
-This Monday-Friday route began in September 1985 as a second attempt (see Route 81 entry) to provide direct service to the Huron Tower apartment building. It operated via Mt. Auburn St., Grove St, Huron Ave, and Aberdeen Ave back to Mt. Auburn. Service operated middays only initially, with rush hour service being added in March 1986.
-In December 1989, the route was discontinued, but alternative trips of Route 74 (Belmont Center-Harvard) began serving Huron Tower as a replacement. These Route 74 trips were later renumbered as Route 75 (see Route 74 in the MTA section).

76 Copley-Waterfront Belt Line
-See Routes 3, 52, and 54 in the MTA routes section.

79 Arlmont-Arlington Center via Park Ave and Mass Ave
This was a school service operating several trips not shown in public timetables, but assigned a regular route number. It began in September 1971 and was discontinued in April 1981.

79 Arlington Heights-Alewife via Mass. Ave.
-This route was initiated in December 1985, several ratings after Alewife Station opened, to relieve pressure from Route 77 Arlington Heights-Harvard. Initial service was rush hours and middays Monday-Friday.
-In September 1986, early-evening service was added to Route 79.
-Extra school day-only service operated in the afternoon from Appleton @ Mass Ave. to Alewife began in December 1990.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 79 service was suspended. Service resumed in peak-hours on August 31, 2020.
-In March 2021, Route 79 service was again suspended.

81 Huron Tower-Harvard via Brattle St.

-This experimental Monday-Friday route was started in July 1974 to service the Huron Tower apartment building. It was routed along historic (and affluent) Brattle St., a street which never had bus service (nor electric trolley, but it did have horse cars!). The service was discontinued in September 1975, partially because the residents of Brattle St. did not appreciate the benefits of diesel bus service (See Route 75 entry for a description of a second attempt at Huron Tower service).

82 Rindge Ave Shuttle
-See Route 83 in the MTA routes section.

94 Medford Sq.-Harvard Sq. via West Medford
-See Route 96 in the MTA routes section.

102 Sullivan-City Sq. via Medford St.
-This June 1971 initiated midday-only route was launched to serve the Medford St side of the Charlestown housing projects area. The route was discontinued in December 1974. No large service area loss occurred, as Route 93 (Sullivan-Haymarket via Bunker Hill) service was within walking distance of this route.
Briefly between September and October 1976, some trips of Route 93 were operated via Medford St.

103 Reading Sq.-Sullivan via I-93
-This rush hour only express bus service was initiated in July 1971, partially as a replacement of discontinued Route 100A (Reading-Sullivan via Stoneham) service (see Route 100A entry in the Eastern Mass Melrose routes section). It was discontinued in June 1976, because of low ridership and the availability of near-by Reading commuter rail service.

112A Admirals Hill-Bellingham Sq. Shuttle
118 Central Ave.-Bellingham Sq. Shuttle
-See Route 112 entry in the MTA routes section, for an explanation of these two MBTA initiated shuttle services.

129 Whidden Memorial Hosp-Everett Sq.
-This was a short lived service, operated from March until December 1970 with a 1200 series (ex Eastern Mass, ex New Bedford 200 series) short bus. The hospital can only be reached via a hilly walk from regular bus Route 110

129 Wellington-Sullivan via Riverside Ave, I-93, and Shore Drive (Ten Hills)

-This rush hour only route was initiated in September 1975 to replace a discontinued portion of Routes 100 Elm St.-Sullivan, 108 Linden-Sullivan, and 134 North Woburn-Sullivan (see Routes 100, 108, and 134 in the MTA routes section). It followed what was originally a detour route around the Wellington bridge via Riverside Ave., I-93-, and Ten Hills (Shore Drive). Route 129 was discontinued in June 1976. Some trips of Route 95 (see Route 95 in the MTA routes section) were operated via Shore Drive as a replacement until April 1981. The 1982 extension of Route 90 service between Sullivan and Wellington (to service the then new Assembly Sq. Mall) resulted in a resumption of bus service in this area, although it omits Shore Drive and Ten Hills.

132 Redstone Plaza (Stoneham)-Malden
-See Route 130 in the Service Bus Lines routes section.

138/139 New England Shopping Center-Malden or Wyoming Sq.
-See Route 131 in the Eastern Mass Melrose routes section.

150/151 Franklin Field Housing-Mattapan and Egleston
-This midday housing project service was initiated in March 1971. It was discontinued in December 1978, but was shortly restored in January 1979, as alternate trip service of Route 29 (Mattapan-Egleston, now Mattapan-Jackson Sq.). Buses serving Franklin Field deviated from the regular route on Blue Hill Ave. via Ames St.
-Currently the route operates middays Monday-Friday as: **29A Mattapan-Jackson Sq. via Franklin Field**.

155 South Boston (Castle Island)-Old Colony
-This was an experimental midday-only Monday-Saturday, Summer only service connecting several housing projects to neighboring beach areas. It ran from June-September in 1971, 1972, and 1973. The route it followed was: Old Colony, B St., W. Broadway, Dorchester St., East Eighth, Columbia Rd., Farragut Rd., Day Blvd, to Castle Island
Much of the territory once covered by this route was served after 1978 by Route 5 (City Point-McCormack Housing, see Route 5 in this section).

160 Chestnut Hill Shopping Center-Chestnut Hill Mall shuttle
-See Route 60 in the MTA section for information on this shuttle bus.

170 Northwest Industrial Parks (Burlington Industrial Park)-Dudley via Waltham Industrial Parks and Riverside
-This route was initiated in June 1968 with 2 roundtrips a day.

-In September 1998, service was re-routed via Waltham Center in place of Riverside. The route also began entering the busway at Back Bay station in the a.m.
-In March 2009, the segment from Waltham to Burlington was discontinued, with service modified to operate via Bear Hill Rd and Second Ave in Waltham (part of the original 170 routing) and to then proceed to/from Central Sq. Waltham via Lincoln St. and Lexington St. Two trips had operated to Burlington in the morning, with one return trip in the afternoon. The restructured service to Waltham was changed to provide two outbound trips in the a.m. and two inbound trips in the p.m. Service to the industrial area of Burlington is still provided via Route 351 from Alewife (see Route 700 in the Eastern Mass Lowell routes section)
-In June 2020, the terminal name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 170 service was suspended.

171 Dudley Station-Logan Airport via Andrew
-This route was initiated in March 2002 to provide two early morning (3:30 to 4:30 a.m.) trips from Dudley to Logan as a replacement for Route CT3 service (see CT3 in this section). The buses operate through from Ashmont as part of Route 15. Previously, the Route 171 number designation was used from 1970 to 1981 for a short route from Northampton to Dover via Albany St. (see Route 48 in the MTA section).
-In June 2020, the terminal name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.
-Currently the route operates early-mornings only as: **171 Nubian-Logan Airport via Andrew**

172 Melcher St. /Mt. Washington Ave.-South Station via A St.
-This short industrial service originated in December 1968. It was discontinued in December 1972. It was never shown on any system route map, but was shown (without an assigned route number) in schedules for Routes 6 and 7. Service ran rush hours only.

173 Southwest Industrial Parks-Needham Ind. Park-Dudley
-This industrial route originated in June 1968 with 2 roundtrips a day. It ran along Route 128 to Industrial Parks in Needham, Dedham, and Canton as started, but was cut back to Needham by 1969. A stop was made at Riverside station when it originated but discontinued later. Service was discontinued in December 1972 and restored in July 1973. Service ended for good in April

1981. The route never operated more than one trip to Needham in the morning and one return trip in the afternoon. Service to the Needham Industrial Park area is currently provided by alternate trips of Route 59 (see Route 532/59 entry in the Middlesex & Boston section). Route 59 does not actually enter the Park as Route 173 did, however.

175 Hanscom Field (Bedford)-Dudley
-This industrial route was initiated in March 1974 and discontinued in December 1975. It consisted of one round trip.

176 Monsanto-Wellington
-This short industrial route was initiated in September 1975 and discontinued in December 1975.

177 Sullivan-Somerville Ind. Park (Inner Belt Drive)
-This short industrial route was initiated in January 1969 and discontinued in June 1971.

178 Chelsea Sq.-NE Produce Center-Everett Sta.
-This short industrial route was initiated in December 1970 and discontinued in March 1971. It was revived on the Chelsea end of the line in November 1972 as **118 Broadway & Beacon-Arlington & 5th,** but this route was gone by March 1973.

179 Acorn Park-Harvard
-This one-trip-a-day industrial service was initiated in June 1971 and was discontinued in April 1981. Service was reactivated in June 1981 but was discontinued again in June 1985. Alewife station (which is next to Acorn Park) opened in 1985. Acorn Park is also next to Route 84 Arlmont service.

181 Wonderland-Orient Heights Blue Line late-night shuttle bus
-Beginning in April 1981, Blue Line service after midnight (Monday-Friday) terminated at Orient Heights instead of Wonderland. This shuttle bus operated from midnight to 1 a.m. to service the remaining stations. It should be noted that streetcars and later trackless trolleys followed a similar route as this shuttle bus until June 1955, when trackless trolley Route 1*18 Wonderland-Orient Height*s was discontinued. The opening of the Revere rapid-transit extension in 1954 made this surface route surplus. Route 181 was discontinued in June 1995, when night-time Blue Line service was extended back to Wonderland for all trips.

196 Tropical Rain Forest Shuttle Bus

-Between September 1989 and 1991, the MBTA operated a short shuttle route from the newly reopened Franklin Park Zoo, to a parking facility on Morton St.

201 Riverside-Museum of Fine Arts, 202 Quincy Adams-Museum of Fine Arts.
-These special park & ride express bus routes were operated starting in February 1990, during the Monet exhibit at the Museum of Fine Arts.

226 Braintree Station-South Weymouth
-See Route 225 in the Eastern Mass-Quincy routes section

236 Quincy-South Shore Plaza via East Braintree
-See Routes 228 and 237 in the Eastern Mass-Quincy routes section.

250 Braintree-Marshfield via Hanover
252 Braintree-South Weymouth
-These rush hour only routes were initiated in May 1982 to serve Braintree Station with feeder service from territories previously not served by the MBTA.
-In June 1985, Route 250 was turned over to the private carrier ***Plymouth & Brockton St. Railway Co***. to operate. P&B operated the route until November 2008, when service was discontinued after a state/MBTA subsidy ended.
-In September 1989, operation of Route 252 was turned over to ***Weybus***, the town of Weymouth suburban mini-bus system, which received an MBTA subsidy. Weybus ceased all service in 1990, due to town budgetary problems. The former contractor for Weybus (***Braintree Livery Service***) stepped in to operate this route unsubsidized as a private carrier. In June 1991, Braintree Livery discontinued service and a new bus company, ***My Bus Inc***. took over. ***JBL Bus Lines*** took over from My Bus in 1994. As operated by the MBTA, Route 252 ran express via the Southeast expressway. The version of the route operated by My Bus and JBL instead traveled locally through Braintree and Weymouth, partially replacing local service formerly provided by Weybus. JBL discontinued service in June 2008. The MBTA extend Routes 222 (Quincy Center-East Weymouth) and 225 (Quincy Center-Weymouth Landing) to sections of South Weymouth (see Eastern Mass routes section) in March 2009, to replace portions of the former JBL service in Weymouth.

260 Canton Jct.-Braintree Station via Randolph
-This experimental rush hour only route was started in March 1984, part of a series of public transit improvements initiated when Southeast expressway reconstruction began. It served parts of Randolph and Canton which never had bus service before. It operated via Washington St. (Canton), Randolph St., Canton St., Crawford Sq., North St., and Pond St. The route did not last long,

and was discontinued by June 1984 (printed schedules were never available for this route, only typed ones were offered).

276 Long Island Hospital-Boston and **277 Shattuck Hospital-Boston**
-In March 1983 special Route 276 (Long Island Hospital-Boston City Hospital) began operation This route was not operated for the general public, but only for employees and homeless people requiring accommodation at the Long Island Homeless Shelter. Service was also provided to the Shattuck Hospital shelter in Jamaica Plain, as Route 277. In 1989, similar service was operated to a shelter in Braintree as **278 Braintree Armory-Boston**. In June 1994, additional service was added to Long Island from Albany St. in Boston. as **275 Albany St-Long Island**
-In June 2007, because of weight restrictions placed on the Long Island Bridge, no more than 20 passengers could be on board a bus. A shuttle route 274 Long Island Hospital-Fire Academy was established to carry passengers across the bridge. Passengers transferred to Route 275 and 276 buses at the Fire Academy on Moon Island.
-In September 2014, service from Albany St. to Long Island (Route 275) was discontinued and consolidated with Route 276 service from Boston Medical Center.
-On October 8, 2014, all service on Routes 274 and 276 was suspended indefinitely after the bridge between Moon Island and Long Island was closed to all traffic because of structural deficiencies.
-In September 2015, service on the Shattuck Shelter route was transferred from Quincy Garage to Arborway Garage and the trip was renumbered to 195. This route number was previously utilized when Arborway had provided a second bus for the shelter service.
-Route 195 service was suspended in December 2020.

300 Riverside-Downtown Boston via Mass. Turnpike
-Route 300 (Riverside-Downtown) began in September 1969
-Routes 300 and 303 only made a local stop at Riverside station, before entering the Turnpike.
-Midday and Saturday service were operated on Route 300 from September 1969 until June 1971.
-Midday service from Downtown to Riverside with a stop at Newton Corner was operated between June and December 1975. This provided an alternative to the Green Line, which was disrupted by track reconstruction work.
-Evening Riverside-Downtown via Newton Corner trips were started in September 1976.

- In September 1978, the terminal for Routes 300, 301, 304, and 305 was changed from Summer & Chauncy St (behind Jordan Marsh) to Federal & Franklin Streets.
-In April 1981, service was cut back to the South Station busway. During the Christmas 1981 season, a shuttle bus was operated from the South Station busway terminal to Federal & Franklin streets.
-In May 1982, full service was restored on Routes 300, 301, 304, and 305 to Federal & Franklin St.
-In June 1985, the outbound Downtown routing was changed from Arch St. to Otis St., due to construction.
-In September 1988, the downtown routing was changed from Summer St. to Kingston St.
-In September 1996, the routes were renumbered into the 500 series as follows: 300 to 500, 301 to 501, 302 to 502, 304 to 504, 305 to 505.
-In December 2000, evening outbound trips operating via Newton Corner were officially change to operate local via Washington St. between Newton Corner and Riverside, in order to provide evening service to West Newton. This had apparently been an informal unofficial practice prior to December 2000.
-In March 2003, the inbound routing between the downtown turnpike exit and High St. was changed to use Lincoln St. instead of South St. This change occurred because of changed patterns of one-way streets.
-In September 2003, inbound trips in the a.m. peak and outbound trips in the p.m. peak began serving Newton Corner as a midpoint stop. Shortly after the schedule change, outbound peak trips resumed by passing Newton Corner because of passenger complaints and long running times. In December 2003, inbound trips resumed by passing Newton Corner.
-In December 2006, evening service operating via Newton Corner was designated with an unique route number as 555 Riverside-Downtown via Newton Corner. This change was made in response to fare restructuring, as those trips operating via Newton Corner were designated as an “Inner Express” service, while the regular route was designated as an “Outer Express” service.
-Route 500 was discontinued in July 2012. The Green Line provides service between Riverside and Boston as a replacement option.
-Route 555 was discontinued as a unique route in July 2012. It was replaced by introducing evening service on Route 553 between Downtown Boston and Central Sq. Waltham via Copley Sq. (see Route 520 in the M&B section for information on Route 553).

301 Brighton Center-Downtown Boston via Mass. Turnpike
-Route 61 (Brighton Center-Downtown) began in September 1968.
-Routes 301, 302, and 304 essentially followed portions of the Watertown-Park St. streetcar line, before heading into Downtown Boston via the Turnpike

-From December 1967 until September 1968, a trial express bus was operated from Oak Sq. to Downtown via Brighton Center, Union Sq., Allston, and the Allston turnpike entrance as Route 61. This was rerouted substantially in September 1968 to become a route which began at Brighton Center (inbound), passed through Oak Sq., and entered the turnpike at Newton Corner. The Watertown-Downtown route was originally numbered Route 61. When the Oak Sq.-Downtown route started in December 1967, it was numbered Route 61, and the Watertown-Downtown route was renumbered as Route 4. In June 1970, the number was changed from 61 to 301. The ex-Eastern Mass. Lawrence division routes briefly used the 300 series from April to December 1968.
-In March 1974, outbound a.m. peak buses and inbound p.m. peak buses began operating via Cambridge St., Union Sq. Allston and the Allston entrance to the turnpike.
-In June 1974, inbound p.m. peak trips resumed operating via Oak Sq. and Newton Corner
-In September 1976, one late afternoon inbound trip began operating via Cambridge St. to accommodate school ridership.
-In September 1978, several inbound p.m. peak trips again began operating via Cambridge St.
- In September 1978, the terminal for Routes 300, 301, 304, and 305 was changed from Summer & Chauncy St (behind Jordan Marsh) to Federal & Franklin Streets.
-In April 1981, service was cut back to the South Station busway. During the Christmas 1981 season, a shuttle bus was operated from the South Station busway terminal to Federal & Franklin streets.
-In May 1982, full service was restored on Routes 300, 301, 304, and 305 to Federal & Franklin St.
-In June 1985, the outbound Downtown routing was changed from Arch St. to Otis St., due to construction.
-In September 1988, the downtown routing was changed from Summer St. to Kingston St.
-In September 1996, the routes were renumbered into the 500 series as follows: 300 to 500, 301 to 501, 302 to 502, 304 to 504, 305 to 505.
-In March 2003, the inbound routing between the downtown turnpike exit and High St. was changed to use Lincoln St. instead of South St. This change occurred because of changed patterns of one-way streets.
-In January 2005, an additional express bus route was initiated from Brighton Center to Copley Sq. (see Route 503 in this section).
-In March 2019, all remaining reverse-peak PM inbound trips were changed to operate via Cambridge Street in place of Oak Square.

-In September 2019, outbound p.m. peak trips began serving Newton Corner. Trips had previously operated through Newton Corner but did not service the stops there.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 501 service was suspended in June 2020. Service resumed on August 31, 2020 and was modified to operate via Copley to replace Route 503.
-Currently the route operates Monday-Friday as: **501 Brighton Center-Downtown Boston via Copley**

302 Watertown-Copley via Mass. Turnpike
-Route 62 (Watertown-Copley) began in September 1968,
-Routes 301, 302, and 304 essentially followed portions of the Watertown-Park St. streetcar line, before heading into Downtown Boston via the Turnpike
-The Watertown-Copley route began with route number 62. In June 1970, the number was changed to 302. The ex-Eastern Mass. Lawrence division routes briefly used the 300 series from April to December 1968.
-Saturday and midday service was initiated on Route 302 in January 1983.
-In December 1989, midday and Saturday service of Routes 302 and 304 were combined as 304 Watertown-Downtown via Copley. During rush hours, the routes remained separate.
-In September 1996, the routes were renumbered into the 500 series as follows: 300 to 500, 301 to 501, 302 to 502, 304 to 504, 305 to 505.
-Also in September 1996, the terminal for Route 502 at Copley was modified to only include a stop on St. James, with the loop around the Prudential Center being discontinued.
-In September 2019, the outbound route in the p.m. peak was modified to operate direct to Galen St. from the turnpike off-ramp, bypassing the loop around Newton Corner.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 504 began operating via Copley to replace Route 502 at all times.

303 Riverside-Copley via Mass. Turnpike
-Route 303 (Riverside-Copley) began in March 1971.
-Routes 300 and 303 only made a local stop at Riverside station, before entering the Turnpike.
-Route 303 Riverside-Copley was discontinued in April 1981. *The Gray Line Inc.* briefly attempted to operate the line, but gave it up after a matter of weeks. No loss of service area occurred, as the Green Line provides service to both points.

304 Watertown/Newton Corner-Downtown Boston via Mass. Turnpike

-Route 61 (Watertown-Downtown) started in July 1967.
-Extra rush hour trips between Newton Corner and Downtown were initiated in October 1967.
-Routes 301, 302, and 304 essentially followed portions of the Watertown-Park St. streetcar line, before heading into Downtown Boston via the Turnpike
-The Watertown-Downtown route was originally numbered Route 61. When the Oak Sq.-Downtown route started in December 1967, it was numbered Route 61, and the Watertown-Downtown route was renumbered as Route 4.
-Saturday Route 4 service began in March 1968.
-In June 1970, the number was changed to 304. The ex-Eastern Mass. Lawrence division routes briefly used the 300 series from April to December 1968.
- In September 1978, the terminal for Routes 300, 301, 304, and 305 was changed from Summer & Chauncy St (behind Jordan Marsh) to Federal & Franklin Streets.
-In April 1981, service was cut back to the South Station busway. During the Christmas 1981 season, a shuttle bus was operated from the South Station busway terminal to Federal & Franklin streets.
-In May 1982, full service was restored on Routes 300, 301, 304, and 305 to Federal & Franklin St.
-In June 1985, the outbound Downtown routing was changed from Arch St. to Otis St., due to construction.
-In September 1988, the downtown routing was changed from Summer St. to Kingston St.
-Saturday and midday service was initiated on Route 302 in January 1983. In December 1989, midday and Saturday service of Routes 302 and 304 were combined as 304 Watertown-Downtown via Copley. During rush hours, the routes remain separate.
-In September 1996, the routes were renumbered into the 500 series as follows:300 to 500, 301 to 501, 302 to 502, 304 to 504, 305 to 505.
-In March 2003, the inbound routing between the downtown turnpike exit and High St. was changed to use Lincoln St. instead of South St. This change occurred because of changed patterns of one-way streets.
-In September 2019, the outbound route in the p.m. peak was modified to operate direct to Galen St. from the turnpike off-ramp, bypassing the loop around Newton Corner.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 504 was modified to operate via Copley at all times to replace Route 502 (several early AM peak trips do not

serve Copley). All service also resumed looping via Newton Corner at all times in both directions.
-Currently the route operates Monday-Saturday as **504 Watertown-Downtown Boston via Copley**

305 Waltham-Downtown Boston via Mass. Turnpike
-Route 305 (Waltham-Downtown) began in August 1971.
-Route 305 introduced MBTA service into territory (Lexington St., Comm. Ave., and Washington St. in West Newton and Waltham) which had previously only been served by the M&B.
-Route 305 originally operated via Comm. Ave., Auburn St., and Washington St. in West Newton. In January 1972, the route was changed to operate via straight Comm. Ave. and Washington, with Auburn St. being bypassed.
- In September 1978, the terminal for Routes 300, 301, 304, and 305 was changed from Summer & Chauncy St (behind Jordan Marsh) to Federal & Franklin Streets.
-In April 1981, service was cut back to the South Station busway. During the Christmas 1981 season, a shuttle bus was operated from the South Station busway terminal to Federal & Franklin streets.
-In May 1982, full service was restored on Routes 300, 301, 304, and 305 to Federal & Franklin St.
-In June 1985, the outbound Downtown routing was changed from Arch St. to Otis St., due to construction.
-In September 1988, the downtown routing was changed from Summer St. to Kingston St.
-In September 1992, Route 305 was slightly modified in Downtown Waltham (via Common and School streets) to serve a new parking facility built by the City of Waltham.
-In September 1996, the routes were renumbered into the 500 series as follows:300 to 500, 301 to 501, 302 to 502, 304 to 504, 305 to 505.
-In March 2003, the inbound routing between the downtown turnpike exit and High St. was changed to use Lincoln St. instead of South St. This change occurred because of changed patterns of one-way streets.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 505 service was suspended.
-In August 2021, Route 505 service was restored.
-In May 2022, the route was changed to operate via Maple and Crescent in place of Moody St between Maple and Crescent St. Since 2020, this section of Moody St. had been temporarily bypassed during months when outdoor dining was in place on Moody St.
-Currently the route operates weekdays only as: **505 Waltham-Downtown**

310 Needham-Boston (Copley and Downtown) via Mass. Turnpike and Highland Ave. or Great Plain Ave

315 Roslindale-Boston (Copley) via Mass. Turnpike

-These two routes were initiated in October 1979 to replace Needham commuter rail service while Southwest Corridor construction and Needham Line reconstruction took place. They were discontinued in October 1987 when the Needham Line reopened.

-Route 310 as initiated operated several different variations. Service operated Monday-Saturday and matched the service span of the commuter rail line. Off-peak Route 310 trips served both Downtown Boston and Back Bay and operated in a loop through Needham to serve all commuter rail stations in that community. Buses traveled via the Mass Pike and Route 128 between Boston and Needham. Off-peak buses traveled in a loop in Needham, operating outbound south via Highland Ave to Needham Heights and Needham Junction, and then returned inbound via Great Plains Ave. to serve Bird's Hill. During the peak, buses operated via four variations, they served Downtown or Back Bay (not both on the same trip as they did in the off-peak) and operated either south via Highland Ave to Great Plains, or north via Great Plains to Highland.

- The initial downtown terminal for Route 310 was Federal & Franklin Streets (the same routing as routes 300, 301, 304, and 305). In April 1981, service was cut back to the South Station busway. During the Christmas 1981 season, a shuttle bus was operated from the South Station busway terminal to Federal & Franklin streets.

-In April 1981, midday and Saturday buses began operating to Needham Junction via Great Plains Ave in both directions and did not serve Needham Heights. Passengers from Needham Heights had to use Route 532 Needham-Watertown (see Route 532 in the Middlesex & Boston section) and transfer at Needham Junction for service to Boston.

-In May 1982, full service was restored to Federal & Franklin St. In June 1985, the outbound Downtown routing was changed from Arch St. to Otis St., due to construction.

-In September 1982, off-peak service returned to the original pattern of operating outbound via Highland Ave and returning inbound via Great Plains.

-Off-peak service on Route 310 also made stops at Riverside and Newton Corner. Midday and Saturday Riverside service was discontinued in April 1981, but resumed in May 1982. Midday and Saturday stops at Riverside were discontinued again in January 1983. When Route 310 was discontinued in 1987, several evening trips were added to Route 300 (Riverside-Boston), with stops being made at Copley Sq., and Newton Corner.

-Route 315 operated between Copley Sq. and Roslindale rush hours only with four-trips inbound a.m. trips and four outbound p.m. trips. The route started

at the Roslindale commuter rail station and traveled west via Belgrade Ave., Centre and Spring streets to serve other commuter rail stations in West Roxbury before running non-stop through Newton and entering the Mass Pike at Newton Corner

325 Elm St (Medford)-Haymarket via I-93
326 West Medford-Haymarket via I-93
-These rush hour only express routes were initiated in June 1973. Route 325 followed the northern portion of Route 100, as well as the Salem St. portion of Route 101, before entering the expressway. Route 326 followed the northern portion of Route 95 between West Medford and Medford Sq., before entering the expressway.
-In Winter 1986, printed schedules displayed Route 326 service as coordinated with ***Hudson Bus Lines*** Boston-Lexington via Medford route, but such coordination was not actually operated.
-The bus stop location at Haymarket has changed several times.
-In March 2016, one a.m. inbound and p.m. outbound trip of Route 325 Elm St.-Haymarket were extended from Elm St. to Redstone Plaza in Stoneham
-On March 17 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 325 and 326 service was suspended in June 2020.

351, 352, 353, 354, 355, 701 Burlington/Woburn-Boston via I-93
-See Route 700 in the Eastern Mass-Lowell routes section.

370 Needham Industrial Park-Boston
-This was an industrial park variation of the above-mentioned Route 310 service. Several outbound early a.m. trips and return inbound afternoon trips were offered. It was discontinued in April 1981. Currently, Route 59 provides alternative trip service to Needham St., adjacent to the industrial park area (see Route 532/59 in the M&B section).

426 Lynn-Boston via Cliftondale Sq.
425 Lynn-Wonderland via Cliftondale Sq.
427 Granada Highlands-Boston
428 Oaklandvale-Boston
-See Route 426 in the Eastern Mass-Lynn routes section.

447 Salem/Lynn-Logan Airport
-This was an experimental service started in September 1970 and discontinued in December 1970. Some service was retained as Route **445 Salem to**

Wonderland Station from December 1970 until March 1971. No loss of service area occurred, as a transfer from the Blue Line to Route 455 (Salem, Lynn-Boston) covers the same territory. As an interesting side note, schedule times for Route 447 were designed to provide connections to Eastern Airline's Boston-New York shuttle service. The route followed Route 455 from Salem to Vinnin Sq., Route 441 from Vinnin Sq. to Central Sq., and Route 440 to Wonderland.

448 Marblehead-Downtown Crossing; 449 Marblehead-Downtown Crossing; and 459 Salem-Downtown Crossing

-See Routes 441, 442, and 455 in the Eastern Mass. Lynn routes section.

477 Salem-Suffolk Downs

-In June 1976, extra supplemental service began between Salem Center and the Suffolk Downs racetrack. This consisted of a single roundtrip. This service was discontinued in October 1979. No loss of service area occurred, as both Route 450 Salem-Boston and 455 Salem-Boston via Loring provide service between the two points.

485 Beverly Housing Authority Lunch Trip (Ellis Sq.-Briscoe Junior High School (Colon St. and Sohier Rd.))

-This route was a special midday roundtrip used to transport senior citizens from their apartment complex to a Federal subsidized hot lunch site. The route operated from October 1971 to June 1972.

503 Brighton Center-Copley Sq.

-In January 2005, a new express bus route was initiated in the peak from Brighton Center to Copley Sq. The route followed the same path as Route 501 (see Route 301 in this section) from Brighton Center to the Mass Pike entrance at Newton Corner and left the Mass Pike at Copley Sq. in the same pattern as Route 502 (see Route 302 in this section).
-In March 2014, PM peak inbound trips began operating via Union Sq. Cambridge St., and the Allston entrance to the turnpike, bypassing the normal route via Oak Sq.
-In September 2019, outbound p.m. peak trips began serving Newton Corner. Trips had previously operated through Newton Corner but did not service the stops there.
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route 503 service was suspended. Route 501 service was modified on August 31, 2020, to operate via Copley to replace Route 503.

Community-Service routes
461 Salem-Salem State College/Palmers Cove
462 Salem-Salem Hospital/Pequot Highlands
466 East Lynn Loop
467 West Lynn Loop
590 Somerville Minibus
594 Brookline Loop
595 Jamaica Plain Loop
596 Watertown Sq.-West Watertown Loop
597 Brighton Minibus
598 Cambridge Minibus

-In 1972, the MBTA ordered ten mini-buses from Highway Products/Twin Coach (series #7900-7909). These buses were intended for operation on the above listed "community-based" midday-only loop routes. A main feature of these routes was the lack of designated bus stops. Passengers could flag a bus anywhere on the route.

-When the coaches were first delivered, several were operated on special Christmas shuttle **Shoppers Special** routes in December 1972, to introduce them to the public. One ran from Downtown Boston to Newbury St. to Copley Sq., another operated to Salem St. in the North End of Boston, while another ran through Downtown Quincy. These shuttles were operated more for publicity than for transportation purposes and only ran for a few weeks.

-Between January and June 1973, the above mentioned community routes were initiated. In addition to having low ridership, the services suffered because the 7900's were plagued with mechanical problems, and frequently had to be replaced by full-size buses. Thus, routes which were planned to have lower operating costs, ended up having the same costs as any other bus route, but with a very low amount of traffic. Most of these lines changed configuration drastically during their short service lives, in failed attempts at building ridership. The routes are described individually as follows:

461 Salem-Salem College Loop

Service started in March 1973 on the route as follows:
Washington St., U-turn at Bridge St. rotary, Washington St., Harbor St., Congress, Summit Ave., Willow, Lafayette, Loring Ave., Rainbow Ter, Raymond, Loring
Return: Loring Ave, Lafayette, Willow, Summit, Leach, Lafayette, Salem St., Leavitt, Congress, Hawthorne Blvd, Brown St., St. Peter, Federal to Washington

In September 1975, the route was simplified and renamed **461 Salem-Palmers Cove Loop.** The revised route was as follows:

Washington St., U-turn at Bridge St. rotary, Washington St., New Derby, Lafayette, Willow, Summit, Leach, Lafayette, Salem St., Leavitt, Congress, Hawthorne Blvd, Brown St., St. Peter, Federal to Washington
-Route 461 (Salem-Salem State College/Palmers Cove) was discontinued in December 1978. Route 454 (Salem-Marblehead) began to make a diversion via Pioneer Terrace as a partial replacement, however Route 454 itself was discontinued in November 1979.

462 Salem Center-Salem Hospital began in March 1973 as follows:
Washington St., Essex, Highland Ave., Fairview Apts. loop, Highland Ave., Salem Hospital
Return: Highland Ave., Essex, Summer, Gedney, Margin, Washington, New Derby, Derby, Fort Ave., Fort Lee Ter, Essex, Washington, West Brown, St. Peter, Federal, Washington
-Route 462 was split into two routes in September 1974, with some trips operating as **463 Salem-Grove & Hospital Loop**. Route 463 served the Oakland/Boston street area operating from Salem via Washington, Bridge, North, Mason, Dunlap, School St., Tremont, Grove, Boston, Proctor, Highland Ave and then following Route 462 from there.
In March 1975, Route 462 was extended to a new apartment complex and renamed **462 Salem Center-Pequot Highlands-Salem Hospital,** the revised route as follows:
Washington St., Essex, Highland Ave., Fairview Apts. loop, Highland Ave., Pequot Highlands, Salem Hospital
Return: Highland Ave., Essex, Summer, Gedney, Margin, Washington
In June 1975, the route was modified to serve Salem Towers after Fairview Apts.
-In March 1979, all service began operating via Route 463. Public timetables still referred to the service as Route 462.
-Route 462/463 was discontinued in November 1979.

466 Lynn East Loop began in March 1973 as follows:
Exchange, Broad, Newhall, W. Baltimore, Baltimore, Atlantic, Broad, Green, Union, Chestnut, Olive, Fayette, Essex, Washington, Boston, Franklin, Market, Broad, Union
-By January 1977, the route was modified to serve the Highland Circuit as follows:
Mt. Vernon, Silsbee, Newhall, W. Baltimore, Nahant, Broad, Green, Union, Chestnut, Olive, Fayette, Essex, Rockaway, Grant, Bayview, Hollingsworth, Herbert, Highrock, Rogers, Essex, Washington, Boston, Lynn Plaza, Boston, Franklin, Market, Broad, Union. The route may have been changed at a much

earlier date, but schedules only displayed the revised routing by January 1977.

467 Lynn West Loop began in March 1973 as follows:
Central, Willow, Oxford, Central Ave., Andrew, Market, Franklin, Boston, Cottage, Woodman, Spencer, Walden, Summer, Blossom, Common, Pleasant, State, Market, Broad, Union

-Routes 466 and 467 (Lynn East & West loop minibus) were discontinued in June 1976, but restored in September 1976. They were discontinued again in September 1977. At that time, the City of Lynn began operation of the Lynn East/West loop bus. The city paid for the service and contracted out operation to a private carrier (McGinn Bus was the original contractor). By 1988, the MBTA began a subsidy as part of the Suburban Transportation program (see Suburban Transportation Program section). The city service was discontinued in April 2003.

590 Temple St. & Mystic Ave.-Gordon St. & Mystic Valley Parkway (Somerville)
Began in March 1973 as follows:
Temple, Shore Drive, Mystic Ave., Temple, Broadway, Central, Highland, Cedar, Elm, Davis Sq., Holland, Teele Sq., Broadway, North, Gordon St.
Return: Gordon Rd., Mystic Valley Parkway, Boston Ave., North, Broadway, Teele Sq., reverse route to Temple St., Jaques, Grant, Mystic Ave., to Temple St.
-By 1975, the route was changed to use Fellsway West in place of Temple from Mystic Ave. to Broadway
-Route 590 (Somerville mini-bus) operated from Temple St. to Ten Hills, Somerville, middays only. Between September and December 1976, a rush hour version of Route 590 was trial operated as **590A Davis Sq.-Sullivan via Ten Hills**.
-In March 1979, service was rerouted from Jaques and Grant to operate straight Temple St.
-Regular Route 590 service was discontinued in April 1981.

-**Route 594 (Brookline Minibus**) began in late January 1973 with three variations which used separate internal numbers: 591 Coolidge Corner-Brookline Hospital, 592 Coolidge Corner-Beth Israel Hospital, and 593 Coolidge Corner-Cleveland Circle. By mid-February 1973, service was already consolidated to one variation as follows
594 Coolidge Corner Library-Brookline Loop

Via Pleasant, Dwight, Babcock, Harvard, Williams, Winchester, Beacon, Chestnut Hill Ave., Busway, Chestnut Hill Ave., Marion, Vernon, Park, Washington, Brookline Ave., Park Dr., Beacon, Pleasant St.
-In March 1974, the route was reconfigured as follows:
via Pleasant, John, Babcock, Harvard, Williams, Winchester, Beacon, Regent Circle, Beacon, Marion, Vernon, Park, Washington, School, Aspinwall Ave., Brookline Ave., Riverway, Longwood Ave., St. Paul, Parkman, Pleasant
-In June 1974, the route was modified again as follows:
via Pleasant, John, Green, Harvard, Williams, Winchester, Beacon, Westbourne Ter., Beacon, Marion, Vernon, Park, Washington, School, Harvard, Longwood, Brookline Ave., Riverway, Longwood Ave., St. Paul, Parkman, Pleasant
-In March 1976, the route was modified again (this rerouting may have started earlier than March 1976, but route descriptions on schedules were not changed before then)
via Pleasant, Harvard, Williams, Winchester, Beacon, Westbourne Ter., Beacon, Marion, Vernon, Park, Washington, School, Harvard, Sewall, Longwood, Brookline Ave., Riverway, Park Drive, Beacon, Carlton, Lenox. Essex, Dummer. Amory, Egmont, Pleasant.
-Route 594 (Brookline minibus) was discontinued in June 1976. The town of Brookline began operation of a senior bus as a replacement for the service.

-**Route 596 (Watertown Sq.-West Watertown Loop)** was actually a resumption of part of the Watertown portion of ex-Middlesex & Boston Route 30 (see M&B section). Route 596 was introduced middays only in March 1973, but discontinued in September 1973. It was the shortest lived of the routes.
It ran as follows
Via Main, Waverley, Belmont, Warren, Hagars Lane, Warren, Waverley, Main St.

-Route 597 (Brighton minibus) began in April 1973
It ran as follows:
597 Western Ave. & North Harvard Streets-Brighton Loop
Western Ave., No. Harvard, Cambridge, Harvard Ave., Commonwealth Ave., Allston, Washington, Monastory, Colburn, Melton, Wallingford, Commonwealth, Chiswick, Chestnut Hill, Winship, Washington, Brighton Center, Market, No. Beacon, Soldiers Field Rd., Market, Waverly, Portsmouth, Lincoln, So. Waverly, Waverly, Western Ave. to North Harvard
-By March 1976, it was simplified as follows:
597 Western Ave. & Turnstyle-Brighton Loop
Western Ave., No. Harvard, Cambridge, Harvard Ave., Commonwealth Ave., Kelton, Allston, Washington, Monastory, Colburn, Melton, Wallingford,

Winship, Washington, Brighton Center, Market, Waverly, Western Ave. to Turnstyle
-The route was discontinued in June 1976.

-**Route 598 (Cambridge minibus)** started in May 1973 as a route linking Lechmere with the Fresh Pond Shopping Center with 4 midday roundtrips**.**
In ran as follows:
598 Lechmere-Fresh Pond
Cambridge St., Sixth, Hurley, Third, Broadway, Kendall Sq., Main, Columbia, Cambridge, Windsor, Main, Mass Ave., Prospect, Hampshire, Inman Sq., Cambridge St., Peabody Sq., Mass Ave., Walden, Sherman, Rindge Ave., Alewife Brook Parkway, to Fresh Pond Shopping Center
Return: Alewife Brook Parkway, Rindge, Sherman, Walden, Mass Ave., Porter Sq., Mass Ave., Peabody, Cambridge, Inman Sq., Hampshire, Prospect, Central Sq., Western Ave., Franklin, River, Mass Ave., Columbia, Cambridge, Windsor, Main, Kendall Sq., Third, Hurley, First, Lechmere Sta.

In December 1975, the route was reconfigured to operate just from **Cambridgeport to the Fresh Pond Shopping Center** but with 7 trips.
It ran as follows:
598 Fresh Pond-Cambridgeport
Concord Ave., Walden, Sherman, Rindge Ave., Sherman, Walden, Raymond, Linnaean, garden, Mass Ave., Harvard Sq., Brattle, Mt. Auburn, Putnam Ave., Brookline St., Allston St., Sidney St.
Return: Sidney, Putnam, Mass Ave., Peabody, Mass Ave., Garden, Linnaean, Raymond, Walden, Sherman, Rindge, Loop, Rindge, Sherman, Walden, Concord.
-Route 598 was discontinued in June 1976.

-Only one of these community service routes continued as an MBTA route for an extended period of time:
595 (Jamaica Plain Minibus).
It started as follows in March 1973:
595 Centre & South-Jamaica Plain Loop
Centre, Paul Gore, Chestnut Ave., Centre, Amory, W. Walnut Park, Columbus, Washington, Green, Amory, Boylston, Larmartine, Green, Elm, Sedgwick, Centre
-In January 1982, this route was renumbered **48 Jamaica Plain Loop**
-In April 1987, the route was slightly modified to serve the then new Jackson Sq. station

-In March 1989, the route was taken off of Elm and Sedgwick between Green and Centre and rerouted to follow Green to Centre, and loop at the monument at Centre and South.
-In March 2000, Jackson Sq. became a layover point for the route.
-In June 2005, the route was change to better accommodate the operation of 40-foot buses. From the Monument, the route follows Centre St., to Paul Gore St., to Lamartine St., to Centre St., to Columbus Ave., to Jackson Square Station. From Jackson Sq., the route then travels via Columbus Ave., to Amory St., to Green St., to Lamartine St., to Boylston St., to Centre St., to the Monument.
-In March 2006, another minor change with made, with buses operating from Lamartine, to New Milton, to Amory, to Boylston instead of direct from Lamartine to Boylston.
-All service was discontinued in July 2012.

690 U. Mass-Dudley
691 U. Mass-Forest Hills
692 U. Mass-Park Sq.
-When U. Mass Boston's Harbor campus opened in January 1974, the MBTA began these new services. At the same time, U. Mass contracted with Hudson Bus Lines to operate a free shuttle bus from Columbia station to U. Mass' Harbor campus.
-Route 692 Park Sq. service was discontinued as an MBTA route in June 1975, but became a service of U. Mass' own shuttle bus system and continued to operate until 1992.
-Route 691 Forest Hills service was discontinued as its own separate service in June 1975, but was reborn in September 1975 as an extension of Route 16 Andrew-Franklin Park (see Route 16 entry in MTA routes section for more information).
-Route 690 Dudley service only operated between January and February in 1974, it was replaced in February 1974, by operating some Route 8 (Columbia Point-Dudley) trips via U. Mass. This Route 8 diversion did not last long either (see Route 8 entry in the MTA routes section). The territory between U. Mass and Dudley is served since December 1989, however by Route 8 (Harbor Point -Kenmore via Ruggles).

Central Sq. Cambridge-Western Ave. and River St. Loop
-This was an experimental loop route operated in October and November 1964, after new one-way street patterns removed inbound 63, and 70 buses from Western Ave and outbound Route 64 buses from River St. The experimental route was discontinued due to low ridership.

Sullivan Sq. Station-Salem State College via Everett and Malden
-This was a short lived reverse-commute service operated from September 1974 until March 1976. Regular Route 455 serves Salem State.

Alewife-Airport and **Quincy Adams-Airport**
-This was a one-week long experimental MBTA service operated in November 1985. The Alewife service did not become permanent, but the Quincy Adams route was successful and was later contracted out by Massport in September 1986 to *Plymouth & Brockton* to operate.
-Massport moved the terminal from Quincy Adams to a former drive-in site in Braintree in July 1990.
-Massport also initiated contract service from Logan to Shopper's World (Framingham) in November 1986, and in 1992 to Mishawum in Woburn. The Framingham service was first operated by *Quickway Transportation* until *Peter Pan* took over in December 1986. Quickway had also operated their own route from Worcester, Westborough and Framingham to Logan Airport from 1981 to 1987, which was then taken over and operated briefly by *Bonanza Bus* from March 1987 to March 1988.
-In January 1993, *Fox Bus lines* took over the contract to run the Shopper's World route for Massport. The Mishawum route was operated by Peter Pan.
-In 1992, a new Massport service was initiated between Logan and South Station, known as Logan Link. Logan Link service was discontinued in June 1993, due to low ridership. Logan Link was operated under contract by *Paul Revere Transportation*.
-In November 1995, the contract for the Woburn route was taken over by Paul Revere Transportation.
-In March 1998, the contract for the Braintree service was taken over by Paul Revere Transportation.
-In November 2000, Massport began operation of “Logan DART” service from the airport to the South Station bus terminal via the Ted Williams Tunnel. The service was operated by A&B Coach when initiated, Paul Revere Transportation took over the contract in June 2001. Service was discontinued in November 2001.
-In April 2001 the Woburn service moved from Mishawum to the new Anderson Regional Transportation Center.
-In September 2001, Massport began a Peabody-Logan Express service operated under contract by McGinn Bus Lines/P&B. This service was suspended in March 2020. Service resumed in February 2022, operating to a new location at the North Shore Mall. In August 2024, the location was changed to Liberty Tree Mall in Danvers.
-On April 28, 2014, Massport initiated a new shuttle service between the airport, the Hynes Convention Center (Back Bay), and Copley station. This service was

suspended in March 2020 and resumed operating in October 2022, operated under contract by Academy Express.
-In January 2025, the Framingham service was temporarily relocated to Natick Mall to accommodate construction of an expanded facility.
In January 2026, the Framingham contract was taken over by A Yankee Line o operate.

Cross-town Bus Service
CT1 (701) Central Sq.-B.U. Medical Center
CT2 (747) Kendall-Ruggles
CT3 (708) Beth Israel-Andrew
(CT series are public numbers, 700 series numbers in parenthesis are official internal MBTA numbers)

-In September 1994, the MBTA introduced service on three new cross-town bus routes. Although most segments of the new routes replicated service provided by existing bus routes (1, 8, and 47), the new routes differed in one important point: they operated as limited-stop buses. All routes ran Monday-Friday-only as initiated.
-In June 1996 the span of evening service of Routes CT2 and CT3 was slightly improved.
-In June 1998, the CT2 routing toward Ruggles was slightly modified in Cambridge to operate via Vassar to Amesbury to Memorial Drive. Previously, the bus had traveled straight Vassar to Memorial Drive.
-In December 1998, route CT3 was extended from Andrew Station to Airport Station and Logan Airport via Haul Road, World Trade Center, and The Ted William's Tunnel and operated as **CT3 Beth Israel-Airport.**
-In September 1999, early-morning, night, and weekend service was introduced on Route CT3 between Andrew and Logan Airport. Some early morning trips operated from Dudley Station to the Airport and are through-routed to Ashmont via Route 15.
-Route CT2 was extended from Kendall Sq. to Sullivan Sq. via Union Sq. Somerville in September 2000. The extension followed the same routing as Route 85 from Kendall to Union Sq. and Route 91 from Union Sq. to Sullivan.
Technically for MBTA bus operators, this service was two separate routes (747 Ruggles-Kendall and 748 Kendall-Sullivan) operated as a through route. In January 2011, the internal route officially became one through route (747 Ruggles-Sullivan) and Route 748 was discontinued as a separate internal route.
-In March 2002, CT3 service in the segment from Andrew to Logan via World Trade Center was discontinued because of low ridership. Two early-morning trips (3:30 a.m. -4:30 a.m.) from Dudley to Logan were retained as Route 171

to accommodate airport workers with shift times starting before the start of subway service (See Route 171 in this section).
-In January 2005, CT3 service operating toward Andrew in the a.m. peak and away from Andrew in the p.m. peak was rerouted slightly to serve Newmarket Sq.
-In January 2012, additional peak period CT3 trips were added operating only between Andrew and B.U. Medical Center. In September 2013 these trips were modified to only operate from Andrew towards B.U. Medical Center in the AM and from B.U. Medical Center towards Andrew in the PM.
-In October 2014 the northbound CT2 route between Main and Broadway near Kendall Sq. was changed to use Galileo Way in place of Ames St. There were no stops missed or altered with the change.
-In December 2018, the CT2 route in the Kendall Square area was changed to operate direct between Broadway and Main Street via Ames Street, with the loop segment operating directly past Kendall Station being eliminated.
-In June 2019, short CT3 trips operating only between Andrew and B.U. Medical Center were discontinued. The frequency of the full regular route was improved to compensate for the elimination of these trips.
-Between April 2019 and May 2020, the CT2 was placed on a temporary bypass to accommodate the Green Line extension construction at Washington St. in Somerville. The detour was via Tufts, Cross, Pearl, and McGrath westbound and via McGrath, Cross, and Tufts St. eastbound.
-In September 2019, Route CT1 (internal route number 701) was discontinued and replaced by improving peak and midday weekday frequencies on Route 1
-On March 17, 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, weekday service on most routes began operating on a modified Saturday schedule. Route CT2 and CT3 scheduled service was suspended although some extra Run As Directed buses operated over the routes until June 2020. CT2 and CT3 service resumed on August 31, 2020.
-In November 2024, CT2 service operating toward Sullivan was rerouted from Ames St. to Galileo Galilei Way because of long-term construction.
-In April 2026, Route CT2 (internal route number 747) was combined with and renumbered to Route 85 (see Route 85 in the MTA routes section). The original CT2 introduced a new segment from Kendall to Memorial Drive via Vassar Street, but otherwise supplemented Route 47 Central Sq.-Albany St. The extension to Sullivan Sq. supplemented Routes 85 and 91. The route was extended from Sullivan to Assembly Row as well in April 2026 and was changed to make all local stops. The route currently operates Monday-Friday as **85 Assembly Row-Ruggles.**

-With the merger of Route CT2 into Route 85, after April 2026, Route CT3 became the only remaining limited stop crosstown route.
CT3 (708) Beth Israel Hospital-Andrew via Ruggles & Huntington Ave., Ruggles Station, Melnea Cass & Wash., and Boston Medical Center operates Monday-Friday. This route supplements Route 8 Kenmore-U. Mass, it also shares similar routing from Boston Medical Center to Andrew Sq. with Route 10 City Point-Copley. The discontinued extension to Logan Airport (Route 709) in 1998 introduced a completely new segment.

Night Owl Service
In September 2001, the MBTA resumed late-evening night owl service for the first time since 1960. The following routes began operating Friday and Saturday evenings between 1:00 a.m. and 2:30 a.m.:
01N Harvard-Dudley
09N City Point-Government Center
57N Watertown-Government Center
28N Mattapan-Dudley
66N Harvard-Dudley
77N Arlington Heights-Harvard
111N Woodlawn-Bellingham-Government Center
739N Forest Hills-Government Center
750N Alewife-Government Center
751N Braintree-Government Center (express to North Quincy)
752N Ashmont-Government Center
753N Oak Grove-Government Center via Lechmere
754N Riverside-Government Center
755N Reservoir-Government Center
756N Forest Hills-Government Center via Dudley
758N Lake St.-Government Center
759N Wonderland-Government Center

In December 2002, the night owl network was modified as follows:
Route 9N night owl service was discontinued
Route 77N night owl service was discontinued as a separate route. As a partial replacement, Route 750N was extended from Alewife to Arlington Center in the outbound direction only, and began making local stops on Mass Ave. north of Harvard Sq.
Routes 751N and 752N were combined into one **Route 757N** operating to Braintree via Ashmont.

The MBTA discontinued Night Owl service in June 2005 because of high costs.

Late-Evening service

On March 28, 2014, the MBTA initiated Friday and Saturday late-evening service until 2:30 AM on the Red Line, Blue Line, Orange Line, Green Line (all branches), Mattapan-Ashmont line, SL1, SL4, and SL5 Silver Lines, and bus routes 1, 15, 22, 23, 28, 32, 39, 57, 66, 71, 73, 77, 111, 116, and 117.

On June 27, 2015, the span of Friday/Saturday late evening service was reduced from 2:30 AM to 2:00 AM. Late evening service was discontinued entirely on routes 15, 22, 71, 73, and 77.

With the end of the schedule day of Friday March 18 2016 (early morning March 19), all Friday and Saturday late evening service was discontinued.

On August 24, 2025, the MBTA initiated Friday and Saturday late-evening service until 2:00 AM on the Red Line, Blue Line, Orange Line, Green Line (all branches), Mattapan-Ashmont line, SL1, SL3, and SL5 Silver Lines, and bus Routes 1, 15, 22, 39, 66 while service was extended all days on Routes 23, 28, 57, 111, and 116.

Temporary Replacement of Rail Service

From time to time, rail service needs to be suspended either for construction or emergencies. Bus shuttles are called upon to carry the load. What follows is a list of scheduled rail substitute shuttle buses which have operated over the years. (Temporary shuttles which operated for very short periods are not listed).

Commuter Rail

-Between October 1979 and October 1987, buses replaced trains on the Needham Commuter Rail branch (see Route 310 and 315 in this section).

-In January 1984, a pier fire cut off North Station from the remainder of the North Side commuter rail network. A series of emergency actions took place to maintain train service. A temporary station was built just outside the Boston Engine Terminal. Trains from Lowell and Fitchburg terminated at this station. Initially, shuttle buses were operated from Boston Engine Terminal to Lechmere, for commuter rail passengers to connect to the Green Line. When it became apparent that reconstruction of the pier would require diversions to continue for at least a year, the shuttle was rerouted to North Station in March 1984 and scheduled as **Route 81 Boston Engine Terminal-North Station**. The shuttle operated until reconstruction was finished in April 1985, and normal commuter rail operation into North Station was resumed.

-Between March and May 1986, a job action against Guilford transportation crippled North-Side Commuter Rail service. Extra MBTA buses were operated

rush hours on Routes 451/455/440 from Beverly/Salem to Wonderland, Route 134 from Winchester to Wellington, and Route 136 from Reading to Oak Grove.
-Between June and September 1990, buses were operated between **Needham and Forest Hills**, middays and Saturdays in place of trains, due to the need to replace defective concrete ties with wooden ones.
- The Democratic National Convention took place at the Fleet Center in Boston between July 23 and July 30, 2004. Because of security concerns, North Station was closed to commuter rail service from 8:00 p.m. on the evening of July 23, 2004 to 3:00 p.m. on July 30, 2004. Fitchburg and Haverhill line passengers transferred to the rapid transit system at Porter Sq. and Oak Grove. The Lowell and Newburyport/Rockport lines however required bus substitution for part of the way.
Lowell Line: Trains operated between Lowell and West Medford. Passengers traveling to Boston transferred to **Route 12 Anderson RTC-South Station** buses at Anderson/RTC station, these buses operated to/from South Station. A separate bus service was operated as **Route 326.3 Winchester-Boston** weekdays, serving Haymarket Sq. before 3:00 p.m. and South Station after 3:00 p.m... Service to Winchester on July 24 (Saturday) and July 25 (Sunday) was provided by additional service on MBTA bus Route 134.
From July 25-July 29, additional rush hour shuttle buses were operated as Route **53 Mishawum-South Station** between Mishawum and South Station. The parking facility at the old Mishawum station was reopened for this special service.
Newburyport/Rockport Line: Trains operated between Newburyport or Rockport and Chelsea. Bus connections for Boston were provided at Central Sq. Lynn. For the initial weekend of the diversion, and after 3:00 p.m. during the week, bus shuttles operated to Wonderland station on the Blue Line as **Route 2.2 Central Sq. Lynn-Wonderland**. Before 3:00 p.m. weekdays, substitute bus shuttles ran direct to South Station via the Ted Williams tunnel as **Route 2 Central Sq. Lynn-South Station**.
An additional shuttle bus service was operated rush hours as **Route 54 North Shore Mall-South Station**, with free parking available at the mall. This provided an alternative to Salem Depot.

The convention had an impact on regular MBTA bus routes as well. Route 4 North Station-World Trade Center was not operated during the week. After 3:00 p.m. there was no service from Haymarket Sq. or State St. on any route. Service was changed as follows after 3 p.m.:
Route 6 only operated between South Station and Boston Marine Industrial Park.
Routes 325, 326, 352, 354, 355, 424, 426, 428, 434, 441, 442, 450, and 455 operated from South Station.

Route 111 operated from Wood Island instead of Haymarket.
Routes 92 and 93 only operated between Sullivan Sq. and City Sq.

-For additional information on Commuter Rail shuttles operated by private carriers, see the Private Carrier section.

Blue Line

-In February 1981, budget cut backs resulted in Sunday train service between Wonderland and Orient Heights being curtailed. A shuttle bus **181 Wonderland-Orient Heights** was run on Sundays as a replacement. Normal Sunday service resumed in December 1981, however Route 181 remained as a late-night shuttle bus until 1995 (see Route 181 entry in this section).
-Between June and September 1983, train service was discontinued between Wonderland and Orient Heights station to allow for rail replacement.
-In June 1994, train service was again discontinued between these two points, to allow for station reconstruction and power upgrades. This work was completed in June 1995. In both cases, Route 181 shuttle buses have replaced the discontinued rail service.
-During the 1994-1995 shutdown, extra shuttle buses are operated from Orient Heights to Suffolk Downs on racing days. When Blue Line service resumed in June 1995, it included a resumption of late-night service through to Wonderland, with all Route 181 service being discontinued.
-Aquarium station was closed for one year beginning in October 2000 for reconstruction. A bus shuttle (Route 650) was established from State St. to Aquarium.
-Platform reconstruction required individuals stations (Wonderland, Revere Beach, Beachmont, Wood Island) to be closed and replaced by shuttle buses between June 2008 and September 2008.
-Platform reconstruction again required individual stations (Revere Beach, Beachmont, Wood Island) to be closed and replaced by shuttle buses between July 2009 and September 2009.
-Station reconstruction closed Orient Heights station from March to November 2013. Trains continued to operate through without stopping. Shuttle buses operated between Suffolk Downs and Orient Heights.

Orange Line

-In February 1981, Sunday service was discontinued to Oak Grove and Malden stations, due to budget cuts. A special Sunday shuttle bus was operated from Oak Grove-Wellington as a replacement. Normal Sunday Orange Line service resumed in December 1981.

-There has been no other long-term substitution of Orange Line service with buses, but there were two notable short-term replacements. During both the transition from the Charlestown El to the Haymarket-North extension (In April 1975), and the transition from the Washington St. El to the Southwest Corridor (in May 1987) shuttle buses were used for several days while the new extensions were tied in to the Washington St. tunnel.
-Between August 9, 2006 and February 2007, MBTA shuttle buses replaced a private people-mover, which operated between Wellington Station and the Mystic Center parking garage. The people-mover was replaced with a walk-way.

Red Line
-Between June and September 1977, the Mattapan-Ashmont line was temporarily replaced by **Route 52 Mattapan-Ashmont via Brook Rd., Central Ave, Elliot St., Adams St. and Gallivan Blvd**. This shut-down allowed for track work and PCC overhauls to take place.
-The largest long-term shuttle operation undertaken by the MBTA to date occurred between June 1981 and January 1982, when the Red Line Dorchester (Andrew-Ashmont) branch and Mattapan-Ashmont line were completely shut-down for track reconstruction. An extensive multi-route shuttle bus system was put into effect to replace rail service. Buses fed into Andrew or North Quincy stations were passengers could connect to the South Shore (Braintree) branch of the Red Line. The routes were as follows:

612 Ashmont-North Quincy Station via Gallivan Blvd. (ran Monday-Saturday)
618 Ashmont-Andrew via Dorchester Ave. (ran every day)
618.1 Fields Corner-Andrew (ran Monday-Friday-only)
618.2 Savin Hill-Andrew (ran rush hours only)
627 Mattapan-Ashmont via River St., Elliot St., Adams St., and Gallivan Blvd. (ran weekends only)
628 Mattapan-North Quincy via River St. (ran Monday-Friday-only)
653 Mattapan-Ashmont via Brook Rd., Central Ave., Elliot St, Adams St., and Gallivan Blvd. (ran every day)
654 Mattapan-North Quincy Station via Brook Rd. (ran Monday-Friday-only)

-In addition to the special shuttle routes, some normal bus routes were affected as well. Extra service was operated on Route 27 Mattapan-Ashmont via River St., Route 18 Ashmont-Andrew was effectively replaced by Route 618, Route 20 Fields Corner-Adams and Neponset belt had rush hour service extended to North Quincy Station, as Route **620 Fields Corner-North Quincy via Adams** and Route **621 Fields Corner Station-North Quincy via Neponset**, Route 240 Ashmont-Randolph was rerouted Monday-Saturday via Gallivan Blvd. to North

Quincy Station as **640 North Quincy-Randolph or Avon Line**, and Brockton Area Transit rerouted their Brockton-Ashmont bus to Braintree station.

-In March 1985, the MBTA began reconstruction work on Red Line tracks between Harvard and JFK/U. Mass stations. Service was shut-down on evenings and selected weekends, while shuttle buses replaced rail service. Between May 1985 and December 1986, work was carried out between Harvard and Park St. Stations. The shuttle bus route was **604 Harvard-Park St**. Beginning in May 1987, work was carried out between Kendall. and South Station. The shuttle bus route was **605 Kendall-South Station**. Between December 1987 and June 1988, work was carried out between Park and JFK U. Mass. The shuttle bus route was **611 Park St.-JFK U. Mass.** Between June 1988 and March 1989, work was carried out between South Station and JFK U. Mass. The shuttle bus route was **611.1 South Sta.-JFK U. Mass**

-In September 1990, the MBTA began reconstruction efforts on Andrew Station. Station construction work forced its closure on evenings and selected weekends. Trains continued operating, but did not stop at Andrew. Shuttle buses were operated as **611 Broadway-JFK/U. Mass** as a replacement during construction hours. The shuttle was discontinued in March 1991, after work had proceeded to the point that the station could remain open.

-Between August and September 1993, buses replaced streetcars on the Mattapan-Ashmont line because of track work and overhauls of the PCC fleet. Extra buses were operated on Route 27 Mattapan-Ashmont via River St., and shuttle buses were operated as **Mattapan-Ashmont via Brook Rd., Central Ave., Elliot St, Adams St., and Gallivan Blvd.** During rush hours, three trips were operated directly via Elliot St. instead of Central Ave. and Brook Rd.

-In April 1994, the MBTA began track reconstruction efforts on the Savin Hill Flyover and Neponset River bridge segments of the Red Line Braintree branch. Construction occurs weekends only. Route **612 JFK U. Mass-North Quincy** shuttle buses replace trains in this segment weekends only. Work stopped in November 1994, and resumed for several months in 1995.

-In May 2004, Savin Hill station was closed for reconstruction and replaced by Route **13 Savin Hill-JFK/U Mass** shuttle bus for eight months. The shuttle bus loops at Savin Hill via Dorchester Ave., to Bay St., to Auckland, to Dewar, to Dorchester Ave. Local stops are made at Route 18 bus stops along Dorchester Ave. In June 2004, an additional shuttle using a van was initiated operating in a loop from JFK/U Mass station via Morrissey Blvd, Savin Hill Ave., Dorchester Ave., and Columbia Rd. This provided service to Savin Hill Ave. in an area where it was impractical to operate the regular full size shuttle buses. Savin Hill station reopened in July 2005 and the bus shuttle was discontinued.

-In September 2004, weekend service on the Ashmont branch was scheduled to be replaced by buses to accommodate construction at Savin Hill, Fields Corner, and Shawmut. Two Routes were to operate: **612 North Quincy-Ashmont** and

613 JFK/U Mass-Ashmont, however the change was postponed because of change in construction schedules.
-In June 2006, the Mattapan-Ashmont line was closed to allow for station reconstruction at Ashmont and Mattapan. Three bus routes were established as replacements. **Route 727 Mattapan-Ashmont** via River St., Central Ave., Eliot St., Adams St., Gallivan Blvd, and Ashmont station was established as the primary rush hour route. **Route 798 Mattapan-Ashmont via Eliot St.** operating via Blue Hill Ave., Eliot, Adams, Gallivan Blvd, and Dorchester Ave was established to provide additional rush hour service to the Capen St. and Valley Rd areas. **Route 799 Mattapan-Ashmont** via River St., Blue Hill Ave., Brook Rd., Central, Eliot, Adams, Gallivan Blvd, and Dorchester Ave. was established for all off-peak service. In March 2007, service along Eliot St. to service Valley Rd and Capen St. was replaced with van service to Ashmont station, because of complaints generated by the operation of full-size buses on Eliot St. All shuttle routes were also renumbered to variations of 799 at that time. In June 2007, all peak service between Mattapan and Ashmont in both directions began operating via River St., while the van service was shortened to operate from Capan St. to Ashmont instead of Mattapan-Ashmont via Eliot. Off-peak service continued to operate from Mattapan to Ashmont via Brook Rd. and Central. Streetcar service resumed in December 2007 and the shuttle bus and van service discontinued.

Green Line
(Please see Routes 39 and 57 in this section for information on Huntington Ave. and Watertown replacement bus routes)
-Between September and December 1973, streetcar service was suspended on the Riverside branch of the Green Line between Newton Highlands Station and Riverside for track reconstruction. Replacement shuttle buses were operated as **61 Riverside-Newton Highlands.** Between June and September 1974, service was suspended between Reservoir Station and Kenmore on the Riverside branch, for track reconstruction. Riverside streetcars were diverted via Beacon St. in this segment. Supplemental bus service was operated as **62 Cleveland Circle-Kenmore via Brookline Ave** to service intermediate stations. Rush hour express bus service was also operated as **306 Woodland Station-Downtown**, to compensate for the longer trip times Newton riders were experiencing during the diversion.
-In 1976, the MBTA began efforts to install new tunnel lighting and enhance power lines in the Green Line central subway between Lechmere and Kenmore. Single-track operation was operated with three-car trains of PCCs at night. Construction between Park St. and Lechmere required a complete night-time substitution with shuttle buses in this segment between June and September 1976. In addition to special shuttle buses, all four regular bus routes serving

Lechmere station (69 Harvard-Lechmere, 80 Arlington Center-Lechmere, 87 Clarendon Hill-Lechmere, and 88 Clarendon Hill-Lechmere) were extended through from **Lechmere to Park St**. station during evening construction hours.
-In June 1980, the Boston College branch of the Green Line was completely shut-down between Boston College and Kenmore for track reconstruction. Route **58 Boston College-Kenmore via Commonwealth Ave**. shuttle buses substituted for streetcars. Streetcar service resumed in January 1981. (See Route 58 entry in the MTA routes section for information on regularly scheduled Commonwealth Ave. supplemental bus service).
-Between July and September 1982, streetcar service was suspended on the Beacon St. branch of the Green Line between Cleveland Circle and Kenmore station for track reconstruction. Substitute shuttle buses were operated as **633 Cleveland Circle-Kenmore via Beacon St.**
-Between June and September 1983, buses again substituted for streetcars on the Boston College branch due to track reconstruction. (The rail replaced in this project was not worked on during the 1980 project because of a proposed street-relocation project, which ultimately was canceled). Street cars were operated between the subway and Packard's Corner, but shuttle buses were operated again between **Boston College and Kenmore**. The Route 58 designation was not used this time, as ex-M&B Route 527 now carried that designation.
-In June 1985, the MBTA began a project to reconstruct the tracks in the Green Line Central Subway between the North Station portals and the southern portals beyond Kenmore Sq. All work took place evenings and selected weekends. Shuttle buses operated during these hours. Between June 1985 and October 1985, work was carried out between Park St. and Government Center. Shuttle buses operated as **602 Government Center-Park St.** Between October 1985 and January 1986, work was carried out between Government Center and Lechmere. Shuttle buses were operated as **602.1 Lechmere-Government Center**. Between January 1986 and June 1986, and again between May 1987 and October 1987, work was carried out between Kenmore and Copley. Shuttle buses operated as **609.2 Kenmore-Copley**. Between November 1987 and March 1988, work was carried out between Copley and the portals south of Kenmore. Shuttle buses operated as **612 St. Mary's St-Fenway-Kenmore-Copley**. Between April 1988 and December 1988, work was carried out between Kenmore and Park St. Shuttle buses operated as **609.3 Kenmore-Park St.,** and **639 Forest Hills-Park St**.
-Between June and September 2000, weekend Boston College service was replaced by Route **58 Boston College-Kenmore** service to allow for grade-crossing replacement.
-In June 2004, Route **602.2 Lechmere-Government Center** was initiated to replace Green Line service during construction of a connection between the Lechmere viaduct and a new subway under North Station. Green Line service

continued to operate as far north as North Station, but passengers were encouraged to make the transfer between the shuttle bus service and the Green Line at Government Center. This shuttle was expected to last for up to a year. During the Democratic National Convention (July 24-July 29, 2004) the shuttle was rerouted to operate between Lechmere and Kendall Sq., as security concerns closed North Station. The shuttle was again operated to Kendall Sq. between July 23-July 29 2005, because of roadway construction.
Green Line service resumed in November 2005.
-In June 2007, a two-phase shut-down of the Riverside line took place to accommodate tie installation. The first phase from June 23-August 5 shut-down service between Riverside and Reservoir, with **Route 795.0 Riverside-Reservoir** providing service. Additional service bypassing Woodlawn Station ran as Route 795.1, while extra rush hour service also operated between Newton highlands and Reservoir as Route 795.2. The second phase from August 6-August 31 saw substitute service operating as **Route 795.3 Reservoir - Fenway.**
-Between April and November 2011, **Route 602 Lechmere-North Station** operated in place of Green Line service while Science Park station was rebuilt.
-In March 2014 **Route 608 Bowdon—Haymarket-State-Bowdoin loop** was established to provide service to Government Center during the closure of the station for two years for reconstruction. The service was discontinued in March 2016 with the reopening of the station.

Section 5-B)-Silver Line Bus Rapid Transit service

Silver Line-Phase 1(Washington St. service)

-Route 49 (see Route 49 in the MTA section) was converted to the Silver Line on 07/20/2002. The primary change to the service was to consolidate stops as follows: Dudley, Melnea Cass, Lenox St., Massachusetts Avenue, Newton St., Union Park St., East Berkeley St., Herald St., New England Medical Center, Chinatown (inbound only), Downtown Crossing @ Temple Place (terminal stop) and Boylston St. (outbound only). A stop at Worcester Sq. was restored later in 2002.

-On October 15, 2009, an additional Silver Line Washington St. service was added operating from Dudley to South Station, designated as Route **SL4 Dudley-South Station**. The service operates every day. It follows the same inbound route as the Downtown Crossing service from Dudley to Chinatown, but then proceeds via Essex St. to a terminal and stop across from South Station on Essex St. The outbound route loops via Atlantic St., Summer St., Surface Artery, and Kneeland St. to Washington. It then shares the same outbound route and stops as the Downtown Crossing route from Tufts Medical Center to Dudley.

-With the addition of the SL4 service, the Downtown Crossing service received the new designation of SL5 Dudley-Downtown Crossing. There was no change made to the level of SL5 service with the introduction of the SL4

-In June 2020, the terminal name was formerly changed from Dudley to Nubian to reflect the earlier official renaming of the square.

-Currently the routes operates every day as: **SL4 Nubian-South Station via Washington St. and SL5 Nubian-Downtown Crossing via Washington St.**

Silver Line-Phase 2 (South Boston Waterfront service)

-On December 17, 2004, the South Boston transitway opened. Initial service was provided by a mix of trackless trolleys and dual-mode buses operating only in the electric mode operating between South Station and Silver Line Way. The route operates in a bus-only tunnel between South Station and World Trade Center. Underground stations are located at South Station, Courthouse, and World Trade Center. The tunnel portal is located just before D St. After crossing D St., the route continued as an electric trackless trolley service along its own surface right of way (Silver Line Way) to a turn-around-loop located near the intersection of the Massport Haul Rd. and Northern Ave.

-On December 31, 2004, dual-mode buses began operating on an expanded Silver Line South Boston Waterfront service. Two branches (SL 2 and SL3) began operation. Branch SL 2 follows the transitway in the electric mode from South Station to Silver Line Way, then leaves Silver Line Way in the diesel mode

and loops through the Boston Marine Industrial Park via Northern Ave., Tide St., Dry Dock Ave., #88 Black Falcon building, Black Falcon Ave., Terminal St., Harbor St., Dry Dock Ave., Tide St., and Northern Ave. back to Silver Line Way.

-SL 3 also traveled from South Station to Silver Line Way in the electric mode and then travels to the City Point bus layover area in the diesel mode via Northern Ave., Tide St., Dry Dock Ave., Summer St., L St., and East First St.

-In addition to SL2 and SL3, electric trackless trolleys also provide additional service only between South Station and Silver Line Way.

-As enough dual-mode vehicles were not yet ready for service, some peak trips on Route SL2 and SL3 were provided by CNG shuttle buses operating from BMIP or City Point to Silver Line Way, with transfers then made to electric trackless trolleys. After January 5, all through-service was temporarily suspended until enough dual-modes were available to run the full schedule for routes SL2 and SL3. All service in the transitway tunnel ran with electric vehicles to Silver Line Way, while CNG buses operated from Silver Line Way to BMIP (SL2) or City Point (SL3). Evening and weekend through service with dual-modes operating from South Station to BMIP and City Point resumed on 03/05/05 and a full dual-mode service on routes SL2 and SL3, including rush hour service, began on 03/14/05. Trolley buses also provide additional service at all times only operating between South Station and Silver Line Way.
On March 26 2005, a new schedule was put in place for Routes SL2 and SL3. The two routes were combined late-nights and weekends, with buses operating to/from City Point via BMIP.
On April 9 2005, another new schedule was put in place for Routes SL2 and SL3. Weekday Route SL3 service until 7 p.m. was extended from the East First St. bus layover area to Farragut Road via East First St., P. St, and Broadway.
-With the schedule effective 05/28/05, the SL2 and SL3 were combined at all times as the SL2/3. Inbound weekday a.m. peak period trips did not serve the Boston Marine Industrial Park/Design Center loop.
-With the schedule change effective 08/20/05, the SL2 and SL3 were split into separate routes again except for evenings after 8 PM and all day weekends. Service to Farragut Road was discontinued, with all SL3 service only operating to/from the bus layover on East First St. SL3 buses did not loop BMIP except outbound in the a.m. peak and inbound in the p.m. peak.
-With the schedule change of October 15, 2005, evening and weekend SL3 service to City Point was discontinued with SL2 service operating only to BMIP provided in its place. SL2 service after 8 PM also does not serve 88 Black Falcon. Midday SL3 service began bypassing the BMIP loop inbound before 12 noon, and outbound after 12 noon.

-On January 2, 2005, a Sunday-only (4 p.m.-10 p.m.) connecting service with CNG buses was initiated between Silver Line Way and Logan Airport, making stops at all terminals. This service was initiated to fulfill a legal commitment to operate Silver Line service to the airport by January 2005. The service, known as "Silver Line Connector" ran Sundays to May 2005.
-On Sunday, May 29, 2005, through service on Route SL1 operated between South Station and Logan Airport during hours that the connector shuttle had operated.
On Wednesday, June 1, 2005, regular SL1 service began operating every day between South Station and Logan Airport.

-As of September 1, 2005, Silver Line Waterfront service consisted of SL1, SL2, and SL3 service and additional short-turn trips operating only between South Station and Silver Line Way.

-An additional branch, SL 4 was proposed (but not implemented) to operate to Andrew via the Massport Haul Road, Boston Convention and Exhibition Center, D St., Old Colony Ave., and Dorchester St.

-In March 2009, SL3 service to City Point was discontinued. Frequencies on SL2 service to the Boston Marine Industrial Park were improved as a replacement. Weekend trips operating only between South Station and Silver Line Way were discontinued and also replaced by improving SL2 service. Extra trips between South Station and Silver Line Way continue to operate during rush hours in addition to regular SL1 and SL2 service.

-In October 2009, the terminal of Route SL2 was renamed Design Center, there was no change in the actual route.

-In September 2011, extra Saturday trips operating only between South Station and Silver Line Way, were restored.

-On April 21, 2018, new Route SL3 (internal route number 743) began operation from South Station to Chelsea Station. Buses operate between South Station and Silver Line Way via the transitway, operate through the Ted Williams Tunnel to Airport Station, and proceed via the Martin A. Coughlin Bypass Road and Chelsea St. to Eastern Avenue in Chelsea, and then operate on their own right-of-way making stops at stations at Eastern Ave., Box District, Bellingham Sq., and Chelsea Station.

-In September 2018, a late night through SL1/SL4 trip was added from Logan to Dudley via South Station (operating on the surface). This trip was discontinued in September 2019.

-In December 2019, the layover for Route SL2 was changed to be consistent at all times on all days. All buses operated outbound clockwise around the Design Center loop and layover at Dry Dock Ave. before proceeding inbound. Prior to this change Monday-Saturday service after 12 Noon had operated direct to the layover at Dry Dock Ave outbound before proceeding inbound around the Dry Dock Ave. loop.

-In March 2020, the layover location in the p.m. was changed to 23 Drydock Ave. With this change, a.m. buses layover after looping Dry Dock Ave and PM buses layover before looping Dry Dock Ave.

-In March 2022, the 88 Black Falcon stop and loop was officially removed from the route because of construction, although buses had not been able to service the loop for a considerable period of time prior to the official route change. All buses at all times were also change to layover at 23 Drydock before looping via Dry Dock Ave.
-In June 2022, service to 88 Black Falcon was planned to resume but did not because of safety concerns

-In 2018, the MBTA introduced a single diesel-electric hybrid bus into the fleet that could operate from battery power between Silver Line Way and South Station. In 2019, five battery electric buses were introduced into Silver Line service. Beginning in late 2022, the MBTA began the full replacement of the dual mode fleet with diesel-electric hybrid buses that could operate in battery mode in the tunnel. The last use of a dual-mode bus using overhead wire and operating as a trolleybus from South Station to Silver Line Way took place early in the morning of July 1, 2023. All service is now provided by battery or hybrid buses that do not require the use of overhead wires to operate in electric mode in the tunnel.

Service presently operates every day as **SL1 Logan Airport-South Station**, **SL2 Design Center-South Station, SL3 Chelsea-South Station** with additional non-numbered trips operating in the peak between **South Station and Silver Line Way**.

Section 6) Private Carrier Transit and Commuter Bus Service within or to the original (1964) MBTA district: since 1964

Please note that this examination is centered on commuter routes operated to Boston (including routes originating outside the MBTA district as of 1964) and local service routes operated within the original MBTA district. Long-distance, intercity routes operated to Boston and local routes not operating within or to the MBTA district are not covered. Also not included are routes operated under contract for schools, hospitals, private industries, condominium complexes, shopping malls, etc. Tour bus services are also not included, unless the service was operated as a regular transit route. Airport limousine service is not listed, unless the service was the extension of a transit or commuter route. Local transportation in communities outside of the original MBTA district of 1964 but within the expanded MBTA district as of 1999 are not included, as the MBTA did not assume a responsibility for local transit within those new communities. Private companies are sorted in alphabetical order by the name of the company providing service as of 1964. Any successor company(s) will have its information in the description of the earlier operator.

***A note on subsidies**:* The MBTA began subsidizing private carriers operating routes within the MBTA district shortly after its creation in 1964. In 1984, the Commonwealth of Massachusetts began subsidizing carriers operating routes from points outside the MBTA district to points within the MBTA district. Although the state Executive Office of Transportation and Construction (EOTC) financed these "inter-district" subsidies, the MBTA administered the program, and was responsible for contracting with the private carriers involved. After the expansion of the MBTA district in 1999, the MBTA became responsible for financing these contracts as well. In July 2005, the state again took over funding responsibility for the inter-district routes but administration of the subsidies remained with the MBTA. Within this text, subsidies provided by the MBTA, direct from the MBTA budget, to private carriers operating within the original MBTA district, will be referred to as "MBTA subsidies". Subsidies which were provided by the state prior to 1999 and again after 2005, to private carriers operating "inter-district" routes, administered by the MBTA, will be referred to as "State/MBTA" subsidies.

Almeida Bus Lines Inc.

(also includes information for Brander Bus Lines, Interstate Coach, Medeiros Bus Co., American Eagle, and DATTCO)

-Almeida was primarily considered an intercity carrier, but many of its services carried commuter passengers as well. Routes operated to Boston (service

originated in the 1940s) included: **Boston-New Bedford, Boston-Buzzards Bay/Woods Hole, Boston-Hyannis, and Boston-Middleborough**.
Boston-Middleborough service was operated as a short-turn of the New Bedford route. The routes originally followed local roads, but as the state highway network expanded in the 1950s and 1960s, service was moved over to limited access roadways as they opened. By the late 1960s, most New Bedford service ran express to Boston with only a few off-peak trips operating local from Bridgewater to New Bedford. A very limited amount of service still stopped at Stoughton.
-Almeida sold the Buzzards Bay/Woods Hole-Boston route to ***Bonanza*** in September 1978 (see Short Line/ Bonanza entry).
-Almeida went out of business in April 1979. Emergency service on the Boston-New Bedford line was operated by *Brander Bus Lines,* but permanent operation of this route went to ***Medeiros Bus Co***. in October, 1979. Medeiros switched operations to a new affiliated company ***American Eagle*** shortly afterwards. In 1992, American Eagle extended service from New Bedford to Fairhaven and initiated off-peak stops at the then new Galleria Mall in Taunton. A subsidy was received from the state/MBTA for select trips from 1984 until summer 1993, however the service was then operated by American Eagle without subsidy. Local stops between Middleborough and New Bedford in Lakeville and Freetown lost service when Almeida shutdown. In June 2004, ***DATTCO*** took over control of American Eagle. DATTCO is a long-established Connecticut bus operator. In March 2014, DATTCO extended some trips to U Mass Dartmouth. In June 2017, DATTCO extended service on most trips to Logan Airport. Service to Logan was discontinued in January 2018. In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, DATTCO reduced service to weekday peak period only. A weekend roundtrip was resumed in October 2021. DATTCO discontinued all service in April 2023, Peter Pan Bus (see *Short Line* entry in this section) initiated a single Boston-Taunton-New Bedford-Fall River-Providence service as a replacement. In August 2023, the Taunton Galleria stop was discontinued by Peter Pan and replaced with a stop at the West Bridgewater park & ride.
-Service on Almeida's Boston-Middleborough route was taken over in April 1979 on an emergency basis by Bay State Bus Corp., a unit of Unda's Bus Service, which did business as ***Interstate Coach***. Permanent service was awarded to Bay State Commuter Lines again a unit of Interstate Coach/Unda's. Interstate operated this service to 2003, with a subsidy received from the state/MBTA since 1984. (See Unda's entry in this section for additional information.). In August 2003, Bloom Bus Lines took over the routes of Interstate Coach and in September 2003 service to West Bridgewater was incorporated into Bloom's Boston-Taunton service (for more information see the Short Line/Bonanza entry in this section).

-Plymouth & Brockton increased service on their already existing Boston-Hyannis via Plymouth route to replace Almeida's competing route. A few of the Almeida trips made local stops along Route 6A on the Cape. P&B briefly operated this service but dropped these local stops after a short time.

Boston & Worcester Lines (The B&W Lines)

(also includes information for Gray Line Inc., Ritchie Bus Lines, Wellesley Fells Motor Coach, Suburban Lines, Marathon Lines, Priority Express, King's Transport, Big W Trans, Cavalier Coach, Ace Lines Peter Pan Bus Lines, Framingham LIFT, and MetroWest Express)

B&W Lines was the successor to the Boston & Worcester Street Railway Company. B&W Lines sold its operations to Gray Line in July 1971, and since that time all of the routes have been sold or passed on to other operators by the Gray Line. From 1964 to its sale in 1971, B&W operated the following lines to Boston:

Boston-Worcester via Rte. 9 local (via Brookline, Newton, Wellesley, Natick, Framingham, Southborough, Westborough, Northborough, and Shrewsbury)

Boston-Framingham (South Framingham, Downtown) via Route 9 (Several peak-period trips operated via Hartford St. (Framingham) to Speen St. (Natick), bypassing Framingham Junction),

Boston-Worcester (express from Boston to Framingham via Mass. Pike, initiated in 1965)

Boston-Worcester via Post Road (Highway Route 20) / (Watertown, Waltham, Weston, Wayland, Sudbury, Marlborough, Northborough, and Shrewsbury) (one rush hour trip via Rte. 128 and Mass Pike after 1965).

Boston-Marlborough Express via I-495 and Mass. Pike (began in 1969)

Boston-Natick Common via Route 9 (began using Mass Pike and Rte. 128 from Boston to Wellesley in 1965).

B&W also operated local service in Framingham including

Framingham-Saxonville via Concord or Beacon St.

Framingham-Nobscot/Apple D'or Village

Framingham-Temple St.

Framingham-Cushing Hospital

Framingham-Brook St./Mansion Inn

Framingham-Hopkinton.

An additional local route was operated rush hours only in Wellesley and Natick: **Wellesley Depot-Oak St and Manor Ave.(East Natick)** A subsidiary of B&W (Wellesley Motor Coach) operated a service from **Wellesley Hills Sq. to Babson College.**

Until 1965, Boston-Worcester buses operated locally via highway Route 9 all the way from Worcester to Boston. Additional buses were operated from Downtown Framingham to Boston via Route 9. Downtown Framingham buses split from the Worcester route at Framingham Junction and followed Concord St. to South Framingham. This was an operating pattern carried on since the days of streetcars. After the Mass Turnpike extension opened in 1965, Boston-Worcester service was basically split into two routes. Local buses continued operating from Downtown Framingham to Framingham Junction, and then proceeded to run into Boston via the old route of highway Route 9. Buses coming from Worcester operated local via highway Route 9 to Framingham Junction, then proceeded to Shoppers World, and then continued on into Boston express via the Mass Turnpike. Transfers could be made at Framingham Junction or Shopper's World between the routes. Some rush hour trips to/from Worcester entered/left the turnpike at Exit 12, bypassing Framingham completely.

The Gray Line initially took over the entire B&W system in 1971, but ultimately gave or sold operation of most B&W service except the core Boston-Worcester service to other operators as follows:

-**Post Road Service***: **Ritchie Bus Lines*** took over the Boston-Worcester via Post Road service in September 1973. Service, which had operated all day long, seven days a week, was reduced. Gray Line discontinued Sunday service in June 1973 and had discontinued rush hour only super express service via I-495 and the Mass. Pike when the route was taken over. Ritchie discontinued the Northborough-Worcester portion of the route in 1974 (except for one trip a week), and discontinued the local routing through Waltham and Watertown by 1976, operating all remaining trips via Rte. 128 and the Mass. Pike. A stop was added on some trips at Newton Corner, so passengers could transfer to MBTA buses for Watertown and Waltham. The remaining service, by then rush hours only, was transferred from Ritchie back to the *Gray Line* in 1980. The stop at Newton Corner, as well as the weekly trip through to Worcester, were discontinued. The Northborough-Boston route, over the next decade, was passed on to other carriers to operate. It went to ***Suburban Lines*** in 1983, ***King's Transport*** in 1984, ***Big W Trans*** in 1985, and finally ***Cavalier Coach*** in September 1992. This service was by then reduced to one peak-trip a day in each direction between Northborough and Boston, with a subsidy being received from the state/MBTA since 1987. In September 1998, a new reverse commute service was added from Boston to the 495 Industrial area in Marlborough. Reverse commute service was discontinued in April 2001. The subsidy for the service ended in November 2008.

-In February 2011, Cavalier Coach combined the remaining single-trip Route 20 service with its single-trip Boston-Marlborough via Southborough service (see *Hughes Brothers* section). The now combined route operated as a loop, leaving Boston outbound via the Mass. Pike to the Exit 12 park & ride lot in Framingham, proceeding to downtown Marlborough via Route 85 and Southborough, and then returning inbound via the Route 20 routing through Wayland, Sudbury, and Weston. There was one a.m., and one p.m. roundtrip loop operated. With this change, service was discontinued on the section of Route 20 between Marlborough and Northborough
-In October 2011, Cavalier Coach discontinued all commuter service, leaving the Route 20 corridor east of Marlborough without transit service.

-In September 2010, The MetroWest Regional Transit Authority (MWRTA) initiated a new local Marlborough service which operates along Route 20 from the Marlborough/Sudbury line to Downtown Marlborough and continues to Marlborough Hospital. This service operates weekdays. In November 2010, MWRTA altered its Marlborough service, Route 7 service from Framingham was altered to terminate in downtown Marlborough, while Route 7C service from East Marlborough was extended west to the Solomon Pond Mall, the former terminus of Route 7. In June 2019, MWRTA initiated a Route 20 commuter shuttle from Marlborough to Riverside station in Newton operating via Sudbury, Wayland, and Weston. This restored transit service along Route 20 in these communities for the first time since 2011. Service was suspended in March 2020.

-**Boston-Framingham via Route 9 service:** The local service from Downtown (South) Framingham to Boston via Route 9, was sold by Gray Line to ***Wellesley Fells Motor Coach*** in February 1974. Wellesley Fells operated Monday-Saturday. ***Suburban Lines*** took over operation of Wellesley Fells' routes in July 1979, and ***Marathon Lines*** took over from Suburban Lines in 1984. Framingham-Boston local service via highway Route 9 was extended all the way to Worcester by late 1980 (restoring the pre-1965 route pattern), when Gray Line began running Worcester-Boston service express via the Mass Pike, with an intermediate stop only at Shopper's World (see below). From 1981 to 1984, service from Downtown Framingham to Boston via Rte. 9 either alternated with Worcester service or operated as a connecting shuttle from Downtown Framingham to Shoppers World. By 1984, direct service from Downtown (South) Framingham to Boston was discontinued completely, with Boston buses only operating through Framingham on their way to Worcester along Route 9 via Framingham Junction and Framingham Center. Marathon Lines went out of business in April 1988. Operation of the Boston-Worcester Route 9 local service was briefly operated by ***Joybar Inc. d/b/a/ Ace Lines*** from April to

August 1988. It was taken over by **Peter Pan** from Ace in August 1988. A state/MBTA subsidy began in 1990. Service on the route was gradually reduced and was cut back to just 3 roundtrips in June 1997. With this reduction, the route was no longer usable to commute to Boston but remained viable for reverse commuting from Boston. In August 1999, Peter Pan merged the Route 9 service with their Shopper's World-Boston express service. The route began running rush hours only, with buses traveling via Route 9 local from Worcester to Shopper's World and express from Shopper's World to Boston via the Mass. Turnpike. Local service on Route 9 between Shopper's World and Boston was discontinued, ending bus service through Natick, Wellesley, Newton, and Brookline. In June 2002, stops on Route 9 between Worcester and Temple St. Framingham were discontinued. The only local stops remaining along Route 9 were between Shopper's World and Temple St. in Framingham, operated as part of the Boston-Shopper's World-Worcester express service. Peter Pan discontinued these stops except for Shopper's World in October 2006.
Service to Shopper's World was discontinued in March 2020.

In August 2006, the Framingham LIFT system introduced a new route (LIFT 9) operating from the West Natick Commuter rail station to the Natick Mall and then via Route 9 to the Exit 12 Park & Ride with service to Framingham State College. In July 2007, the MetroWest RTA took over the entire Framingham LIFT bus network including Route #9. In July 2008, this route was modified to only operate from Natick Mall to Exit 12, with the segment from the Mall to West Natick station discontinued.
-In March 2009, MWRTA introduced new Route 1 rush hour service from Woodland Station in Newton to Framingham via Route 9, with some trips operating as far as Staples Drive and other trips operating to downtown Framingham via Concord St.

-**Boston-Natick Common (rush hour trip in each direction):** This route had the same series of operators as the regular Route 9 service: Wellesley Fells took it over in 1974 and Suburban Lines in 1979. Suburban Lines briefly attempted extending the Natick Common-Boston trip into **Sherborn**. Service on the entire Boston-Natick route was discontinued by the time Marathon Lines took over from Suburban Lines in 1984. No great service loss occurred, as the Framingham commuter rail line serves the same territory.

-**Framingham Local Routes:** The Wellesley Depot-Manor Ave (East Natick) route and the short Framingham-Cushing Hospital loop route were discontinued at or by Gray Line's takeover of B&W. Wellesley Fells took over the remaining routes (Saxonville via Concord St or Beacon St.; Temple St; Nobscot; and Mansion Inn) in February 1974. Service consisted of just a few trips on

each route by this point. Service levels were further reduced in 1975 but returned to previous levels in 1976. Service lingered through to 1979 under Wellesley Fells operation. Between April and September 1979, Framingham subsidized the service, which was then expanded. Routes included a Saxsonville Loop operating via Beacon & Concord, a Nobscot Loop operating via Water St. and Brook St. with an extension to Temple St, a South Side Loop to Beaver St., and a direct route between Framingham (downtown) and Shopper's World. The subsidies were discontinued in September 1979. After Suburban Lines took over in 1979, the four local routes were combined into one long non-subsidized loop route. By the time Marathon Lines took over operation in 1984, the only remaining local route was a shuttle from Downtown Framingham to Shopper's World. Local service to Framingham neighborhoods was reactivated however, with the creation of the ***Local Inter Framingham Transit (LIFT)*** mini-bus system in September 1984. LIFT was an operation of the Town of Framingham which received an MBTA subsidy and contracted out operation of the routes (see Suburban Transportation Program section). Marathon Lines briefly operated the unsubsidized Downtown Framingham-Shopper's World shuttle bus in competition with similar service operated by LIFT. By 1986, Marathon Lines and LIFT reached an agreement, and included the shuttle route into the LIFT system. LIFT tried various routings since its creation in 1984. The original routes were 1 Downtown-Saxonville, 2 Union Ave./Pleasant St., 3 North Side, and 4 Mall Shuttle. The routes were reorganized as:

-**#1 Framingham (Downtown)-Temple St.-Framingham Industrial Park (runs rush hours only)** This route followed the old Temple St. route, with an extension to the Framingham Industrial Park.

In February 2000, Route 1 was incorporated into #**7 Framingham-Solomon Pond Mall, Marlborough via Southborough**.

-**#2&#3 Loop route (Downtown Framingham-Framingham Center-Nobscot-Saxonville-Shopper's World-Natick Mall-Downtown Framingham)** Ones bus operates clockwise around the loop, while another operates counterclockwise. This service runs Monday-Saturday, including rush hours. This loop provides service over portions of the old Saxonville, Nobscot, and Mansion Inn routes, as well as providing a link between Downtown Framingham and Shopper's World.

-In January 1994, LIFT began operation of a route #**4 from the Framingham and West Natick commuter rail stations to the business area along highway routes 20 and 126.** This route was discontinued by 1996.

-In August 2006, the Framingham LIFT system introduced a new route (LIFT 9) operating from the **West Natick Commuter rail station to the Natick Mall and then via Route 9 to the Exit 12 Park & Ride with service to Framingham State College**. In July 2008, this route was modified to only operate from the Mall to Exit 12, as the segment to West Natick station was dropped.

-LIFT's local Framingham service covered most of the territory once served by the B&W local routes, though the precise street routings used do differ somewhat.
-In July 2007 a new MetroWest Regional Transit Authority (MWRTA) was formed. This new agency took over responsibility of the Framingham LIFT system.

-**Framingham-Hopkinton:** The **Framingham-Hopkinton** service was an old Middlesex & Boston route (see M&B section), which was sold to ***Carlstrom Bus Lines*** in 1958, ***Bernard Bus*** in 1969, and the B&W in 1970. B&W through-routed the line with service from Framingham to Boston. Gray Line, after the 1971 B&W take-over, briefly continued the through-routing, but this practice ended by January 1972. By 1972, ***Wellesley Fells Taxi & Bus Lines*** took over the Framingham-Hopkinton route from Gray Line. Wellesley Fells Taxi & Bus Lines interests formed Wellesley Fells Bus Lines in 1974, and acquired much of the Framingham local service (as mentioned above) from Gray Line. Framingham-Hopkinton service was again through-routed to Boston but operated only one trip a day. Suburban Lines/Marathon lines began through-routing the Hopkinton trip with the former MBTA/M&B (Route 531) Framingham-Newton Corner line by 1984 (see Route 531 in the M&B section for more information). Service to Hopkinton was discontinued by early 1987, but returned when ***LIFT*** restored service with an state/MBTA subsidy in June 1987. It was designated as LIFT route #5. LIFT 5 was discontinued in July 2004, following the elimination of an MBTA subsidy. Service was resumed in November 2004, with additional funds provided by the state. Service was also extended beyond Downtown Framingham to Framingham State College with the restoration of service. In August 2006, the extension to Framingham State College was discontinued on one end, and the route extended slightly farther to Hopkinton Center on the other end. In July 2007, the MetroWest RTA took over responsibility for operating the former Framingham LIFT system, including Route 5. In September 2009 the route was extended to South St. in Hopkinton.

-**Boston-Framingham (Shopper's World) via Mass. Pike:** By 1972, the Gray Line began operating extra peak-period service from Shopper's World Framingham, express to Boston via the Mass Pike. Some of the Shopper's World express trips were extended via Route 9 to the **Waterview/Edgewater** apartment complex in west Framingham by June 1975. *Wellesley Fells* took over Waterview-Shoppers World-Boston peak-express service in 1978. When Wellesley Fells went out of business in 1979, Gray Line again took over the Shopper's World express service. Gray Line had a garage facility in Marlborough, and operated some of the trips through to that town. Gray Line sold the Shopper's World express service to ***Priority Express*** (an affiliate of

Marathon Lines) in 1984. ***Joybar Inc., d/b/a Ace Lines*** took over from Priority Express in April 1988, and briefly operated Shoppers World service from April-August 1988. ***Peter Pan*** acquired the route in August 1988.
-In April 1987, the state/MBTA contracted with Marathon Lines to operate express bus service from Westborough to Boston. This was a reinstatement of express service lost in 1981 when all service between Worcester and Framingham began operating to Boston via the local Route 9 pattern (see above). The subsidy and the service were not apparently carried over to Ace Lines or Peter Pan. Peter Pan did initially extend some Edgewater/Shopper's World express trips to Worcester via Route 9 and Westborough, but by 1990 almost all service beyond Framingham was again provided only by Route 9 local service. Some Worcester and Framingham express trips did stop at the Marriott hotel in Westborough between 1988 and 1993. This stop was part of a Logan Airport service operated by Peter Pan between Worcester, Westborough, and the airport. Peter Pan extended some Shopper's World trips to **Marlborough** from 1992 until March 1994. In August 1999, the Shopper's World express service was merged with the Route 9 local service. Buses operated local from Worcester to Shopper's World via Route 9 and express from Shopper's World to Boston via the Mass. Pike. Some trips continued to only operate between Shopper's World and Boston. With this route merger, an MBTA/state subsidy was initiated for the Shopper's World service. In June 2002, Peter Pan eliminated service on Route 9 between Exit 12 in Framingham and Worcester, and rerouted buses via the Turnpike and the Millbury-Route 146 and Mass Pike Exit 10A park & ride lot. With this change, the only stops made on Route 9 were between Temple St. and Shoppers World in Framingham. Service to Southborough, Westborough, and Shrewsbury was discontinued. The stop at a park & ride lot at Exit 12 was restored in July 2006, after Gulbankian bus lines discontinued their Boston-Marlborough service (see *Hughes Brothers* entry in this section). In October 2006, all stops along Route 9 were discontinued. The park and ride lot at Shoppers World became the only active stop in Framingham. In November 2008, the state/MBTA subsidy was discontinued, Peter Pan reduced commuter service to 2 a.m. inbound trips and one outbound p.m. trip in June 2009. Boston-Framingham-Worcester commuter trips were discontinued in March 2020.

-**Boston-Worcester via Mass. Pike:** By 1972, the Gray Line was operating non-stop Worcester-Boston service on selected trips. B&W had operated some weekend trips non-stop. The Worcester non-stop service did not last long beyond 1972. Regular Boston-Worcester service was extended to Logan Airport by November 1975. This replaced a Worcester-Logan service initiated by Gray Line in 1972, that bypassed serving downtown Boston. As mentioned above, Gray Line began operating all Monday-Saturday Boston-Worcester service

express from Worcester to Shopper's World via the Mass Pike in late 1980, while Suburban Lines extended local service along Route 9 all the way from Worcester to Boston as a replacement for the local service between Framingham and Worcester. Gray Line operated Sunday service and a few rush hour trips local between Worcester and Shopper's World. Marathon Lines, Ace Lines, and Peter Pan all continued this local service pattern after taking over Route 9 service. Gray Line continued to operate Worcester-Shopper's World-Boston-Logan express service until the start of 1985. In spring 1984, Peter Pan started a competing Worcester-Boston express service. Since 1933. ***Peter Pan*** has operated intercity service from Springfield and Western Mass. to Boston. The original route followed Routes 9 and 20, with service gradually being shifted to the Mass Turnpike as it opened in the 1950s and 60s. Although Peter Pan had the right to service the Boston-Worcester market, it was severely restricted by the Massachusetts Department of Public Utilities. Boston-Worcester passengers could only be carried during hours when the Boston & Worcester and later the Gray Line did not operate. This restriction protected the B&W local route. The federal deregulation of the bus industry in 1982 eliminated the ability of local government agencies to place restrictions on intercity routes. Peter Pan was now able to initiate regular Boston-Worcester service over Gray Line's protests. Peter Pan and Gray Line had a brief service war, before Gray Line quickly succumbed, and discontinued Boston-Worcester service in January 1985. Thus by 1985, the Gray Line had given up the last part of the B&W system that it had operated.
-Peter Pan continues to operate Boston-Worcester express service, with no subsidy. Peter Pan added commuter-oriented stops in Auburn and Millbury to the service. The Auburn stop was discontinued in January 1996. Boston-Worcester service stopped at Shoppers World during the off-peak, when the Boston-Shopper's World route (see above) was not operating. In December 1988, Peter Pan briefly received a state/MBTA subsidy to operate service from **Boston and Worcester to Southbridge via Oxford**. The subsidy and the service were discontinued by 1989. In February 1995, the state/MBTA subsidized experimental Peter Pan express service from **Boston to Holliston via Ashland, Boston-Hopkinton via Ashland and Boston-Shrewsbury via Route 9 and Mass. Turnpike**. This was the first through service from Boston to Holliston and the first through service to Hopkinton from Boston since 1984. Ridership was disappointing and discontinued by June 1995.
-After the reintroduction of commuter rail service to Worcester in 1994, Peter Pan gradually reduced the amount of Boston-Worcester service operating as a unique standalone route. In June 1998, the remaining express trips operating only between Boston and Worcester were discontinued. All Boston-Worcester express service is now provided as an intermediate stop by long-distance Peter Pan buses operating between Boston and Hartford, New York, or Springfield.

Between 1999 and September 2017, Peter Pan pooled their intercity service with Greyhound, and both Peter Pan and Greyhound trips stopping at Worcester were displayed in Peter Pan's Boston-Worcester schedule. Peter Pan does not operate any non-stop express service from Worcester to Boston during the morning commute period.
In January 2014, Peter Pan restored a stop in Sturbridge on some Boston-Springfield and Boston-Hartford schedules. Some trips were scheduled to allow for commuter service between Sturbridge and Boston when initiated, although morning commuter arrivals were later discontinued. The Sturbridge stop was discontinued in January 2017.

In October 2015, Peter Pan added new trips between downtown Marlborough and Boston with a stop at Shoppers World. These trips were coordinated with Worcester-Framingham-Boston commuter trips. MassDOT provided one-year of funding to subsidize the initial service. The Marlborough service was discontinued in October 2016 because of low ridership.

In January 2017, a stop at the Flutie Pass commuter lot near Shopper's World in Framingham was discontinued. The stop was used for peak-period trips only. Peak trips continued to service the main stop at Shopper's World.

Fox Bus Lines proposed in 2001 a one roundtrip commuter service from the Millbury Route 146 and Mass Pike Exit 10A lot to Boston, and a reverse peak direction service from Boston and Riverside station to Hopkinton. This service was never implemented however.

In August 2018. Metrowest Express, a service of the MetroWest TMA and Limoliner, introduced a new route from Boston (Copley Sq.) to Staple, Bose, and several other employers in Framingham. The route also serviced the park & ride lot at Route 9 in Framingham. Initial service was one AM and one PM roundtrip, scheduled to primarily serve reverse commuters. Service was discontinued in December 2019.

-In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, Peter Pan suspended Worcester-Framingham-Boston commuter service. Service never resumed.

In summary, former B&W territory service is now operated as follows:
Boston-Worcester express: Operated by Peter Pan with no subsidy as part of their intercity service to Hartford, New York, or Springfield.
Framingham-Hopkinton: Operated by MetroWest RTA as Route #5

Framingham Local Service: Operated by MetroWest RTA (Route #s 2, 3, and 9) (see Milford & Framingham Bus Lines entry for information on MWRTA Route #6 and see Hughes Brothers entry for information on MWRTA Route #7).
Woodland-Framingham via Route 9: New local service on Route 9 operated by MWRTA began in March 2009

Brush Hill Transportation Company, Plymouth & Brockton St. Railway co. (Common Ownership since 1954)

(also includes information for Overland Stages and Andre Coachlines)

Note: Service Bus Lines was also owned by the same interests as P&B/Brush Hill, however a description of their routes is located in the "Discontinued and Altered routes inherited from Service Bus Lines" section.
-In 1964, Brush Hill was operating two local routes: **Mattapan-Parkway East/West** and **Mattapan-Stoughton.** These routes had operated since the 20s and 30s.
-At this same time, sister company Plymouth & Brockton was operating commuter express bus service from **Boston to Hyannis, Plymouth, Marshfield, and Scituate**. P&B had started routes and acquired routes from various small carriers (South Shore Coach, South Shore Transit, Clipper Bus Service, Smith's Garage, and Bryantville Auto Service) for many years previous, and operated service to Boston since 1949. The 1959 closing of Old Colony rail service, and simultaneous opening of the Southeast Expressway saw P&B dramatically increase the level, speed, and patronage of their service. Express service to Hyannis via highway Route 3 was introduced in 1964. This began as an extension of the Boston-Plymouth route.
The Boston-Scituate route included a local section from Queen Anne's Corner to Hingham Center via Main St. The Hingham Center-Queene Ann's Corner route had a long history, having previously been operated by the Eastern Mass (their second attempt), the P&B (their first attempt), Nantasket Transportation, and as an original Eastern Mass streetcar route.

Since 1964 changes have occurred to Brush Hill and P&B routes as follows:
-**Stoughton-Route 128 Station:** Between April and November 1963, Brush Hill ran an experimental route from **Stoughton to the Route 128 railroad station** for the MTC. This route did not become permanent.

-**Boston-Brockton:** In February 1974, P&B began running **Boston-Brockton** express bus service weekdays and Saturdays via the Southeast Expressway and highway Route 24. A similar service had been run by the Eastern Mass (using Blue Hill Ave. instead of the expressway to gain entry to Boston), but was discontinued in 1968 by the MBTA. The P&B service served downtown Brockton

and the Westgate Mall. P&B operated Saturday service on the Boston-Brockton route until Spring 1978. State/MBTA subsidies began in 1984. Midday Boston-Brockton service was discontinued in December 1997. The route was discontinued entirely in September 1998, one year after Old Colony commuter rail service resumed.

-**Boston-Rockland Center via Hanover:** In May 1974, P&B began operating, a one-roundtrip-a-day service: **Boston-Rockland Center via Hanover.** This route was discontinued in March 1978. A Park & Ride stop on Rte. 3 in northeast Rockland was added to Boston-Plymouth service in September 1983.

-**Boston-Milford via Westwood, Millis, Medway, and Medfield** In 1964, this service was being operated by ***Short Line (renamed Bonanza bus lines in 1971)***, it was taken over by Short Line from the decades long operator of the service (***Johnson's Bus Lines***) in 1963. As taken over, some trips continued to **Bellingham and Franklin Mass, and Woonsocket Rhode Island.** In 1966, most trips on the route began using Route 128 and the Mass. Turnpike between Boston and Westwood. In October 1968, the ***Gray Line*** took over the route from Short Line. Gary Line introduced a route variation via Holliston. After Gray Line discontinued service, ***Overland Stages*** operated the route from December 1972 until August 1973, when P&B/Brush Hill took over. When P&B/Brush Hill took over, service to Holliston, Woonsocket, Franklin, Bellingham, and the local routing through Dedham and West Roxbury were discontinued (Gray Line continued to operate a once-a-week franchise run from Boston to Woonsocket until 1975). Sunday service was also discontinued. All trips in Westwood also were operating via Pond St. by 1974. Previously they alternated between Pond St. and a direct route via High St. During the 1970s, some peak-period trips were operated from Boston to Milford express via I-495 and the Mass. Pike. Express trips via I-495 ended in 1984. An experimental restoration of service to Bellingham was tried and dropped by P&B between April 1977 and December 1978. Saturday service ended in July 1978. In February 1984, the route was formally transferred from Plymouth & Brockton ownership to Brush Hill ownership. The **Boston-Milford (via Westwood, Medfield, Millis, and Medway)** route was down to two rush hour round trips a day, when a state/MBTA began in September 1987. Service was reduced to just one trip in each direction in August 1999. All service was discontinued in July 2003 after the MBTA subsidy was terminated. The MBTA discontinued the subsidy because of very poor ridership. Medfield, Millis, and Medway were left without public transit with this change. The nearest public transit to the corridor is commuter rail service in Franklin, Norfolk, and Walpole. In October 2007, the Greater Attleborough Taunton Regional Transit Authority (GATRA) initiated a peak-period shuttle service from Medway to the Norfolk commuter rail station.

-**Boston-Marshfield-South Duxbury:** By 1964, P&B operated a peak trip from **Boston to Plymouth via Marshfield**. By 1970, service was dropped between Plymouth and Marshfield, but additional trips were added from **Marshfield to Boston**. In September 1975, the route was extended again from Marshfield to South Duxbury, as **Boston-South Duxbury via Marshfield**. This route operated Monday-Friday-only. In 1984, an experimental Saturday trip was operated from Boston to Marshfield via Scituate. The trip was quickly dropped. This route was subsidized by the state/MBTA between 1984 and 1986, during Southeast Expressway reconstruction. A regular subsidy began in 1987. In 1991, the route was cut back from South Duxbury to the junctions of Routes 3A and 139 in Duxbury. In June 2007 the routing in Marshfield was simplified to only operate via Highway Route 139 between Brant Rock and Millbrook Motors, with a deviation via Green Harbor and Ranch House discontinued. In November 2008, one of the two outbound p.m. trips was combined with a Boston-Plymouth trips, making stops at Rockland, one stop in Marshfield, Kingston, and Plymouth. In February 2009, the state/MBTA subsidy was discontinued.
In September 2017, all service to Duxbury and all stops in Marshfield except the commuter lot at Roche Brothers were discontinued. One Plymouth trip inbound in the AM and an extended Rockland trip in the PM continued to service the single stop in Marshfield. This service was suspended in March 2020 and did not resume.

-**Boston-Canton via East Milton:** P&B started running **Boston (Greyhound Station)-Canton via East Milton** rush hour service in November 1977, in the same territory of Brush Hill's Mattapan-Stoughton service. The Boston-Canton route was transferred from P&B to Brush Hill in 1984. One-trip-a-day was combined with Brush Hill's sole Mattapan-Stoughton trip between October 1985 and May 1986. The entire Boston-Canton route was discontinued in 1989, after the MBTA discontinued a subsidy which was started in January 1988. The line was operated without subsidy by ***Andre Coachlines*** until 1990, when it was discontinued entirely. Former passengers of this service could use the Mattapan-Canton bus (see Hudson and Unda's entry) or MBTA Route 245 as an alternative.

-**Boston-Hyannis:** In the late 1960s, this route grew from an extension of Boston-Plymouth local trips to a standalone service, with most trips operating express between Plymouth and Boston. In March 1978, P&B opened a new terminal and garage complex in North Plymouth. Most Boston-Hyannis trips began stopping there. In April 1979, service was increased on the Boston-Hyannis route, to replace competing service formerly provided by Almeida Bus

Lines. P&B did operate a few trips between Sagamore and Hyannis local via Route 6A as Almeida did but eliminated these local stops by June 1981. In September 1997, P&B began operating several peak trips direct from Orleans to Boston. These trips did not serve Hyannis. In July 2001, the Plymouth park & ride lot and stop was relocated from the P&B garage at Exit 7 to the Plymouth Visitor Information Center at Exit 5. Peak trips operating from Orleans to Boston which bypassed Hyannis were discontinued in June 2002. In July 2004, the MBTA subsidy for this service ended, however there was no change in service.

-**Mattapan-Parkway East/West** and **Mattapan-Stoughton** Brush Hill discontinued service on the Mattapan-Parkway East/West line in June 1980. The MBTA then briefly operated this route (see MBTA Route 248 entry in the Service Bus Lines section). Service lingered on the **Mattapan-Stoughton** line. Saturday service ended in May 1980. Monday-Friday service was reduced to one-trip a day by 1981. The route was discontinued completely in May 1986. Alternate service from Stoughton to Boston is provided by commuter rail. Alternate service between Stoughton and Mattapan is also available by transferring from BAT's Brockton-Stoughton service to the Mattapan-Canton bus (see Hudson, and Unda's entries) at Cobb's Corner, however schedules are not coordinated for convenient transfers.

-**Boston-Scituate via Hingham and Cohasset** Frequent rush hour service was operated on this route, and off-peak service was provided in regular intervals all-day long. Some rush hour trips ran semi-express and bypassed some portions of the regular route in Cohasset and Scituate. In Summer 1981, a rush hour variation of the **Boston-Scituate** route within the town of Scituate (to **North Scituate via Hatherly Road**) was discontinued. Weekend service to Scituate ended in 1982. Service to Scituate was subsidized by the state/MBTA between 1984 and 1986, during the reconstruction of the Southeast Expressway. In 1984, an experimental Saturday trip was operated from **Boston to Marshfield via Scituate**. This trip was gone October 1984. Service levels were gradually reduced through the 1980s and early 1990s, as many people from Scituate, Cohasset, and Hingham began driving to the Hingham commuter boat. State/MBTA subsidies began in September 1998, service by that time was reduced to 3 rush hour only trips, starting September 1998, two of the trips were extended from Scituate to Plymouth. Service was reduced in July 1999 to 2 trips each direction after subsidies were discontinued, however all trips started and ended at Greenbush. In June 2000, service was reduced to just one trip in each direction. In September 2003, all service was discontinued, leaving Scituate and Cohasset without bus service.

-**Logan Airport Service:** In January 1983, P&B began running several trips from Hyannis, Plymouth, Brockton, and Scituate through to **Logan Airport**. The Hyannis service grew to include all off-peak trips, but through service was discontinued on the other routes after a short time. In June 1998, P&B began operating many Logan-Hyannis trips as a separate service from Hyannis-Boston

-**Boston-Pembroke Center-Plymouth:** In 1984, service on the **Pembroke Center-Boston** route was subsidized by the state/MBTA. This route had traditionally operated just one peak trip a day in each direction. With the subsidy, service was expanded to several a day. The subsidy apparently ended by the end of 1984, and service was reduced back to one trip a day by 1986. The route was discontinued in September 1998, one year after Old Colony commuter rail service was re-instated.

-**Boston-Plymouth via Norwell, Hanover, Pembroke, Duxbury, and Kingston:** Frequent rush hour service was operated on this route, and off-peak service was provided in regular intervals all-day long. During the rush hour, this route operated with several variations of express services. Local stops were located along highway Route 53 in the towns of Norwell, Hanover, Pembroke, Duxbury, Kingston, and Plymouth, while express trips operated via limited-access highway Route 3. In summer months, some midday service was extended to the Manomet section of Plymouth. Summer service to Manomet was last operated in September 1975. In March 1978, P&B opened a new terminal and garage complex in North Plymouth, replacing their original facility in downtown Plymouth. Rush hour trips which operated express from Plymouth began originating at this new facility instead of downtown Plymouth, local trips continued to serve downtown. State/MBTA subsidies for the **Boston-Plymouth local (via Norwell Hanover, Pembroke, Duxbury, and Kingston (Highway Route 53))** began in 1984. Buses began serving a Rockland Park and Ride in September 1983. With the change in route to serve Rockland, a stop at Hingham Plaza was discontinued. Weekend service, and most midday service was discontinued in January 1989. Service was reduced to rush hours only in September 1998. At that time, service was further restructured, with only 3 inbound and 4 outbound trips making most intermediate stops between Rockland and Plymouth. In January 2001, all local stops were discontinued. The remaining service consisted of 7 rush hour roundtrips between Boston and the P&B terminal in Plymouth with intermediate stops only made at the Rockland park & ride and Kingsbury Plaza in Kingston. With this change, Norwell and Pembroke lost all bus service and Hanover and Duxbury lost most bus service. Hanover Mall was a stop on P&B's Marshfield-Braintree route (see below) and P&B's Marshfield-Boston route began at a stop in South Duxbury. P&B's Boston-Hyannis route made intermediate stops at Rockland and

Plymouth in the off-peak. In July 2001, the Plymouth park & ride lot and stop was relocated from the P&B garage at Exit 7 to the Plymouth Visitor Information Center at Exit 5. In February 2009, the state/MBTA subsidy was discontinued, however service remained without the subsidy. In September 2017, one inbound trip was rerouted to service a stop in Marshfield and one outbound trip from Rockland continued to Marshfield. This replaced a formerly separate Marshfield route. In March 2020, separate Boston-Plymouth commuter service was suspended. Service was not restored to Kingston or Marshfield, however Hyannis service continues to make intermediate stops at Plymouth and Rockland.

-**Braintree Station-Marshfield:** In June 1985, P&B took over operation of MBTA Route 250, **Braintree Station-Marshfield via Hanover** (see Route 250 in the MBTA-initiated routes section). The route consisted of several rush hour trips only. P&B extended service from Marshfield to their garage in Plymouth. In June 2002, P&B discontinued the segment between their garage and Marshfield as a revenue service. The route only operated between Braintree Station and Marshfield with a stop in Hanover. In October 2006, the stop location in Marshfield was moved from the town high school to a supermarket parking lot. Service was discontinued in November 2008, after the state/MBTA subsidy to provide the service ended. Ridership was too low for P&B to continue the service without subsidy.

-**Quincy Adams-Plymouth** Between 1988 and 1990, the MBTA subsidized P&B to extend the Logan Airport-Quincy Adams Massport service to Plymouth.

-**Out of District service:** P&B operates (or operated) some service which does not enter the MBTA district. It originally operated its namesake local route between Brockton and Plymouth via Whitman and Hanson. This route was discontinued as a regular service in 1963, however it did return as Friday and weekend only service between June and September 1974. P&B formerly operated service from Hyannis to Chatham (Ex-Southern Mass Bus Lines, an Almeida subsidiary) from 1979 to 1990. It currently operates service from Hyannis to Provincetown (ex-Cape Cod Bus Lines, taken over in August 1988). Provincetown service is through-routed to Boston. In September 1997, P&B began operating several peak trips direct from Orleans to Boston. These trips did not serve Hyannis. The Orleans to Boston direct trips were discontinued in June 2002. In Summer 1993, P&B began operation of a local Plymouth route under contract to the Greater Attleborough Taunton Regional Transit Authority (GATRA). The route operated from P&B's North Plymouth terminal/garage to downtown Plymouth, and Plimouth Plantation. This service was later discontinued, but was revived again by 1997 as a GATRA service operated by

P&B under contract. During the summer of 1998, P&B operated experimental service from Kingston Station to Woods Hole. The service did not return in 1999. In July 2001, P&B was contracted by the Steamship Authority to operate Friday and weekend service from Route 128 station in Canton to Woods Hole.

In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, P&B suspended all service. In May 2021, P&B resumed service on the Boston-Hyannis via Plymouth route, but service never resumed to commuter stops in Marshfield and Kingston.

In August 2021, P&B introduced new service between Wood Hole and Falmouth to Boston. In October 2021, a stop at the West Bridgewater park & ride lot was added to this route. This stop was discontinued in June 2023.

In November 2022, a new affiliate of Plymouth & Brockton, Blue Apple Bus, initiated a new route from Mansfield to Logan Airport. A stop was later added in Canton in December 2023. In November 2025, the stop in Canton was discontinued and replaced by a stop at Riverside station in Newton.

In summary, P&B service into the MBTA district is currently operated as follows:
Logan Airport-Boston-Rockland-Plymouth-Hyannis
Logan Airport-Boston-Falmouth-Woods Hole
Both routes operate seven days a week, all day long,

Capebus

In July 2021, Capebus initiated service between **Logan Airport, Boston, and Hyannis via Sagamore.** Capebus is operated by A Yankee Lines (see entry in *Englander Coach* section). Service was suspended in early 2022.

Carey's Bus Lines Inc.

(Also includes information for JBL Bus Lines)

-Beginning in the late 1950s, Carey's operated a local route from Braintree to Randolph. The main purpose of this route was to transport students, however it was open to the general public. Service was dropped by 1966. Attempts at running *Braintree-Randolph-Stoughton* service were tried on and off by several operators from the 1930s to the 1950s. Since 1971, MBTA Route 238 has connected Braintree and Randolph (see Route 238 in the Eastern Mass Quincy section).

-Carey's, a long-time Whitman based school bus operator, took over ***Hudson's*** **Boston-Rockland/Whitman via South Shore Plaza, Boston-South Weymouth via Weymouth Landing, and Boston-Hingham Depot via East Weymouth** services in 1984 (see Hudson section). By 1989, the one trip a day

Boston-Hingham Depot via East Weymouth service and service from **Weymouth to Boston via Columbian St., South Braintree, and South Shore Plaza Braintree** were discontinued.
-Rush hour service from **Boston to Rockland, Whitman, Abington, and South Weymouth, with some trips via Weymouth Landing** continued with a state/MBTA subsidy received since 1984. In October 1997, following the opening of the Old Colony commuter rail service, the MBTA/EOTC subsidy to Carey's was discontinued. Carey's reduced service to two unsubsidized roundtrips operating **Boston-Whitman via Weymouth Landing, South Weymouth, Abington Center, and Whitman Center**. Alternative routings via **Rockland Center, East Whitman Depot, and highway Route 18 (from South Weymouth to Whitman)** were discontinued.
-***JBL Bus Lines*** took over the Boston-Whitman route in March 1998, operating two peak period trips. JBL also operated a route from Braintree Station to South Weymouth, which was originally part of MBTA Route 252 (see Route 252 in the MBTA initiated routes section) The **Boston-Whitman** route was discontinued by JBL in December 2007 and the **Braintree-South Weymouth** route was discontinued in June 2008. The MBTA extend Routes 222 and 225 (see Eastern Mass routes section) in March 2009, to replace portions of the former JBL service in Weymouth. JBL had also operated Hingham-Hull and Mattapan-Canton service under contract for the MBTA (see Nantasket Transportation entry in this section).

Englander Coach

(also includes information for Dee Commuter Service, Rabbit Transit, Marathon Lines, Yankee Lines, and Massachusetts Area Express)

-Englander Coach discontinued *Boston-Williamstown* intercity service in 1992. Peter Pan restored a single trip between Boston and Williamstown in September 1998 but discontinued service after one year.
-From 1965 to 1979, Englander also operated commuter service from **Fitchburg to Boston via Littleton, Acton, and Concord**. The commuter-oriented Fitchburg trips started in January 1965 after the Boston & Maine discontinued commuter rail service to Fitchburg. In September 1979, Englander discontinued commuter stops in Littleton and Acton. ***Dee Commuter Service*** began operating a **Boston-Littleton** rush hour trip for Englander as a replacement. Englander turned over all **Fitchburg-Boston** commuter-oriented service in October 1980 to a new carrier, ***Rabbit Transit.*** Englander continued to operate service from Boston to points beyond Fitchburg, and coordinated these trips with Rabbit Transit's Boston-Fitchburg service. For a time, Rabbit Transit and Englander had joint ticketing arrangements with the MBTA's Fitchburg

commuter rail service (the rail service was restored in January 1980). The return of commuter rail service however, ultimately doomed commuter bus operation from Boston to Fitchburg. By 1983, Rabbit Transit was gone and ***Marathon Lines*** (an affiliate of Suburban Lines, see the B&W section) operated a few rush hour trips from Fitchburg to Boston, and ultimately cut back service to Fort Devens-Boston only. Marathon discontinued service in 1985.
-***Yankee Lines*** reinstated a **Boston-Littleton via Acton** rush hour roundtrip in April 1986. Yankee added a stop in Concord in 1991, to replace the HUB bus Concord-Boston service (see Metropolitan Coach/Vocell entry). Yankee Line briefly received a subsidy from the state/MBTA in 1990 to add a second trip, but the subsidy and the second trip were discontinued by 1991. By 1997, the stop in Littleton was discontinued, Nagog Village in Acton became the terminal. In January 2001 the route was slightly reduced further, with the terminal being changed to Hoyts Cinema in Acton. The one-trip-a-day commuter service continues to operate unsubsidized. In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, Yankee suspended the service. Service resumed in September 2020. By January 2021, service was modified to require advanced reservations but regular service resumed by May 2021.
-In September 2015, Massachusetts Area Express (MAX Bus) began operating a service between Worcester and Northampton MA via Clinton, Lancaster, Leominster, Fitchburg, Gardner, Athol, Orange, New Salem, Pelham, and Amherst. This service was operated by MAX under contract to the Massachusetts Department of Transportation. MAX Bus was managed by TrueNorth Transit Group and operated by Fox Bus Lines. In October 2016, the original service was reconfigured to operate between Brattleboro Vermont and Boston via Framingham, Worcester, Leominster, Fitchburg, Gardner, Athol, Orange, Erving, Greenfield, and Bernardston MA. This service was operated with some federal operating support. Service was discontinued at the end of June 2017. The route between Greenfield and Fitchburg, and the through-operation of service to Boston was similar to a portion of the old Englander service.
-It should be noted that Englander Coach Lines was controlled by the same interests as Bonanza Bus Lines between the 1950s and early 1980s.

Gloucester Auto Bus

(also includes information for Mc Niff-Domminick Inc.)

-Gloucester Auto Bus operated local bus routes in the Gloucester/Rockport area dating back to 1920. One route it operated entered the MBTA district, it was **Manchester-Gloucester.** Gloucester Auto Bus went out of business in

1966. ***Michaud*** ran the Gloucester Auto bus routes in 1967, and in January 1968, ***Mc Niff-Domminick*** took over. The Manchester portion of the Gloucester-Manchester route was discontinued by 1969. Service in this territory was and is provided by the Rockport commuter rail line. The routes outside the MBTA district within Gloucester/Rockport were operated by a non-profit agency (*Action Inc.*) by 1971, and are operated since 1977 by the Cape Ann Regional Transit Authority (CATA).

Gray Line

-Gray Line of Boston was an operator of tour-bus services in the Boston area from 1928 to 1993, and at times in the 1968-1988 time period, it operated commuter bus service.
-The first attempt was the 1968-1972 operation of the **Boston-Milford** route (see ***Short Line*** and ***Brush Hill*** entries).
-In October 1970, Gray Line began a route from Logan Airport to the Newton Marriott Hotel in Auburndale via the Mass. Pike. In December 1970, a second stop was added at the Howard Johnson Motor Lodge in Newton Corner. In 1972, the route was extended to the Framingham Sheraton Tara. In 1974 the route was discontinued, but until 1976 a stop at the Newton Marriot was added to some trips on the Worcester-Logan route.
-The second and largest attempt was the 1971-1984 operation of the ***Boston and Worcester Lines*** system (see B&W entry for details).
-A third attempt at operating another carriers service, was a very brief 1981 operation of the former MBTA **303 Riverside-Copley** express bus (see Route 303 entry in the MBTA-initiated routes section).
-A fourth attempt, was a route taken over from ***Metropolitan Coach/Hub Bus Lines***: **Boston-Lexington express**. The Lexington service was taken over by 1982. Competing service, initiated by *Hudson Bus Lines* in 1982 from Boston to Lexington via Medford, eventually killed the Gray Line service, which was gone by 1987.
-A fifth attempt was the 1985 to February 1989 operation of ***Trombly's*** former ***Boston-North Andover*** route (This route was technically operated by an affiliate of the Gray Line: Merrimack Transportation Inc., see Trombly's entry for details).
-The Gray Line left the regular-route business in 1989.
-Gray Line has also operated special service direct to Logan Airport, and special tourist-oriented Freedom Trail and Bicentennial shuttle routes in the mid-1970s. These services are outside the scope of this article. It should be noted however that Gray Line lost the national "Gray Line" franchise in January 1993. Brush Hill Transportation began operating "Gray Line" tours in the Boston area,

although tour operations were suspended in March 2020, and did not resume. Gray Line incorporated is no longer in business.

Hudson Bus Lines (and subsidiaries Canton & Blue Hill, Lynnfield Community, and Mc Intire Bus Lines)

(also includes information for Cavalier Coach and Joseph's Limo Service)

Hudson Bus Lines operated a number of routes within the MBTA district, until it ceased operation in February 1994. Routes operated by Hudson in the 1964-1994 time period were as follows:

-**Canton-Mattapan** This route can be traced back as a replacement for the Blue Hill Street Railway Co. Hudson acquired the Canton & Blue Hill Bus Co. in the 1940s, but continued to operate it as a separate subsidiary until absorbing it in 1985. By 1964, the Mattapan-Canton route was the only Canton & Blue Hill route remaining. Other routes from *Canton to Norwood*, and *Canton to Stoughton* were discontinued earlier. The MBTA began subsidizing Mattapan-Canton service in 1983. When Hudson shut down on February 7, 1994, the contract to operate the Mattapan-Canton route was transferred to ***Unda's Bus Service (d.b.a. Interstate Coach)*** (see *Undas* entry in this section for additional information). In December 1994, the route was transferred to **People Care-iers Inc**. In July 1998, the route was transferred to ***A&B Coach Lines.*** In September 1999, the MBTA assigned a route number to this service, it became **Route 716 Mattapan-Canton.** In July 2002, the contract was transferred to ***JBL Bus Lines***. In June 2004, Saturday service was reduced to only operate in the a.m., while midday weekday service was improved. In July 2008, the route began operating via Royall St. in Canton on request, to service several businesses. ***Joseph's Limousine*** took over JBL in October 2011. ***A&A Metro*** took over the contract in September 2017. Also in September 2017, full Saturday service was restored. In July 2024, DPV Transportation took over the contract. Service on the variation to Royall St. was discontinued in April 2025. In June 2025, the route was modified on Saturday to provide service to Houghton's Pond. In April 2026, the route was modified to have select trips serve Canton Junction station and new Sunday service was added. **DPV** currently operates the route.

-**Fulton St.(Medford)-Medford Sq.** The Fulton St. route dates back to the 1930s. Fulton St. service was extended from Medford Sq. to the Meadow Glen Mall after the Mall's opening in November 1979. By 1992, midday Fulton St. trips were extended a short distance to the New England Memorial Hospital in Stoneham. Service to the hospital ended in November 1993. In 1992, some Fulton street trips were extended beyond Meadow Glen Mall, to a supermarket

on Riverside Ave. near the Fellsway. The MBTA began subsidizing Fulton St. service in 1987. When Hudson shut down on February 7, 1994, the contract to operate the Fulton St.-Meadow Glen Mall service was transferred to ***Joseph's Limousine*** service of Medford. In July 1998, the line was re-routed from a short segment of Fulton St. via Webster St., Forest St., Lawrence St. and Governor's Drive to serve Lawrence Memorial Hospital. The Hospital had been without bus service since Hudson's Stoneham route was discontinued in 1992 (see below). The route operates Monday-Saturday. In September 1999, the MBTA assigned a route number to this service. It became **Route 710 North Medford-Meadow Glen Mall**. In July 2000, ***A&B Coach*** took over the contract to run this service. In July 2002, ***Bill's Taxi Service (A & A Metro)*** took over the contract. In July 2004, Joseph's Limousine again won the contract to operate the route. In July 2008, a.m. peak and p.m. peak trips were extended from Meadow Glen Mall to Wellington Station, forming **Route 710 North Medford-Meadow Glen Mall or Wellington.** Saturday service was discontinued at the end of December 2012. All service was suspended in March 2021.

-**Dedham Local Bus (Charles River Loop-Readville Manor via Endicott)** Hudson began operation of three local routes in Dedham under contract to the town of Dedham, in June 1974. The service replaced three MBTA routes (see ex-M&B routes 537,538,541 in the M&B section). In 1983, the three routes were combined into one single route to reduce costs. In 1984, the MBTA began to compensate Dedham for part of the subsidy costs, as part of the Suburban Transportation Program. Saturday service was discontinued by 1988. When Hudson shut down on February 7, 1994, Dedham transferred the contract to another carrier (JBL Bus Lines), and later contracted with other carriers. Service was discontinued in December 2019.

-**Boston-Salem NH-Manchester NH** Manchester NH-Salem NH.-Boston express service was started by Hudson in May 1966. Hudson also ran a local route from Lawrence to Salem NH (until 1981), but service to Boston was only provided from points in New Hampshire. By the 1980's, service was reduced to one-roundtrip-a-day between Windham NH and Boston only. Between 1977 and 1985, *Trombly Motor Coach* operated competing service from Salem NH to Boston. Hudson also ran special service to the Rockingham Park horse track, when races were held. When Hudson shut down on February 7, 1994, the **Windham-Boston via Salem** commuter-route was taken over by ***Cavalier Coach.*** Cavalier discontinued the route in August 1994. After a brief period with no service, ***Trombly Commuter Lines*** extended one a.m. and one p.m. trip on their Boston-Lawrence route to Salem NH (see Trombly entry in this section). Trombly discontinued service to Salem in August 1997.

-**Medford Sq.-Stoneham, Sullivan Sq.-Stoneham,** and **Downtown Boston-Stoneham** In 1964, Hudson operated service from Medford Sq. to Stoneham, with some rush hour service operating express from Medford Sq. to Sullivan Sq. via Mystic Ave. Portions of this route were initiated during the 1930s and 40s. After MBTA Route 100A service to Stoneham was discontinued in 1971, trips from Sullivan bypassed Medford Sq. and terminated at North & Oak and later by 1975 from Prospect & High streets. Trips from Medford terminated at the Redstone Shopping Plaza. After the I-93 extension from Medford to Boston opened in 1973, Hudson extended Stoneham-Medford Sq. service direct from Medford Sq. to Downtown Boston via I-93. When the Haymarket-North Orange Line extension opened to the new Sullivan Sq. in April 1975, Hudson began running **Stoneham-Sullivan** service via I-93. In time, the direct service to Boston ultimately made the Sullivan Sq. operation unnecessary, and it was discontinued by 1983. In 1985 the route within Stoneham was changed from Broadway to Main St. The MBTA experimentally subsidized the Stoneham-Boston line in 1992, but the subsidy did not become permanent. The route became rush hours only by 1992. The Stoneham-Boston service was discontinued in November 1993, leaving the town of Stoneham without public transit service. In June 1994, the MBTA extended Route 99 Upper Highland-Wellington (see Route 99 in the MTA routes section) to New England Memorial Hospital, to replace part of the Hudson route. In September 1994, the MBTA extended Route 130 (Wyoming Sq.-Lebanon St, see Route 130 in the Service Bus Lines section) from Wyoming Sq. to Redstone Shopping Plaza Stoneham via Pond St, South St., Main St., and Stoneham Sq. Hudson had also operated on several parallel streets to Main St., but otherwise this MBTA service covers the same territory in Stoneham as Hudson's old route.

-**Airport-Boston-Lexington-Bedford** Hudson began this service in June 1982. Initially, the route was intended to service Airport bound passengers rather than Boston commuters, but the Airport service was quickly dropped. The route continued as a **Boston-Lexington via Medford and I-93** commuter route. The route competed with *Gray Line's* Boston-Lexington service (see *Gray Line* and *Metropolitan Coach* entries), and eventually Hudson won, with the Gray Line discontinuing their line. Hudson lost ridership when Alewife Station opened in 1985, and the T's former M&B service to Lexington (Routes 62 and 76) was improved. Hudson soon dropped service between Bedford and Lexington, while the frequency of service over the rest of the line was gradually dropped. The remaining Boston-Lexington service was discontinued in November, 1993. Local MBTA service (Routes 62, 77, 80, 94, and 326) is provided along all portions of the discontinued Hudson route.

-**Peabody Sq.-Downtown Boston via North Shore Shopping Center, Lynnfield, and Saugus (Highway Rte. 1)** Hudson took over this route from ***Michaud*** in July 1974 (see *Michaud* entry). At one-point, Hudson was operating two one-trip route variations in addition to the regular service: **Boston-West Peabody (Russell Plaza) via Lowell St.**, and the other from Boston to the **Windsor Court** apartments complex in **Beverly**. The Windsor Court service came from Michaud (it was initiated in 1973), but the West Peabody service was a 1975 restoration of part of a former Hudson/Lynnfield Community Peabody-West Peabody local route which was discontinued in the early 1960s. By 1987, however, the route variations were gone, and Boston-Peabody service was down to one trip a day. Service was discontinued entirely in 1991. In 1992, *The Coach Co.'s* Newburyport-Boston service (see "Michaud" entry for more details) did begin making a stop at Salem St. Lynnfield, a point formerly served by Hudson. In 1993, the City of Peabody initiated commuter mini-bus service from Peabody to Salem Station, and in 1994 briefly extended service from West Peabody to Salem Station, reviving a portion of the long dormant Hudson route. In February 2000, the Coach Company began a new commuter service from Haverhill to Boston via Middleton and West Peabody. This service was discontinued in January 2001, but the Coach Company has retained a stop on Lowell St. in Peabody near Bonker's Plaza on their Newburyport-Boston route.

-**Will Dr. (Canton near Stoughton line)-Canton Junction Station** This was an experimental (MBTA/state subsidized) commuter rail feeder service operated by Canton & Blue Hill between March and June 1984.

-Ashmont Sta.-East Weymouth Loop via Weymouth Landing and Commercial or Broad St.,
-Ashmont Sta.-Rockland,
-Ashmont Sta.-Abington/Whitman
- (with additional service via or to South Shore Plaza-Braintree, Hingham Depot, and South Weymouth)
Hudson began these South Shore routes in 1948 to replace similar service operated by Lovell bus lines, which had in turn previously taken over several routes in the territory from the Eastern Mass in 1932. Hudson initiated the practice of running the routes through to Ashmont. Hudson ran all of this service to Ashmont Station until 1968. Some service to **Downtown Boston from South Weymouth and Hingham or Rockland (via the Southeast Expressway)** was initiated in 1968, though most trips continued operating to Ashmont. In 1972, off-peak service was reduced, and service on a segment from East Weymouth to Hingham Depot discontinued except for one trip from Boston. Hudson claimed that much of their ridership was taken away when the South Shore extension of the Red Line opened in 1971. In March 1975, Hudson

rerouted service to Quincy Center with a temporary certificate, but was not able to receive MBTA permission to enter Quincy Center Station. Service resumed to Ashmont in May 1975. Off-peak service was further reduced following the rejection of Quincy Center service. In February 1978, all service was operated to Downtown Boston and South Station (instead of Ashmont) following the blizzard of '78. This emergency service became permanent, and Hudson never operated to Ashmont again. By 1979, all service was rush hour only, and the East Weymouth route was reduced to one peak trip a day. Service was discontinued around the East Weymouth loop portion of the route, but the remaining trip was re-extended to **Hingham Depot**. In 1984, all Hudson Boston-South Shore service was turned over to ***Carey's Bus Line*** (see Carey's entry for additional information). In March 1998, the remaining ex-Hudson route operated by Carey's was taken over by JBL Bus Lines. JBL Bus Lines discontinued the Boston-Whitman route in December 2007. The MBTA extend Routes 222 and 225 (see Eastern Mass routes section) in March 2009, to replace portions of the former JBL service in Weymouth.

-**Kennedy Library-Columbia Sta.** Hudson took over this route from the MBTA in 1981 (see Route 4 in the MBTA initiated routes section), and experimented with a **Copley Sq.-Kennedy Library** route in 1980 as well. The Copley route was discontinued shortly, but service from Columbia Station to the Kennedy Library was incorporated into the U. Mass Boston shuttle bus system, which Hudson operated under contract to the university. The contract to operate this service has since passed on to other operators with ***Paul Revere Transportation*** being the current provider.

-Hudson ran **Hingham-Hull** service under contract to the MBTA from March 1977 to March 1981. Hudson through routed one trip a day from **Downtown Boston to Hull (Nantasket Beach) via the Southeast Expressway, Weymouth and Hingham**. The MBTA Hingham-Hull subsidy was discontinued in 1981 and another carrier took over the service in 1981 (see *Nantasket Transportation* entry for more information on this route). The through trip to Boston was not picked up by the new carrier, but was instead still operated by Hudson for a time after the local route was discontinued. Service from Hull to Boston was discontinued by the time (1984) that Carey's Bus Lines took over Hudson's South Shore routes.

-**South Weymouth-Weymouth Landing Loop via Middle and Broad St.** Hudson ran this experimental service under contract to the MBTA between September 1978 and February 1979. A similar service was later operated by Weybus (the town's own mini-bus system) from 1986 to 1990.

-**Dedham (Rte. 128 Station)-Downtown Boston via South Shore Plaza and Southeast Expressway** This rush hour route was initiated in May 1977, but only lasted a very short time.

-**Billerica-Downtown Boston** Hudson ran a rush hour service from Billerica to Boston from September 1981 to early 1982. The company had been operating airport limo service from Billerica to Logan Airport since 1975 and apparently briefly expanded this service to include commuter service to Boston.

-**Sullivan Station-Assembly Sq. Mall** Hudson ran this shuttle route briefly in 1982. It was gone by September 1982, when the MBTA began serving both points (see Route 90 in the MTA routes section).

-Central Sq., Lynn-Wakefield Sq. via Lynnfield
-Wakefield-Stoneham Sq. and Redstone Plaza via Greenwood
-Lynnfield-North Shore Shopping Center These three routes were operated by Hudson's subsidiary, *Lynnfield Community Bus Lines*. Lynnfield Community was acquired by Hudson in 1952. In addition to the routes listed above, Lynnfield Community at one time operated local service in **Peabody to West Peabody**, **Goodwin's Circle-Peabody Sq**. and local service within **Lynnfield**. These routes were already discontinued as full-time service routes by 1964, although a single trip in one direction on the Goodwin Circle-Peabody Sq. route did last to at least 1971 while a Saturday-only service was operated from Lynnfield and West Peabody to the North Shore Shopping Center and Peabody Sq. until at least 1971. Hudson also acquired another carrier in the area in the 1950s, known as *Mc Intire Bus Company*. Mc Intire ran the following: **Stoneham-Woburn-Reading** and **Reading-North Reading Sq.** These routes were discontinued by 1964 as well**.**
-The brief history of the routes that survived beyond 1964 is as follows: The Lynn-Wakefield route can be traced back to 1918, while the Greenwood service began in the 40s. The Stoneham/Greenwood (Wakefield) route was discontinued by 1970. The Lynn-Wakefield route was cut back to only operate between South Lynnfield and Central Sq. Lynn (except for one trip from Wakefield) in January 1976 and was completely discontinued in November 1976. At that time, the MBTA extended Route 436 (Happy Valley-Central Sq.) service from Happy Valley to the Lynn/Lynnfield border at Goodwin's Circle as a replacement for the Hudson service. The town of Lynnfield was offered service by the MBTA, but declined. Lynnfield remains without public transit.

Hudson also operated a shopper's service several days a week from **Lynnfield to the North Shore Shopping Center (Peabody)**, which was also discontinued in 1976.

-**Arlington Center-Arlington Heights Loop (Via Jason St, Eastern Ave., and Gray St.)** Hudson operated a short loop line from Arlington Center to the Park Circle/Arlington Heights area. This route was initiated by Service Bus Lines in the 1930s, but was taken over by Hudson in 1938. The service was discontinued by September 1971. Its elimination required patrons to walk 10 to 15 minutes in hilly territory to reach MBTA service (Route 77, 78, or 84). The MBTA did operate extra school trip service from Park Circle to Arlington Center via Park Ave. and Mass Ave. between 1971 and 1981 as a partial replacement for the Hudson service.

-It should be noted that Hudson at one time operated service well outside of the MBTA district in Lewiston, Maine; Bangor, Maine; Nashua, New Hampshire; and Nashua, NH to Ayer, Mass., as well as extensive airport limousine services to Logan. Hudson ran local bus service from Lawrence to Methuen between 1969 and 1975 (see the Eastern Mass-Lawrence section). These operations are outside the scope of this article.

In summary, routes once operated by Hudson within or to the MBTA district, which continue to operate under other carriers are as follows:

-716 Mattapan-Canton operated everyday by DPV Transportation under an MBTA contract.

-Kennedy Library-Columbia (now JFK/U. Mass) station operated by Paul Revere Transportation under contract to the U. Mass Boston Transportation Department.

-The MBTA also provides service to Stoneham (Routes 99 and 132), on Lynnfield St. in Lynn (Route 436), and into South Weymouth (Routes 222 and 226) which replaced portions of Hudson service.

Hughes Bros.

(also includes information for Ritchie Bus Lines and Gulbankian Bus Lines)

-**Framingham-Hudson via Marlborough and Southborough** This service was operated by Hughes Bros. beginning in 1963. It was formed by taking over Boston & Worcester's Hudson-Fayville route, and extending it to Shopper's World (Framingham). In March 1973 the route was taken over by ***Ritchie Bus Lines*** (see Boston & Worcester section). Service was reduced to one Saturday-only trip. Operation of the trip was turned over to ***Gulbankian Bus Lines*** in 1984.

-Previously, in July 1981, Gulbankian initiated a Monday-Friday-only commuter service from **Southborough to Boston**. Service was extended to Hudson via Marlborough in January 1988. A state/MBTA subsidy for the Boston-Hudson route began in June 1997. In September 1998, two additional weekday trips began operation from Hudson to the Framingham commuter rail station, and Saturday service was expanded to several trips and re-configured as **Solomon Pond Mall (Marlborough)-Framingham Station**. Weekday service to Framingham station was discontinued in August 1999. In December 2003, Gulbankian introduced a reverse commute variation to the Boston service operating via Computer Drive in Westborough. In July 2004, Saturday service from Marlborough to Framingham was discontinued. In July 2005, the Boston line was cut back from Hudson to Marlborough and operated Monday-Friday as **Boston-Marlborough via Southborough with reverse commute service via Westborough**. At the end of June 2006, Gulbankian Bus Lines discontinued all operations. The Boston-Marlborough route was discontinued without replacement. Commuter rail service was available to Southborough, while Cavalier Coach served Marlborough as part of the Northborough-Boston via Route 20 service (see Boston & Worcester entry in this section).
-In October 2006, Cavalier Coach added a new rush hour roundtrip from Marlborough to Boston, operating via the former Gulbankian routing of Southborough and Framingham. The trip was subsidized by the state/MBTA until November 2008. Cavalier continued to operate the trip without subsidy since.
-In February 2011, Cavalier Coach combined their remaining single-trip on the Route 20 service (see *Boston & Worcester* section) with the single-trip Boston-Marlborough via Southborough service. The now combined route operated as a loop, leaving Boston outbound via the Mass. Pike to the Exit 12 park & ride lot in Framingham, proceeding to downtown Marlborough via Route 85 and Southborough, and then returning inbound via the Route 20 routing through Wayland, Sudbury, and Weston. There was one a.m. and one p.m. roundtrip loop operated.
-In October 2011, Cavalier Coach discontinued all commuter service.

-Framingham LIFT introduced a new weekday service from **Framingham to Solomon Pond Mall, Marlborough via Southborough** in February 2000. The service is LIFT route #7 (see Boston & Worcester entry for information on other LIFT routes.) The MetroWest RTA took over operation of the entire Framingham LIFT system, including Route #7, in June 2007. In November 2010, MWRTA altered its Marlborough service, Route 7 service from Framingham was changed to terminate in downtown Marlborough, while Route 7C service from East Marlborough was extended west to the Solomon Pond Mall, the former terminus of Route 7.

W.H Luddy

-Luddy operated industrial service from the **Quincy Shipyard to East Bridgewater, Whitman, and Abington**. This service was only open to Shipyard employees. It was discontinued by the 1970s.

Luddy also operated the former Eastern Mass Brockton-East Bridgewater route after the MBTA discontinued service in 1968 (see Eastern Mass Brockton section). This route was discontinued by 1975.

Metropolitan Coach, Vocell Bus Lines, Hub Bus Lines (common ownership after 1969)

-Metropolitan Coach operated a short route in Belmont and Waltham since the 1920s, **Waverley Sq.-Metropolitan State Hospital via Trapelo Rd.** The route was extended a short distance, from Metropolitan State Hospital to Lexington St. Waltham, in June 1972 to replace a portion of ex-M&B Route 24 (see M&B section). The entire route was discontinued in 1979 with no replacement. A portion of Waltham along Trapelo Road was left without transit service. In March 2009, some trips on MBTA Route 554 (see Route 521 in the former M&B Routes section) were modified to operate on Trapelo Rd between Forest St. and Waverley Oaks Road, covering a portion of the former Metropolitan Coach route.

-Metropolitan Coach acquired Needham Transit in 1976, and operated one trip a day on the **Needham-Charles River Loop (West Roxbury)** route until 1979 (see Needham Transit entry).

-Metropolitan Coach began emergency express bus service from **Boston to Lexington via Route 128 and I-93** in February 1978 (after the Blizzard of 78). This route became a regular service after the emergency conditions had passed, and was later transferred from Metropolitan Coach to affiliate Hub bus lines in 1979. *The Gray Line* took over this route by the early 80s (see Gray Line entry).

-Vocell operated two routes (which were through-routed into one) in the Woburn/Burlington/Billerica area: **Woburn-Billerica via Burlington** and **Woburn-Woburn West Side**. Parts of these routes can be traced back to the 1920s and earlier, as the section from Woburn to Billerica was once an Eastern Mass. streetcar line. In 1968, West Side service was extended through a corner of Lexington to the then new Burlington Mall. The two lines were then operated as a belt route at times. In 1968, service was extended within Billerica to Lowell. This extension replaced ex-Eastern Mass, MBTA service when Billerica opted not to contract with the MBTA (see the Eastern Mass-Lowell routes section). All Vocell Woburn/Burlington/Billerica/Lowell service was discontinued by 1979.

The Lowell Regional Transit Authority took over service from Lowell to Billerica. Portions of the Vocell service within the MBTA district are currently covered by other transit lines. MBTA Route 354 Woburn-Boston (see Route 700 in the Eastern Mass-Lowell routes section) operates in territory once covered by the West Side line, between Woburn Sq. and Cambridge St. (Woburn). MBTA Route 350 Burlington-Alewife (see Route 700 in the Eastern Mass-Lowell routes section) has operated via the Burlington Mall since 1983. The Lexpress mini-bus system (see Suburban Transportation Program section) operates a route to the Burlington Mall which covers part of the old Vocell route in Lexington, and the Burlington mini-bus system (also see Suburban Transportation Program section) operates a route which covers part of the old Vocell route (on Winn St.) within that town.

-*Hub Bus Lines* initiated service on a new route in June 1979: **Newton Highlands-Harvard Sq. via Mass Pike**, This route was initiated under the advice of a local neighborhood advocacy group, but was not subsidized. Service was discontinued a few months after it was started.

-Hub Bus began operating a one-trip-a-day **Concord-Boston-Cambridge** express bus by 1981. Hub (which was later renamed *Sabrina Coaches*) went out of business in 1991, and with its demise went the Concord-Cambridge commuter run. ***Yankee Lines*** (see *Englander* entry) did initiate a stop in Concord on their Boston-Littleton route after Hub/Sabrina discontinued service, in addition, commuter rail service was and is available from Concord to Boston and Cambridge.

-Hub operated a **Boston-Saugus Park & Ride** commuter service under contract to radio station WHDH in 1986. The route picked up passengers at a park & ride location in Saugus, which used the parking lot of a local nightclub on Route 1. The radio station's venture into public transportation was very short lived.

-Vocell at one-time ran a route outside of the MBTA district from Lowell to Pelham NH. Vocell continues as a school bus operator to the present day.

Michaud Bus Lines

(also includes information for ABC Bus Company, Boston Commuter Lines (Boscom), Kinson Bus Lines, Timberlane Transportation, McGregor-Smith, and The Coach Co. Inc.)

-As mentioned in the MBTA-Eastern Mass section, Michaud took over former MBTA/Eastern Mass service from **Salem to the North Shore Shopping Center (Peabody), and the Lynn/Peabody border to the Northshore Shopping Center** in 1970/71 and operated its own local route in Salem: **Jefferson Ave. /Canal St. Belt line**. The Jefferson Ave. line dates back to the 1920s and was originated by Michaud. All of these services were through routed into one line,

and began to receive a subsidy from the MBTA in 1977. In December 1989, service was cut back to Monday-Saturday middays only. In February 1993, the city of Peabody initiated experimental rush hour mini-bus service from Salem to Peabody. The city service was known as *Peabody Transit*. Peabody Transit and Michaud followed a similar route between the Lynn/Peabody border, the Northshore Shopping Center, and Salem, but operated during different hours. Peabody Transit also served the Centennial Park industrial area and West Peabody while Michaud did not. Michaud went out of business in July 1995. The MBTA arranged for ***ABC Bus Company*** to take over the Peabody-Salem-Jefferson Ave. subsidized route. In September 1996, the Lakeshore Park-Northshore Shopping Center portion of the route was discontinued and replaced by MBTA Route 435 (Lynn-Danvers) which resumed making stops in Peabody for the first since 1970. In September 1999, the MBTA assigned the Salem-Peabody service a route number (718). In June 2002, the MBTA began operating their own service directly again between Salem and Peabody Sq. (see Route 465 in the Eastern Mass. St. Ry. section). ABC Route 718 service was discontinued. Service along the original Michaud loop along Jefferson Ave. and Canal St. was discontinued without replacement, as the MBTA service only covers the part of the route between Salem Center and Peabody.

By 1967, Michaud was also operating other regular-route bus service in addition to the local Salem service. It operated local service in Haverhill (ex-Massachusetts Northeastern) and for one year (1967) Gloucester Mass (ex-Gloucester Auto Bus). It also operated intercity service to Sanford Maine (ex-Interstate Passenger Service) (these operations are outside the scope of this article) and it operated express commuter service to Downtown Boston as follows:

-Michaud at one time operated two local routes out of Beverly: **Beverly-Essex via Hamilton/Wenham** and **Beverly-Manchester via highway Route 127**. These routes were taken over years previously from *Hemeon Brothers*. The Beverly-Essex route was already discontinued by the early 1960s. In 1960, Michaud extended the Beverly-Manchester route as **North Shore Shopping Center (NSSC)-Gloucester via Beverly**. In 1962, Michaud started a new **Boston-Gloucester via Manchester, Beverly, and North Shore Shopping Center Peabody** route. This Boston service was intended as a replacement for the ailing Boston & Maine commuter rail line to Rockport. It included the NSSC-Gloucester route, with a new segment added along highway Route 1 to Boston. In 1967, after MBTA subsidies of commuter rail became permanent, Michaud discontinued its competing bus service (The DPU also restricted the hours that Michaud could run the route, limiting the ability of the line to compete with commuter rail.). Service to the NSSC from Gloucester was eventually discontinued completely, but some service was retained from Boston to NSSC.

Michaud began operating **Boston-North Shore Shopping Center-Peabody Sq.** express bus service in 1971. The Boston-Peabody route was taken over by ***Hudson Bus Lines*** (see Hudson entry) in 1974. In September 1995, The Cape Ann Transportation Authority (CATA)began operating special Saturday-only bus service from the North Shore Shopping Center and Liberty Tree Mall to Gloucester, reviving part of the old Michaud route. The CATA service operates express via Route 128 and does not serve Beverly or Manchester. The CATA Saturday service was suspended in March 2020 and resumed in November 2022.

-Two completely new Boston-commuter routes were initiated by Michaud in 1965: **Boston-Newburyport/Amesbury via Topsfield, Ipswich, Rowley, and Newbury** and **Boston-Haverhill via Boxford, Georgetowne, and Groveland.** These routes were initiated after B&M commuter rail service to Haverhill and Newburyport was drastically cut back. A Boston-Haverhill service was briefly operated by the Massachusetts Northeastern and Appleyard Bus service before Michaud began their service. By 1971, a stop was added at **Danvers Plaza**, and some off-peak trips operated via the above mentioned North Shore Shopping Center route. When Boston-Peabody Sq. service was initiated in 1971 (see above), local stops in Saugus, Lynnfield, and at the Shopping Center were eliminated from the Boston-Haverhill and Boston-Amesbury routes.

-The Haverhill and Newburyport/Amesbury routes were turned over by Michaud to an affiliate called ***Boston Commuter Lines* or *Boscom*** in December 1972. When Hudson Bus Lines took over the Boston-Peabody route in 1974, BosCom did reinstate a Peabody stop on some midday trips. Following an unsuccessful request for a state subsidy, Boscom transferred the Amesbury-Newburyport-Boston route to ***Kinson Bus Lines*** in 1975, and the Haverhill route in 1979**.** Kinson operated local service outside the MBTA district between Newburyport and Plum Island from 1966 until the early 1970s. Midday and weekend service on the Boston routes was discontinued by the time Kinson took over. In 1985, Kinson was taken over by ***Timberlane Transportation/Mc Gregor-Smith Coach Co.***, this operation later shortened its public name to ***The Coach Company***. Service was rush hour only on both routes by this time.

-The Coach Company extended some Amesbury trips to **Seabrook NH** shortly after taking over the service in 1986. Service on the Haverhill route was extended into **Plaistow NH** during the 1980s. By 1990, Amesbury trips were extended to **Exeter NH**. In 1992, service to Exeter was discontinued, but some trips began operating through to **Portsmouth NH,** with a stop in **Hampton NH**. Also in October 1991, a stop was added in **Lynnfield** on some trips. The stop in Seabrook was discontinued in July 1993. In December 1993, some a.m. trips were extended to Logan Airport.

-In January 1994, the stops in Haverhill were relocated to Washington St. and River Edge Plaza in place of Washington Sq. and Bradford Com.

-The service to Newburyport was divided into two routes by 1988, one operating express via I-95 to a state provided park & ride location, the other operating the original route along local highway Route 1 via Topsfield, Ipswich, Rowley, and downtown Newburyport. Express trips continued from the parking lot to Amesbury via downtown Newburyport or to Portsmouth New Hampshire via I-95. Some express trips stopped at Byfield. The majority of service operated via I-95 by 1988. From 1988 to August 1999, two trips in each direction followed the local route. In August 1999, Route 1 service was reduced to one trip in each direction. One trip in each direction on the Haverhill route was rerouted via Topsfield to compensate for the loss to that stop of the second Newburyport local trip. In February 2000, service was discontinued entirely along the local route between Topsfield and Newburyport, all Haverhill-Boston via Boxford service began operating via Topsfield. The stop at Danvers Plaza was discontinued and replaced by a stop in Peabody along Route 1 at Lowell St. at Bonkers Plaza. Service was discontinued to Portsmouth NH, although service to Hampton was retained. Also in February 2000, Coach introduced a new service from Haverhill to Boston via Middleton and West Peabody. This introduced the first transit service to Middleton since 1972.
Service to Middleton and West Peabody was discontinued in June 2001 and was replaced by additional trips on the Newburyport-Boston route stopping in Peabody at Lowell St. Service to the stop in Haverhill was discontinued in September 2017, with Groveland becoming the origin and terminal of the route. Service to the stop in Groveland was discontinued in August 2018, with Georgetown becoming the origin and terminal of the route.
-The Coach Company began operating service (with a subsidy from New Hampshire) from **Epping NH to Boston via Kingston and Plaistow** in January 1994. The Coach Company discontinued service to Epping in September 2002. Service to Plaistow was retained as an extension of several trips from Newburyport. Service to Hampton NH was discontinued as well. An express trip between Plaistow and Boston was operated for several weeks in September 2002, but discontinued because of poor ridership.
-In 2007 the park and ride location in Peabody was moved to another location within Peabody and the stop in Byfield (Newbury) was discontinued.
-In September 2008, the segment from Amesbury to Newburyport was discontinued. The stop at Lynnfield on the Haverhill route was also discontinued, and the stop at Peabody was shifted primarily to the Haverhill route, with fewer trips on the Newburyport route stopping at Peabody.
-In October 2013, the extension to Plaistow was discontinued.
-In April 2019, The Coach Company discontinued service to all stops in Newburyport. The park & ride lot at Newburyport continued to receive service from C&J Bus for a time (see *Information on New Hampshire-Boston interstate*

commuter service entry in this section) and the town is also served by the MBTA Newburyport commuter rail line.
-The Coach Company received a state/MBTA subsidy for its services within Massachusetts from August 1987 to November 2008. It last operated non-subsidized service Monday-Friday rush hours only as **Boston- Georgetown via Boxford, Topsfield and Peabody**
-In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, Coach Company suspended service and it was never resumed.

Milford & Framingham Bus Lines

(also includes information for Big W Transport)

-In 1964, the **Framingham-Milford via Ashland and Holliston** route was being operated by ***Milford & Framingham Bus Lines***, which had acquired the line in 1961 from the decades long operator, ***Johnson Bus Lines***. The company changed owners in 1967, and by 1976 the company name was changed to ***Big W Trans Inc***. In 1987, a subsidy from the state/MBTA began. Big W continued operating the route until September 1992. Since then, the route has been operated by ***Framingham LIFT***, (a service of the Town of Framingham) which includes the line as part of their local Framingham system and operates it as route **#6 Framingham-Milford** (See Boston & Worcester entry in this section and the Suburban Transportation Program section for additional information on LIFT). Big W also ran a school service from Milford to Hopedale, which was operated as part of the Framingham route. Service to Hopedale was not taken over by LIFT.
-As operated by Big W, Framingham-Milford service operated through to Shopper's World. In September 2000, service was restructured to only operate between Milford and Downtown Framingham (South Framingham). Passengers had to transfer to LIFT 2 or LIFT 3 to continue to Shopper's World.
-In September 2002, Framingham LIFT introduced a new rush hour service from Milford to the new Southborough commuter rail station operating via Hopkinton. This route was known as **LIFT #4 Milford-Southborough.** During the rush hour, when LIFT 4 was operating, LIFT 6 service was provided only between Milford and Hopkinton via Route 85 or I-495 with a transfer provided to LIFT#5 (Hopkinton-Framingham, see B&W section for details). LIFT #5 was also extended in the rush hour from Framingham to Route 126 in Ashland to cover the northern part of LIFT 6. Service via Holliston along the original LIFT #6 route only provided middays on a few trips. In September 2003, LIFT 4 service to Southborough station was discontinued because of low ridership. LIFT 5 and 6 service was returned to similar route patterns in place prior to the implementation of LIFT 4. LIFT 5 and 6 were both discontinued in July 2004

following the loss of an MBTA subsidy. In November 2004, service was restored with additional funding provided by the state. Route LIFT 6 service began operating through to Natick Mall as well with the restoration of service.
The MetroWest Regional Transit Authority (MWRTA) took over operation of the LIFT network in July 2007. In July 2008, Route 6 Milford-Framingham service was reconfigured. The segment from the Market Basket in Ashland to Natick Mall was split off as a separate Route 4. The remaining Route 6 service operates from Milford to Framingham but only served the town of Milford during rush hours. Midday service terminated at Warm Springs in Holliston.

Nantasket Transportation

(also includes information for South Shore Bus, Seashore Transit, Andre Coachlines, People Care-iers Inc. and JBL Bus Lines)

-In 1964, Nantasket Transportation was the operator of the **Hingham-Point Pemberton, Hull** route. Nantasket had operated the route since the 1920s. Nantasket went out of business in August, 1976, and Hull was left without bus service, with the exception of Summer only MBTA service to Nantasket Beach (see Route 220N entry in the Eastern Mass-Quincy routes section). In March, 1977, the MBTA began contracting-out Hingham-Hull service to ***Hudson Bus lines*** to operate. In March, 1981, the subsidy was terminated. In March 1981, ***South Shore Bus Lines*** took over the route (unsubsidized). In May 1982 through service to Quincy Center Station (closed-door in MBTA territory) was initiated as **Quincy-Point Pemberton, Hull**.

-South Shore also initiated its own new route in November 1983, **Marshfield-Scituate-Cohasset-Hingham Boat Docks**. State/MBTA subsidies for Quincy-Hull service were begun in 1984. In July 1984, South Shore Bus went out of business, and the MBTA briefly operated the Quincy-Hull service on an emergency basis, the Hingham Boat feeder service was not picked-up by the MBTA, although P&B tried operating it from July to August 1984 without success.

-In October 1984, ***Seashore Transit*** began running the Quincy-Hull route with an MBTA subsidy. In April 1987 however, they too went out of business, and the MBTA again temporarily ran the service. In January 1988, ***Andre Coachlines*** was awarded the MBTA subsidy contract to run the Quincy-Hull route. In December 1989, the subsidy was cut back, and the service was truncated to the original Hingham-Hull configuration, which it is currently operating as. In February 1992, the MBTA switched contract carriers, with Andre being phased out in favor of ***People Care-iers Inc***. By 1992, some midday trips were being operated via the Hull medical center. In July 1995, the contractor was again changed, with ***JBL Bus Lines*** taking over the route.

Summer Sunday service was introduced in June 1996. A new contractor ***(A&B Coach***) took over service in July 2000. The contract returned to JBL however in July 2001. In July 2004, Bill's Taxi Service d/b/a A&A Metro took over the contract. In January 2008, some trips were modified to directly serve Nantasket Junction station on the Greenbush commuter rail line, operating via Chief Justice Cushing Highway in place of a segment of Summer St. In July 2008, JBL Bus Lines again took over the contract to operate the route. ***Joseph's Limousine*** took over JBL Bus Lines in October 2011. With the contract change of September 2017, Sunday service became year-round rather than just seasonal. Midday variations operating via Hull Medical Center and direct via Washington were discontinued in August 2023. ***DPV Transportation*** took over the contract in July 2024. In April 2026, some trips resumed operating via Nantasket Junction station. The MBTA assigned a route number to the service in September 1999. Service is currently operated as **714 Hingham-Point Pemberton, Hull**, with schedules displaying times for connecting MBTA Route 220 service to Quincy.

Needham Transit

-Needham Transit, since 1958 operated the **Needham-Charles River Loop (Spring St., West Roxbury) via Great Plains Ave. and Needham St.** route. By 1964, this was the sole remaining line out of a group which were once operated by *Modern Bus* and later *Dedham-Needham Transit* in the Needham and Dedham area. These operations had been owned by the Boston & Worcester. Service once ran closed door to Forest Hills, and had included several loop variations in Needham, as well as service from Needham to Wellesley. The routes in Dedham were taken over by Transit Bus Lines, and later the M&B, (see M&B routes 537, 538, and 541 in the M&B section for details.) The Needham-Charles River route can be traced back to an Eastern Mass streetcar line. Needham Transit was acquired by ***Metropolitan Coach*** (see Metropolitan coach entry) in 1976. Service on the Needham-Charles River loop line was discontinued in 1979. Alternative service between West Roxbury-Needham was and is offered by the Needham commuter rail line.

Peter Pan Bus Lines

-Since 1933, Peter Pan has provided intercity service from **Boston to Springfield**. The original service followed local Route 9. Service shifted over to the Massachusetts Turnpike as that roadway opened in stages during the late 1950s and early 1960s. While schedules technically do allow for commuting, the travel distances involved limit the practicality of it. Since 1984 however,

Peter Pan has operated commuter service from Worcester and Framingham to Boston. See the *Boston & Worcester Lines* entry in this section for information on Peter Pan commuter service to Boston. In June 2003, Peter Pan Bus Lines purchased Bonanza Bus Lines from Coach USA. Bonanza is operated as a separate subsidiary. See "Short Line/Bonanza Bus Lines" entry in this section for information on their routes.
-In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, Peter Pan suspended service. Peter Pan began restoring service in June 2020, with service restoration, service to Springfield was provided via a transfer in Hartford, through service was resumed in 2021.

Rapid Transit Inc.

(also includes information for Paul Revere Transportation)

-Rapid Transit's service as of 1964 was: **Orient Heights-Winthrop Beach via Center, and Orient Heights-Winthrop Beach via Highlands, with service to Point Shirley**. These routes were started in 1940 to replace Boston, Revere Beach, & Lynn narrow gauge service to Winthrop. They ran through to Maverick until the East Boston extension opened in the early 1950s. Rapid Transit at one time operated a Saugus division, but this was sold to Service Bus lines as Saugus Transit in 1956 (see "Service Bus Lines section for more details). Rapid Transit began receiving an MBTA subsidy in 1968 to continue operating the Winthrop service. In July 1991, the MBTA awarded the Winthrop service contract to a new operator, ***Paul Revere Transportation Co.***, ending 50 years of operation by Rapid Transit Inc. No changes in routes or loss of service area occurred from the change of operators. In September 1999, the MBTA assigned two route numbers to this service (712 and 713). Some midday trips operated via Winthrop Hospital, this variation was discontinued in March 2005. In December 2005, several a.m. inbound trips on the Winthrop Centre route which operated semi-express via Pleasant St. were changed to follow the regular route. Also in December 2005, a few weekday trips which only operated between Winthrop Beach and Point Shirley were discontinued, with all Point Shirley service provided as part of through trips from Orient Heights. Between March 2013 and November 2013, service was temporarily extended from Orient Heights to Wood Island station weekdays and to Airport station weekends to accommodate the closure and reconstruction of Orient Heights station. In July 2023, Route 713 service was shifted from Hermon St. to Walden St. through Winthrop Centre. In June 2025, Point Shirley trips were modified to service the Winthrop Ferry Terminal. Service operates as **712 Orient Heights-Winthrop via Highlands and 713 Orient Heights-Winthrop via Centre.**

The Short Line/Bonanza Bus Lines

(also includes information for H&L Bloom Inc. and ABC Bus Lines)

-The Short Line changed their name to Bonanza Bus Lines in early 1971. Bonanza/The Short Line is primarily considered an intercity carrier, but by 1964 and through to today, it has operated some commuter-oriented services as well. Intercity/Commuter routes still operated into the MBTA district are **Boston to Providence express service, Boston to Newport via Fall River, and Boston to Wareham/Falmouth/Woods Hole** (see Almeida entry).

-The Boston-Providence local route was acquired from New England Transportation (the New Haven Railroad's Bus Subsidiary) in 1958, while the Boston-Fall River routes (a local route via highway Route 138 and a 1962 initiated express route via highway Route 24) were acquired from the Eastern Mass in December 1964. Short Line began Boston-Providence express service in 1965, when I-95 opened. Logan Airport-Providence via Foxborough service started in January 1972. In September 1978, the Boston-Wareham/Woods Hole route was acquired from Almeida. 1987 saw extensions to Logan Airport added to the Newport and Woods Hole routes.

-A state/MBTA subsidy was received for a time (1984-1989) for Fall River-Boston service expansion, but the service currently operates non-subsidized.

-After a final section of Mass. Highway Route 25 opened in 1987, most trips from Falmouth and Woods Hole began bypassing Buzzard's Bay and Wareham, with only some rush hour trips serving both and a few off-peak trips serving Wareham.

-Logan Airport service on the Newport route was dropped by Bonanza in 1991.

-In October 1996, Boston-Providence service was extended from Providence to T. F. Green airport.

-In 1998, Coach USA purchased Bonanza

-In June 2003, Peter Pan bus lines purchased Bonanza from Coach USA. Bonanza is operated as a separate subsidiary.

-In early 2004, some of the Boston-Providence and Logan-Providence trips were combined into one route. In June 2004, the routes were combined during most hours, with only a few Logan trips per day by passing South Station. Also in June 2004, the remaining trips serving Buzzard's Bay on the Woods Hole/Falmouth route were discontinued.

-In September 2004, service to T F. Green was discontinued.

-In January 2007, all Providence trips at all times began serving both South Station and Logan Airport. Trips bypassing South Station on the way to Logan and trips terminating only at South Station were discontinued. Rush hour trips did not serve Foxborough.

-In June 2007, a rush hour trip serving Buzzard's Bay was restored on the Falmouth/Woods Hole route, but was discontinued again in September 2007. Also in June 2007, some Boston-Providence trips were again extended to T. F. Green Airport in Rhode Island.
-In May 2011, a stop in South Attleborough was added to several peak trips on the Boston-Providence route.
-In June 2012, the stops at Foxborough and South Attleborough on the Boston-Providence route were eliminated.
-In January 2014, a stop was restored in Buzzard's Bay on a rush hour Boston-Woods Hole trip and a new extension and stop was added in Somerset to a Boston-Fall River rush hour trip in each direction.
-In June 2015, a stop at the Galleria Mall in Taunton was added as a stop to some Boston-Fall River/Newport trips. The Galleria Mall stop was discontinued in June 2016.
-In May 2016, Peter Pan initiated direct service from Boston and Logan Airport to Hyannis. This service competes directly with P&B's Boston-Hyannis service.
-In December 2017, stops in Rhode Island on the Boston-Newport route were consolidated to Newport and a park & ride lot in Portsmouth RI. Local stops in Portsmouth and Middleton were discontinued.
-In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, Peter Pan suspended all service. In June 2020, Hyannis, Woods Hole, and Providence service resumed on a limited schedule. Fall River service did not resume.
-In June 2020, stops at the Rockland and North Plymouth park & ride lots were added to the Boston-Hyannis route. These stops were suspended in October 2022.
-In April 2023, Peter Pan initiated a single round trip between Boston-Taunton (Galleria)-New Bedford, Fall River, and Providence to replace service formerly provided by DATTCO to New Bedford (see *Almeida* entry in this section) and to restore a direct trip from Fall River to Boston. In August 2023, the Taunton Galleria stop was discontinued and replaced with a stop at the West Bridgewater park & ride.
-In June 2024, DATTCO initiated a summer-only express service between Boston and Newport RI.

Services which have been discontinued by Short Line/Bonanza and transferred to other operators are as follows:
-Service from **Boston to Milford** was sold to ***the Gray Line*** in October 1968 (see Brush Hill entry)

-Service from **Boston to Taunton via Raynham** and local service from **Taunton to Fall River** were sold to ***H&L Bloom Bus Lines*** by August 1979. Bloom has

continued service from Boston to Taunton via Raynham. Some trips were extended to East Taunton in August 1982. A midday stop at Westgate Mall in Brockton was added to some trips in December 1984. Bloom initiated an extension on some weekday trips to the Taunton Galleria Mall via East Taunton in February 1992. This extension was discontinued in January 2000. One a.m. and one p.m. round trip a day continued to Fall River via Dighton and Somerset until June 2008, when all service between Taunton and Fall River was discontinued. A state/MBTA subsidy for weekday service began in 1984. Service between Boston and Taunton operated every day.

-In August 2003, Bloom Bus Lines took over *Interstate Coach* and began operating the MBTA subsidized **Boston-Bridgewater-Middleborough** and **Boston-Canton Commerce Center** commuter routes. In September 2003, most service to the Route 106 & 24 park & ride lot in West Bridgewater was incorporated into Bloom's Boston-Taunton route and most former Interstate Coach trips were discontinued as a separate route. One Middleborough-Boston trip continued operating in the a.m. peak and one p.m. peak trip to Taunton continued to Middleborough if requested. Bloom Bus Lines also discontinued using the South Station bus terminal at that time. In July 2004, Bloom discontinued the remaining Middleborough service, discontinued the Canton reverse-commute service, and eliminated a late evening Boston-Taunton trip after a reduction in MBTA subsidies. See "Interstate Coach" and "Almeida" sections for additional earlier information on these routes. In December 2008, midday weekday Boston-Taunton service was greatly reduced. The state/MBTA subsidy to Bloom was discontinued in February 2009, however Bloom continued to operate Boston-Taunton via West Bridgewater service without subsidy. The majority of service was in the rush hour, but limited midday and two week-end round trips were still offered as well. In January 2014, midday and weekend service was expanded. In January 2017, all Sunday service was discontinued. Also in January 2017, all service was discontinued to the stop at Westgate Mall in Brockton. In July 2018, all Saturday service was discontinued and the span of weekday service was reduced.

Bloom continued to operate weekday service as **Boston-Taunton via West Bridgewater.**

-In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, Bloom suspended service and never resumed service.

-The **Boston-Providence local via Route 1A (Dedham, Westwood, Norwood, Walpole, Norfolk, Wrentham, Plainville, and Attleboro)** route was sold to ***ABC Bus Lines*** in March1974. This route operated multiple trips all day and included weekend service. ABC continued to operate this service until 1988 or

89, when the (by-then) 2 roundtrip a day service was being run by school buses or vans. The segment of this route from Norfolk to Boston paralleled the Boston-Franklin commuter rail line, however the out of district communities of Wrentham and Plainville were left without public transit service to Boston with the abandonment of this route. ABC briefly operated expanded limited-stop service from Boston to Providence in the 1979-80 time period (in competition with Bonanza), but gave it up after a short time. ABC bus briefly operated a route in February 1981 from the Attleboro commuter rail station to Providence. The failed route was intended to replace Providence commuter rail service, which had just been discontinued at the time.

Transit Bus Lines/Connolly Bus Co.

-By 1964, Transit Bus Lines was providing service in the Dedham-Walpole-Norfolk area on routes which were once operated by Pierce Bus Lines, Dedham-Needham Transit, The Foxboro-Mansfield Bus Co., and Sansone Motor Coach.
-Several lines in Dedham were turned over to the Middlesex & Boston by November 1967 (see M&B section, routes 537, 538, and 541 for more information). Prior to Transit taking them over in 1958, these local Dedham routes had been operated by Dedham-Needham Transit, a subsidiary of the Boston & Worcester. In 1959, Transit extended service from Dedham to Cleary Sq. in Hyde Park via River St. Transit operated closed door in this section, as MTA Route 33 provided local service. The MTA only began operating this route itself in 1959, after Pierce Bus Lines discontinued their route from the Dedham Line to Cleary Sq. via River St.
-By 1966, Transit had discontinued service on the **Framingham-Walpole-Norwood via Sherborn** route. This route was the only public transit route serving the town of Sherborn. Transit continued to operate limited service (the route only operated several times a week) on the **Forest Hills-Norfolk State Prison** route (closed door from Forest Hills to Walpole) until 1974. A variation of this route from **Forest Hills to the Factory Mutual Insurance Company** in Norwood was discontinued earlier.
-Transit operated the **East Walpole-Walpole-Norwood** route with school buses until August 1986. Shortly after this service was discontinued, the MBTA extended Route 34E (East Walpole-Forest Hills) to Walpole Center in 1987 as a partial replacement for the Transit Bus Lines service. In March 2003, the MBTA modified some trips of Route 34E to operate via Walpole St. between Norwood and Walpole Center, covering more of the old Transit Bus route.
-It should be noted that ***Sansone Motor Coach*** had rights granted in 1963 to operate an East Norwood-Norwood Center route which was apparently

discontinued by 1964, and prior to 1964 had discontinued routes from Rte. 128 station to Norwood, and Westwood to Norwood.

Trombly Motor Coach/Trombly Commuter Lines

-As mentioned in the Eastern Mass.-Lawrence section, Trombly took over **North Andover/Lawrence/Andover-Boston** service and **Lawrence city service** from the MBTA in January 1969, took over Methuen service from Hudson Bus Lines in 1975, and began running **Lowell-Boston** service in June 1976.

-Trombly initially ran the Lawrence-Boston service to Sullivan Sq. station, because of difficulty in obtaining permission from the city of Boston to operate Downtown (to the Trailways terminal). Service direct to Downtown Boston was operating by November 1969. As inherited, service ran regular headways every day including Sundays with additional rush hour service. By 1971, some trips were being extended to the Royal Crest, Heritage Green, and Village Green apartments in North Andover. By 1974, some peak trips from North Andover ran express.

-In 1976, Trombly began a new route variation to the Lawrence route, operating to **Manchester NH via Derry, and Salem NH, and Methuen Ma**. This extension used old operating rights for a route from Manchester NH. to Lawrence. This New Hampshire route competed with a similar one operated by Hudson Bus Lines. Service was cut back to Boston-Salem NH in August 1981. The service was discontinued in 1985.

-Trombly added local stops in **Billerica** and **Tewksbury** to the Boston-Lowell line, following the 1976 takeover of the service from the MBTA. Some trips were extended in May 1977 to **Chelmsford**. In 1980, several trips were extended to Nashua NH, operating as **Boston-Nashua via Lowell**. A stop was added at the Lahey Clinic in Burlington. Service to Nashua was discontinued in 1981, and the remaining single-trip service to Lowell was discontinued in June 1984.

-During 1980-1983, Trombly joined the Trailways network, and briefly operated service outside the MBTA district from Springfield and Worcester to Lawrence via Fitchburg and Lowell.

-In September 1985, Trombly left the regular route business, with the ***Gray Line*** (see Gray Line entry) taking over Boston-Lawrence/North Andover service (the Boston-Methuen-Salem NH trip was discontinued). Some off-peak trips were extended to Merrimack College in North Andover. In 1988, however, Gray Line announced plans to discontinue the Boston-Lawrence/North Andover route.

-The state/MBTA (which had subsidized Gray Line service starting in September 1987) requested bids to operate a subsidized contract North Andover/Lawrence-Boston service. The winning bidder was a reborn ***Trombly Commuter Lines***

service. It is ironic that the MBTA was responsible for reviving Trombly commuter service, for the MBTA's restoration of commuter rail service to Haverhill via Lawrence in 1979 was a key factor in Trombly's dropping the service originally. Trombly took over in February 1989. Sunday service was discontinued by August 1991. In September 1993, the Trombly subsidy was cut back, this resulted in off-peak and Saturday service being eliminated, and the segment between Lawrence and North Andover being discontinued. MVRTA operated local service from Lawrence to North Andover as an alternative. In August 1994, one a.m. and one p.m. trip was extended from Lawrence to Salem NH This extension replaced a route formerly operated by Hudson Bus Lines and briefly by Cavalier Coach (see Hudson entry in this section).

-In August 1997, Trombly discontinued service to Salem NH. However, all trips on the Lawrence route were extended to Methuen at that time.

-Trombly initiated a new non-stop express service from a park & ride lot in Methuen (Pelham St.) to Boston in December 2000. In June 2000, the local route to Boston was cut back from Methuen to Lawrence (Broadway @ Bowdoin St.).

-In January 2003, the Merrimack Valley Regional Transit Authority took over operation of the Lawrence-Boston route as their own service. Trombly had felt the MBTA subsidy no longer covered the cost of operations. MVRTA reduced service from three roundtrips to two round trips. Trombly continued to operate one round trip on the Methuen park & ride route as their own service with no operating subsidy

. -In February 2003, MVRTA extended the route to the Buckley Transportation Center in downtown Lawrence. In June 2003, the route was changed again to operate through to the Methuen park & ride location instead of the Buckley Transportation Center.

-In July 2003, the MBTA discontinued the subsidy provided to MVRTA. MVRTA continues to operate the service without assistance from the MBTA.

-In August 2005, Trombly Commuter Lines changed ownership and the direct Methuen-Boston express trip was discontinued.

-In October 2005, the MVRTA Boston service was also expanded from 2 roundtrips back to 3 roundtrips. In December 2005, the service was rerouted to include a stop at the McGovern Transportation Center in Lawrence while continuing to originate in Methuen.

-In April 2015, a direct roundtrip from North Andover to Boston was added to the MVRTA service.

-In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, MVRTA suspended commuter service. Service between Methuen and Boston resumed in July 2021 but was suspended again in August 2021. Service resumed again in September 2021. All service was discontinued in September 2022.

Unda's Bus Service (doing business as Interstate Coach)

-In the 1960s, Unda's operated local service outside the MBTA district in the Stoughton area. They at one time ran a *Canton-Foxborough via Sharon* route (once operated by *the Foxborough-Mansfield Bus Co.*) but this was discontinued prior to 1964. They operated Brockton-Stoughton and Brockton-Easton service, (which was briefly run by the MBTA in 1968, see the Eastern Mass-Brockton section for more information). Most of this route is, since 1978, included in Brockton Area Transit's Brockton-Stoughton service.

-Unda's, using the name Interstate Coach, began emergency operation of **Boston-Stoughton** commuter service in February 1978, following the Blizzard of '78. The service proved successful and was retained as a normal operation. Interstate had DPU rights to operate special service from Boston to colleges in Easton and Norton. Interstate applied to the DPU to convert this special service into a regular route, and in 1979 began operating commuter service from Easton and Stoughton to Boston. Almeida Bus Lines had rights to operate between Stoughton and Boston as part of their Boston-Middleborough route, but had not offered such a service in many years.

-When *Almeida* went out of business in 1979, Unda's Bay State Commuter Lines took over **Boston-Middleborough via Bridgewater and West Bridgewater** service. By the mid-80s, service on the Boston-Easton service was reduced to one off-peak trip a day, which was operated as part of a Boston-Middleborough trip. Some off-peak trips stopped at South Shore Plaza, but this practice was discontinued. Some midday trips directly served the state prison farm in Bridgewater. MBTA subsidies for the Middleborough service began in 1984. In 1994, extra service to park & ride lots at highway routes 104&24 and 106&24 was initiated. In April 1996, several of these trips were extended to East Bridgewater. In October 1997, following the opening of the parallel Old Colony Middleborough commuter rail line, the state/MBTA subsidies to Interstate Coach were reduced. Service was reduced to rush hours only. In August 1999, service was further consolidated. Service was discontinued to East Bridgewater, Easton, and Stoughton. Five rush hour trips continued operating between the Routes 106 & 24 parking lot in West Bridgewater to Boston. Only one trip in each direction continued to Middleborough via Bridgewater. One a.m. trip and two p.m. trips continued to the parking lot at Routes 104 & 24.

-In February 1994, Unda's took over operation of the MBTA subsidized **Mattapan-Canton** route from ***Hudson Bus Lines*** (see Hudson entry). The route was transferred to People-Carrier's Inc. in December 1994.

-In August 1999, with a state/MBTA subsidy, Interstate Coach began operation of a new reverse-commute service from **Boston to the Canton Commerce**

Center. This route also picked up at JFK/U Mass station and Quincy Adams. Service was provided along Route 138 and Dan Road in Canton.
-In August 2003, Bloom Bus Lines purchased and took control of Interstate Coach. Bloom began operating the Boston-West Bridgewater-Middleborough and Boston-Canton Commerce Center commuter services, following the same schedule as Interstate Coach. In September 2003, most Boston-West Bridgewater trips were discontinued as a separate service and replaced by adding a stop at Routes 106 & 24 along Bloom's already existing Boston-Taunton service. Service to the 104 & 24 park & ride lot was discontinued. One a.m. trip from Middleborough to Boston via West Bridgewater and Bridgewater and all Boston-Canton Commerce Center reverse commute service were retained by Bloom as separate trips from Boston-Taunton service. One p.m. Boston-Taunton trip continued to Middleborough or Bridgewater on request. In July 2004, the remaining service to Middleborough and the Canton service were discontinued by Bloom. See the "Short Line/Bonanza" entry in this section for additional information on Bloom.

Boston Double-deckers Inc.

-In November 1982, a midday shuttle service using British double-decker buses began operation from Newbury St. to Downtown Crossing. This route was called the *Boston Shopper's Shuttle*. The service was discontinued in December 1985. While the service was tourist oriented, it was operated as a regular transit route, operating on frequent headways with low fares. In the late 1960's a similar venture was tried (with another group of double-decker buses), but it too proved unsuccessful.

Information on New Hampshire-Boston inter-state commuter service

(includes information for Continental Trailways, Michaud Trailways, Concord Trailways, C&J Trailways, and Vermont Transit)

-Until the 1980s, very little commuter-oriented bus service was operated from southern New Hampshire to Boston. ***Trombly*** unsuccessfully operated commuter service from New Hampshire to Boston in the 1970s/80s but took over service to Salem NH in 1994 (see Trombly entry). ***Hudson Bus Lines*** also ran a New Hampshire route (see Hudson entry). Through the 1960s and 70s, the nationwide intercity operator ***Continental Trailways*** ran one commuter oriented round trip a day from Concord NH to Boston, and from Rochester New Hampshire (via Portsmouth) to Boston. All other trips operated by Trailways from New Hampshire to Boston were not viable for commuting purposes. Trailways sold off their New Hampshire routes in 1980. ***Concord Coach (doing***

business as Concord Trailways*)** took over service to Rochester and enhanced their own Concord-Boston service which formerly competed with Trailways. ***Michaud Bus Lines briefly operated Boston-Portland service as ***Michaud Trailways***. During the 1980s, Concord Trailways expanded commuter-oriented service between Concord, Manchester, and Boston to the point that it eventually outnumbered non-commuter trips. By 1988, a stop was added in Londonderry NH at a park and ride lot. In April 2003, most peak service was reconfigured with buses from Concord running express to Boston and separate trips operating only between Manchester and Boston.

-In 1988 Concord Trailways sold the ex-Michaud Rochester NH-Boston route to ***C&J Limousine***. Since 1968, C&J operated airport limousine service from the New Hampshire coast and Newburyport to Logan Airport. C&J combined their airport route with the Trailways line run and began to use the name ***C&J Trailways***. Since 1988 C&J has increased commuter-oriented trips from Portsmouth to Boston and Logan via Newburyport, and heavily competed with ***The Coach Company*** (see Michaud entry) for commuter passengers traveling from the Newburyport park and ride location to Boston. In 1991, the stop in Portsmouth was moved from downtown to a large park & ride facility at Pease Air Force Base. A stop in Seabrook NH was also discontinued at this time. Service was extended back to Dover on some trips in January 2003, stopping now at the Dover railroad station. Service to Dover was shifted from the station to a new park & ride lot along the Spaulding Turnpike in August 2008. At that time, all service at all times was extended from Portsmouth to Dover. In early 2008, C&J also terminated its Trailways affiliation and began operating under the name C&J Bus.

-By 1988, ***Vermont Transit*** (a subsidiary of ***Greyhound***) began operating commuter-oriented trips from Nashua NH to Boston. Vermont Transit had long connected the two cities as part of its intercity route from White River Junction to Boston, but had never offered commuter service. In 1992, Vermont Transit discontinued the commuter service (intercity service to Vermont continued). Concord Trailways stepped in, and began operating their own Nashua-Boston commuter service. Concord Trailways discontinued their Nashua commuter service in June 1995. Vermont Transit resumed a commuter-oriented Nashua-Boston roundtrip in November 1996. The Nashua-Boston commuter trips were discontinued in March 2005.

Vermont Transit discontinued their intercity route from Rutland VT to Boston via Keene New Hampshire in September 2005. This eliminated service to the Massachusetts communities of Winchendon, Gardner, and Fitchburg.

In April 2008, Greyhound formerly absorbed the remaining Vermont Transit intercity routes into its operation, eliminating Vermont Transit as a separate subsidiary.

-In February 2007, a new subsidiary of Concord Trailways, called ***Boston Express***, began operation of a new Nashua-Boston bus service. The route operates every day, and operates throughout the day, not just during commute hours. The route services two park & ride lots in Nashua, and does not directly serve downtown Nashua like the old service did. In October 2010, Boston Express dropped service to one of the park & ride lots in Nashua (at Exit 6), leaving only one Nashua stop at Exit 8. A new stop, however, was added in Tyngsborough MA. In July 2011, some trips were extended to begin or end in Manchester.
-Concord Trailways left the Trailways network and changed its public name to Concord Coach, which had always been its corporate name.
-In November 2008, C&J Trailways also took a partial ownership share in Boston Express, with Concord Coach maintaining the majority interest. At that time, Boston Express began operating a new park & ride service with operating assistance from the State of New Hampshire, operating from Manchester to Boston via I-93 with stops at park & ride lots in North Londonderry, Londonderry, and Salem N.H. This new service began operating seven days a week, with service all day along and additional trips in the peak. It replaced Concord Coach's own commuter trips from Londonderry to Boston. Most Concord Coach service on their already existing Concord-Boston route began operating non-stop from Concord to Boston, although some trips, operated jointly by Concord Coach and Boston Express, continue to operate between Concord and Boston with a stop in Manchester or North Londonderry.
-The Coach Company also operated some service to New Hampshire. See the Michaud entry for information on The Coach Company.
-In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, Concord Coach, Boston Express, and C&J all suspended service. Service resumed in August 2020, except service did not resume at the Londonderry park & ride stop, while service to Manchester NH was reduced to one peak roundtrip.
-In November 2020, C&J opened a new park & ride facility in Seabrook NH and discontinued most service to the stop in Newburyport except for two peak-period trips in each direction. The commuter service to Newburyport was suspended in December 2020.
-In October 2023, Boston Express discontinued the stop at Manchester NH.

Information on Commuter Rail Shuttle Buses

(This entry contains information on commuter rail replacement buses provided by private carriers, for information on those operated directly by the MBTA, see the MBTA Initiated Routes Section.)

-Track reconstruction on the Lowell-Boston commuter rail line between Winchester and Lowell, resulted in substitute buses operating from Lowell to Boston via North Billerica and Wilmington, between May and October 1979. ***Trombly Motor Coach*** was contracted to provide this service.
-Between September and December 1979, charter buses replaced trains between Ipswich and Beverly, because of track reconstruction.
-In 1980, the MBTA tried joint commuter rail/bus ticketing and schedule arrangements with private carriers whose routes paralleled commuter rail lines. Commuter Rail and Bus tickets could be used interchangeably for some trips, and joint schedules were published. The arrangements were with: *Rabbit Transit* and *Englander Coach* on the Fitchburg line; with *Suburban Lines* and *The Gray Line* on the Framingham line; and with *Trombly Motor Coach* to jointly served locations (Andover/Lawrence) on the Haverhill line. The arrangements apparently were not considered successful, as they were gone by 1981.
-A drawbridge fire in November 1984 on the Danvers River crossing between Beverly and Salem of the Rockport/Ipswich commuter lines, resulted in a temporary suspension of service until bridge reconstruction was completed in December 1985. During the shutdown period, ***Kinson Bus Lines*** was contracted to operate shuttle service from Ipswich to Salem, and ***Michaud Bus Lines*** was contracted to operate from Rockport to Salem. Train service continued from Salem to Boston.
-A strike against Guilford Transportation resulted in a shut-down of much of the North Side Commuter Rail system from March to May 1986. Limited rush hour replacement bus service was operated under contract by private carriers as follows: ***Michaud*** was contracted to run buses from Rockport-Beverly to Wonderland, ***Kinson*** ran Ipswich-North Beverly to Wonderland and extra service from Haverhill to Boston, the ***Merrimack Valley Transit Authority*** ran from Lawrence/Andover to Oak Grove (and were later extended through to North Station), school buses from ***Blanchard Bus*** and ***Marinel Transportation*** ran from Lowell-North Billerica-Wilmington to Winchester (and were later extended through to North Station), and school buses from several companies ran from Gardner, Fitchburg-South Acton-Concord to Alewife station. Train service was gradually returned, with full service resuming in late May of 1986.
-Between January 1987 and June 1993, the MBTA contracted with ***Wilson Bus Lines*** to operate shuttle bus service between Gardner and Fitchburg, to replace commuter rail service. The shuttle was initiated after Amtrak took over the commuter rail contract from the Boston & Maine/Guilford. Guilford owns the rail line between Gardner and Fitchburg, and was not receptive to allowing Amtrak operated trains over its route. The ***Montachusett Area Regional Transit Authority (MART)*** began running their own local Gardner-Fitchburg route as a replacement for the contract service in June 1993.

-In November 1990, ***The Cape Ann Regional Transit Authority (CATA),*** operated an experimental Saturday-only shuttle bus from Ipswich to Beverly. This replaced an early morning Ipswich line trip which was discontinued. The bus shuttle was not continued.
-In 1990, the MBTA initiated a contract with the ***Merrimack Valley Regional Transit Authority*** **(MVRTA)** to operate several trips a day from Haverhill/Bradford to Reading, and Lawrence/Andover to Reading. These trips were operated to fill the service gap to Lawrence/Haverhill during hours when commuter rail operated only a far as Reading. The buses only made stops at commuter rail stations, and operated closed door within the MBTA district. The MVRTA shuttle buses were discontinued in July 1997, after additional trains were added to the Haverhill commuter rail line. In September 1998, MVRTA began operation of a reverse-commute service from Reading Station to the River Road Industrial Area in Andover. This service was discontinued by 2000.

Information on Commuter Boat Shuttle Bus

-In October 1988, the MBTA began subsidizing commuter boat service from Long Wharf to the Charlestown Navy Yard site. In addition to the boat service, the MBTA contracted for the operation of a free shuttle bus to loop throughout the former Navy Yard complex and meet all arriving and departing boats. The initial contract for this short shuttle route went to ***Andre Coachlines***, and later changed in November 1990 to ***Reliable Bus Lines.*** In June 1995, ***Fiore Bus Company*** had the contract for the route. The Navy Yard bus shuttle was discontinued by August 1997, however the boat service continues.

Information on Patriots Game Special Service

-In October 1994, the MBTA began contracting with private carriers to operate special shuttles from Alewife, Quincy Adams, Forest Hills, and Riverside to Foxboro Stadium for all Patriots football team home-games. Service from Forest Hills did not resume with the 1995 season. Patriots bus service last ran during the 1999-2000 season and was not resumed for the 2000-2001 season because of low ridership.

Similar service was operated from Riverside, Forest Hills, and Quincy Adams to the World Cup Soccer games at Foxboro in June-July 1994. Contractor buses ran for Monday-Friday World Cup games, and MBTA buses were used for shuttles to two Saturday World Cup Games.

Section 7) Suburban Transportation Program

In 1975, the MBTA and EOTC developed a program to partially subsidize (50%) suburban mini-bus systems, with the towns involved providing the remainder of the funding, choosing the routing, and picking a service contractor. Service was started in Bedford in 1975; Natick and Needham in 1976; and, Lexington and Winchester in 1979. The MBTA subsidies were discontinued during the 1981 budget crisis, but were restored in 1984. In 1984, subsidies also began for Framingham, Dedham, and Norwood. In 1986 Weymouth began a system. Beverly and Burlington were added by 1988, along with two community systems which both operated previously without MBTA subsidies: Lynn and the Mission Hill Link.

At present the program includes:

-**Bedford (Bedford Local Transit)**, Fixed route loop service serving most of the town was tried when the service began but was converted to a primarily demand-response service because of low-ridership. A scheduled trip was operated once a day from Bedford to the Burlington Mall. This was later changed to a scheduled trip to several grocery stores, with the exact route changing depending of the day of week and store served. Dial-a-ride service is available throughout all of Bedford. Service was suspended in March 2020 and resumed as a demand-response only service in 2021.

-**Beverly (The Beverly Shoppers Shuttle)** This is a loop route which connects much of central Beverly. It also provides service to Bridge St. near Danvers. Saturday service is operated to North Beverly in place of MBTA Route 451. In February 2022, the loop was reconfigured to service North Beverly as all times.

-**Boston (The Mission-Hill Link)**. This is a short loop route which operates from Brigham Circle to the hilly Parker Hill Ave area of the Mission Hill section of Boston. There were several variations which changed by time of day, although service later was consolidated to just one route. The route primarily serves as a shuttle to New England Baptist Hospital and a local supermarket. The service was first in place by 1978, and not covered by MBTA subsidies until 1988.

-**Lexington (Lexpress**), This system started with eight routes, which were later consolidated to six. The original 8 routes were: 1 Southeast Lexington, 2 South Lexington, 3 Southwest Lexington, 4 West Lexington, 5 North Lexington, 6 North Lexington, 7 Burlington Mall, and 8 East Lexington. The six routes cover almost all points in the town. One of the six also serves the Burlington Mall. Service was suspended in July 2003 because of town funding problems, but resumed in September 2003 as a four route system. Saturday service was not restored. In September 2004, the six-route system was restored.

In March 2020, in response to reduced ridership precipitated by the COVID-19 worldwide pandemic, service was suspended. Service was restored in August 2020. At the same time, service was reconfigured into a 3-route system, a change already planned prior to March 2020, operating as:
Route A1 NW Lexington
Route A2 S. Lexington
Route B Burlington Mall
Route C Community Center/Arlington Heights.

Two additional towns, which received MBTA funding, became part of the MetroWest Regional Transit Authority (MWRTA) in July 2007. The transit service continues, but is no longer funded by the MBTA suburban transportation program. These communities are
-**Framingham (Local Inter-Framingham Transit)**, Two routes operated within Framingham as a large belt line, three additional routes connect adjoining towns. See the private carrier entries for the *Boston & Worcester*, the *Milford & Framingham* and *Hughes Brothers* operations for more information.
-**Natick (Natick Neighborhood Bus)**, A regular fixed route service operated from Natick Common to Shoppers World. Service operated in a large loop, with one route following a primarily clockwise routing and the other operating counterclockwise. Dial-a-ride stops were provided to East Natick and South Natick. The dial-a-ride stops were discontinued in January 2004 and replaced by senior van service. Commuter hour service was also expanded at this time. The fixed route segments continue to operate. The formal agreement for the MetroWest RTA to take over responsibility of the service went into effect in August 2007. The town still operated the service, but under contract to the RTA. The RTA took over full operation in July 2008.

Suburban systems once funded by the Suburban Transportation program which have discontinued operation are:
-**Burlington (The B-Line bus system)**, Six routes covered almost all points in the town. In January 2009, the network was reconfigured to 7 routes operated with 2 buses from 6 routes operated with 3 buses. In July 2017, service was further reduced to 7 routes operated with just one bus. All service was discontinued at the end of December 2020.
-**Dedham (Dedham Local Bus)**, This was a combination of three former MBTA/M&B/Transit Bus Line routes. See routes 537, 538, and 541 in the Middlesex & Boston section for details. In July 2014, the town ended the financial agreement with the MBTA, however the service continued to operate with all financial support provided by the town. In August 2015, the loop was reconfigured to include service to Legacy Place. In September 2018, the route

was reconfigured again into three separate loops operated as a through service with one bus. Service was discontinued in December 2019.
-**Hingham** A commuter boat feeder route operated by Seashore Transportation and later P&B was operated between June 1986 and 1987.
-**Lynn (The Lynn East/West Loop)** This service combined two former MBTA minibus routes in a figure-eight loop pattern. See routes 466/467 in the MBTA initiated routes section for route description. The service was discontinued in April 2003.
-**Needham (Needham-minibus)** Service was discontinued in 1991. This was a four route system which served most points in the town. The town continued to receive limited funding from 1991 to 2008 for a senior van, which did not follow a fixed route.
-**Norwood** (a taxi voucher-service, no bus service), subsidy ended by 2000.
-**Weymouth (Weybus)** Service ended in 1990 because of town financial problems. This was a multi-route system which served most points of town. The routes all met at Shaw's Plaza (Middle & Washington St.) and were assigned colors: Blue-South Weymouth, Red-East Weymouth, Green-Lower Middle St. via Weymouth Landing, Summer St., West St. and Purple-North Weymouth via Weymouth Landing. Weybus established a route from East Weymouth to Braintree Station via Lower Middle St., Weymouth Landing, and South Shore Plaza in 1989. Weybus also took over operation of MBTA Route 252 (Braintree Station-South Weymouth) in September 1989. The routes were reconfigured as follows in 1989: Black Route: South Shore Plaza-Shaw's Plaza via Braintree Station, Weymouth Landing, Broad, and Middle St.; Blue route: South Shore Plaza-Hingham Plaza via Braintree Station and South Weymouth (rush hour service only between Braintree and South Weymouth); Red Route: Shaw's Plaza-Weymouth Landing via E Weymouth, Weymouth Landing, and West St.; Yellow Route: Shaw's Plaza-North Weymouth via South Weymouth, Hingham Plaza, and East Weymouth. When Weybus discontinued operation, a private carrier took over the Braintree Station service. See Route 252 in the MBTA initiated routes section for more details
-**Winchester (Community Transit)** Service was discontinued in December 1980, when MBTA subsidies were terminated. This was a multi-route system which served most points of the town.

In addition to these MBTA subsidized systems, there have been other attempts at town operated or contracted bus systems:

-The city of **Peabody** initiated commuter mini-bus service (known as *Peabody Transit*) from Peabody to Salem in 1993. An extension to West Peabody was tried shortly after the formation of the service until June 1994 (see *Hudson Bus Lines* and *Michaud* entries for additional information on transit in Peabody). The

route remained as a Centennial Park-North Shore Mall-Peabody Sq.-Salem Depot shuttle. In 1999, one Peabody Transit trip in each direction was extended to serve Cooperate Place and Northway Industrial Park along Route 1. In 2006, the variation to the Northway Industrial Park was discontinued, however a new extension from North Shore Mall to the Avalon at Crane Brook development was initiated. Peabody Transit service was discontinued in February 2009.

- **Concord** operated limited non-daily (Monday, Wednesday, and Friday mornings) service through-out the town with school buses, aimed primarily at transporting senior citizens to shopping locations. The service was open to anyone however and connected West Concord to Concord along a segment once served by MBTA/ex-M&B Route 526. The Concord Free Bus was discontinued in July 2003.

-Brookline operates a similar service for senior citizens, following former MBTA mini-bus Route 594.

-Sudbury attempted to run a town bus system in 1975, it was known as "Sudbus". The service was discontinued after a short time because of poor ridership.

-In 1980, the city of **Newton** (with assistance from local merchants) attempted to run the "Newton Rider" mini-bus system. Route 1 operated from Chestnut Hill to Newton Centre to the Needham Industrial Park. Route 2 operated from Lake St. to Riverside, later changing its terminal to Auburndale. Both routes were discontinued by 1982. Route 2 partially reactivated service on former M&B/MBTA Route 535 (Auburndale-Boston College), while Route 1 reactivated service over the Newton Centre-Chestnut Hill portion of Route 59 (Newton Centre-Forest Hills via Chestnut Hill). Portions of Route 1 in the Needham Industrial Park and Winchester St. areas latter received bus service from new 1984 extensions of MBTA (ex-M&B) routes 52 (Watertown-Dedham Mall) and 59A (Watertown-Needham St.).

-In June 1997, the city of **Newton** initiated a new town bus system, called Newton Nexus. The system operated with 3 rush hour routes, and 3 midday routes. The rush hours routes were *1 North*-operating from in a loop from Newton Corner to Newton City Hall, *2 South*, operating in a loop from Newton Highlands station via Winchester and Dedham streets, and *3 West*, operating in a loop from West Newton Station, to Auburndale station, to Riverside station, to Woodland Station, back to West Newton Station. Midday service was operated to Newton City Hall on all three routes. In May 1998, the system was revised due to low ridership and high costs. Separate rush hour and midday route

patterns were eliminated with all service following the same routes at all times. The North and West routes were combined into a large loop operating from Newton Corner to West Newton to Riverside to Newton Center to Newton Corner. Buses operated both clockwise and counterclockwise around this route. The South route was expanded to a larger loop from Newton Center to Newton Highlands to Oak Hill to Chestnut Hill to Newton Center. All routes met at Newton Center. In October 2000, rush hour service was discontinued and the North/West loop began operating in one direction only. In July 2002, the service was consolidated further into one large loop, with service to the Newton Corner area being eliminated. The span of service was further reduced as well. The service was reconfigured back to two routes in August 2002 because of complaints. All service was discontinued in July 2003.

-In November 1998, the city of **Somerville** began operating the "Cross-town Shuttle" operating a two-way loop from Clarendon Hill to Davis Sq. to Union Sq. to Assembly Sq. Service was discontinued in October 2000 because of very poor ridership. The city did initiate a senior-shuttle as a partial replacement.

-In December 2000, the city of **Waltham** initiated a six-route city-wide bus system. Initial routes were:
11 Waltham Center-Bay Colony via Main
12 Waltham Center-Bay Colony via Totten Pond Road
14 Waltham Center-Lexington Line
15 Waltham Center-River/Seyon/Grove Loop
16 Waltham Center-Riverside Station
17 Waltham Center-Deaconess Hospital.
Waltham Citibus changed service patterns in August 2001. Route 15 Waltham-Seyon & Grove loop was discontinued. Route 14 Waltham-Lexington line was extended via Trapelo Road to Waverley Sq. There had been no bus service on this stretch of Trapelo Road since Metropolitan Coach discontinued service in 1979. Route 17 was extended a short distance to Brandeis/Roberts, and midday service was introduced to Route 16 to Riverside. In September 2002, Route 17 was extended from Brandeis to Riverside. Saturday service had been offered on part of Route 11 and Route 14. This was discontinued in September 2002. The Bentley College Waltham shuttle began carrying non-student riders on Saturdays-only as part of the Citibus network (assigned Citibus Route #23). Waltham Citibus discontinued all operations in July 2003. Initial three-year state and federal grant money used to fund the service ended, and the city did not have funding available to cover the operation on its own. An employer sponsored rush hour only shuttle from Central Sq. Waltham to the Winter St. employment are near Route 128 was initiated by

the Route 128 Business Council as a replacement for Route 11. A previous shuttle had existed prior to the formation of Citibus.

-In January 2002, the Charles River Transportation Management Association in conjunction with the city of **Cambridge,** began operation of the "EZ Ride" shuttle connecting North Station to Lechmere, Kendall Sq., and University Park during weekday rush hours. Several Transportation Management Associations (TMAs) operate shuttle routes in the greater Boston area, which operate primarily for the benefit of employees of organizations which belong to the various TMAs. The EZRide service is somewhat distinct from those others (and thus included in this section), as the cash fare for non-members is comparable to a local transit service, multiple local stops are made along the route, and the frequency of service is comparable to a regular transit route.

-In April 2002, the town of **Maynard** began operation of a rush hour shuttle from Maynard Center to the South Acton commuter rail station. Service was discontinued in July 2003. In September 2003, an already existing private shuttle operated by Clock Tower Place in Maynard to South Acton station was opened to the general public to ride. In October 2016, a new town funded shuttle was initiated from Maynard to South Action station. Service was suspended in March 2020 and resumed in 2022. Service was again suspended in December 2023.

-In June 2005, the Route 128 Business Council began operating the Metro-North shuttle from the Anderson/RTC commuter rail station in **Woburn** to Cummins Center in Woburn and the Lahey Clinic in Burlington. Although operated by a TMA, the service was sponsored in part by state grants and not sponsored exclusively by private employers. Service was discontinued in July 2006 because of low ridership and funding problems.

Section 8) Rail Routes

Since the creation of the Massachusetts Bay Transportation Authority (MBTA) on August 3, 1964, significant changes have occurred in the rapid transit, streetcar, and commuter rail lines serving Boston. What follows is a compendium of rail route and station changes since 1964. Descriptions are given of each route as it was in August 1964 at the MBTA's inception, followed by a listing of route changes which have occurred since 1964. Changes documented include route extensions, route abandonments, station name changes, route name changes, and temporary route diversions of either a long-term or historical nature.

Changes to Streetcar and Rapid Transit Routes since 1964

The now well-known color-coding of the MBTA rail system was adopted on August 26, 1965, with colors being applied as follows:

Orange Line: Used to identify the Main Line El-Washington St. Tunnel, identified on maps and schedules until 1966 as Route 2 Everett-Forest Hills.

Red Line: Used to identify the Cambridge-Dorchester Tunnel, identified on maps and schedules until 1966 as Route 1 Harvard-Ashmont. The Red Line designation was also applied to the Mattapan-Ashmont High-Speed Line trolley route, which was identified on maps and schedules as 28 Mattapan-Ashmont until 1966.

Blue Line: Used to identify the East Boston Tunnel and Revere extension, identified on maps and schedules until 1966 as Route 3 Bowdoin-Wonderland.

Green Line: Used to identify the Tremont-Boylston St. central streetcar subway, and the surface routes that fed into it.

Please note that although route numbers were displayed in public maps printed since 1936 and on schedule cards since 1963, it was not common practice to refer to the routes by number. The riding public frequently referred to each line by its route name instead. This gradually changed after the introduction of route colors in 1965.

A brief history of the subway lines prior to 1964:

Green Line

September 1, 1897:

Tremont St. subway opened from a portal at the Public Gardens to Park St. Station. Segment includes Boylston Street Station

October 1, 1897:
The next segment of the Tremont St. subway opened from Pleasant St. incline to Boylston St. station.
September 3, 1898:
The next segment of the Tremont St. subway opened from Park St. Station to a portal near North Station, including Scollay Square Station, Adams Sq. Station (northbound direction only), and Haymarket Station.
With the opening of all segments of the Tremont St. subway, surface streetcar lines from many destinations in the Boston region were routed directly into the subway.
June 10, 1901:
Main Line EL trains began operating through the subway from Haymarket to Pleasant St. (see Orange Line notes). Streetcars continued using the center tracks from the Public Garden incline to Park St. and from North Station to Scollay Sq. Many surface streetcar lines from the north were rerouted to terminate at the Main Line El station at Sullivan Sq. and streetcar lines from Dorchester, Roxbury and other points south were rerouted to terminate at the El station at Dudley.
November 30, 1908:
Main Line El trains were rerouted to a new tunnel under Washington St. All tracks in the Tremont St. subway were restored for use by streetcars.
June 1, 1912:
The Lechmere viaduct opened from the North Station portal to Lechmere Sq. An elevated station was located at North Station West. Surface car lines operating through from Clarendon Hill via Somerville Ave., Clarendon Hill via Highland Ave., and Harvard Sq. via Cambridge St. operated over the viaduct to Scollay Sq. or to the portal at Tremont & Broadway.
October 3, 1914:
The Boylston St. subway opened. It ran from the Boylston St. incline (relocated from the Public Garden incline) to an incline at Kenmore Sq. Intermediate stops included Copley and Massachusetts.
Surface cars from Commonwealth Ave., Beacon St., and Watertown via Brighton were routed into the Boylston St. subway. Surface car lines from Huntington Ave. (serving Jamaica Plain and Brookline Village) continued using the now relocated incline at Boylston St.
November 01, 1919:
The first operation of center-entrance cars in 3-car trains began operating on the Beacon St. line to Park St. This was the first operation of trains longer than two cars in the streetcar subway.
November 13, 1921:
Arlington St. station opened as a new intermediate stop between Boylston and Copley.

July 10, 1922:
Lechmere pre-payment terminal opened. Surface car lines from Somerville and Cambridge now terminated at Lechmere. A new line from Lechmere to the portal at Broadway & Tremont was established utilizing three-car trains of Center-Entrance type cars. On 01/02/23 this route was changed to operate from Lechmere to Kenmore Sq. and on 12/14/29 some trips were extended to Washington & Beacon St. along the Beacon St. line.

February 7, 1931:
The Commonwealth Ave. and Beacon St. lines were extended from Park St. to Lechmere and the regular operation of a separate line from Lechmere to Kenmore was discontinued.

October 23, 1932:
The Boylston St. subway was extended from the Kenmore Sq. portal to two new portals at Blandford St. on Commonwealth Ave. and St. Mary's St. on Beacon St. A new underground four-track Kenmore Station and an emergency loop for Beacon St. cars was included in the extension. The Kenmore Sq. portal was closed.

January 13, 1935:
The last Eastern Mass St. Ry. Lines operating through to Scollay Sq. in the Tremont St. subway were converted to bus. These lines had at one time operated from Lynn, Salem, Saugus, Malden, Revere, and Chelsea through to Boston. These were the last “foreign” car lines to operate in the subway.

March 5, 1938:
The North Station-Dudley car line was discontinued. This line left the subway at the Tremont & Broadway portal and traveled via Tremont, Dover, and Washington St. to Dudley. With the end of this line, only the North Station-Egleston via Tremont and North Station-City Point via Broadway lines continued to use the portal at Tremont & Broadway.

February 16, 1941:
The Huntington Ave Subway opened. The subway branched off from the Boylston St. subway after Copley and included stations at Mechanics and Symphony. The Boylston St. portal was closed. By this time, the only service using the Boylston St. portal was the route to Arborway and short-turn service to Francis St. (Brigham Circle).

April 3, 1948:
The Sullivan-Scollay Sq. via Main St. line was converted to bus (Route 92). The tracks between Sullivan Sq. and Canal St. (subway entrance) via Main St. would remain in place to 1962 to allow the movement of streetcars to Everett Shops. After 1962, cars were transported by truck to Everett as required. This practice ended in 1975 after Riverside carhouse opened.

July 2, 1949:
The Sullivan-Scollay via Bunker Hill carline was converted to bus (Route 93). This was the last through carline to use the center tracks between Haymarket and Scollay Square (Brattle Loop). A shuttle car continued to operate extra-service on these tracks between North Station and Scollay.
September 1952:
The North Station-Scollay shuttle was discontinued. The center tracks between Haymarket and Scollay were now only used in emergencies or to provide extra service for Boston Garden events.
March 2, 1953:
The North Station-City Point via Broadway line was converted to bus between City Point and Tremont & Broadway (Bus Route 9). With the discontinuance of this route, the portal at Broadway & Tremont was converted from a four-track layout to a two-track layout. The tracks used by City Point cars were realigned for use by the surviving Egleston via Tremont line. The tracks originally used by the Tremont St. line were removed to allow the construction of a bus transfer facility.
August 20, 1955:
Science Park station opened as a new intermediate station on the Lechmere viaduct
June 15. 1956:
The North Station-Egleston via Tremont St. line was cutback to Lenox St., operating as North Station-Lenox St. via Tremont. Buses (Route 43) provided service between Lenox St. and Egleston.
July 4, 1959:
The Highland Branch opened with stations Fenway Park, Longwood, Brookline Village, Brookline Hills, Beaconsfield, Reservoir, Chestnut Hill, Newton Center, Newton Highlands, Eliot, Waban, Woodland, and Riverside. The route was a former branch of the Boston & Albany railroad.
Service operated from Riverside to Park St., with short-turn service operating from Reservoir to Park St. Because of the higher than expected ridership from the outer (Newton) end of the line, Reservoir short-turns were later discontinued and replaced by more frequent service operating through to Riverside.
November 20, 1961:
Lenox St.-North Station via Tremont Street streetcar discontinued and all service along surface portion of Tremont St. provided by Route 43 bus.
A streetcar shuttle was instituted from Boylston St. station to the portal at Tremont & Broadway. Double-ended ex-Dallas PCCs were used, with one car operating back and forth on each of the two tracks.
April 6, 1962:

The shuttle carline operating from Boylston St. Station to the portal at Broadway (formerly Pleasant St.) was discontinued, resulting in the abandonment of this section of the subway.

October 28, 1963:

The northbound subway was relocated between Scollay Sq. and Haymarket. Scollay Sq. station was extensively rebuilt, altered, and renamed Government Center. Adams Sq. station was abandoned, and subsequently demolished to allow for the construction of Boston City Hall.

Orange Line

June 10, 1901:

The Main Line El opened from Sullivan Sq. to Dudley St. via the Charlestown El, Tremont St. subway, and Washington St. El. Stations included Sullivan, City Sq., North Station, Haymarket, Adams (northbound only), Scollay, Park St., Boylston St., Pleasant St, Dover St., Northampton St., and Dudley St.

August 22, 1901:

The Atlantic Avenue loop branch of the El opened, including new stations at Battery St., State St., Rowe's Wharf, South Station, and Beach St. Various configurations of service were operated over the route.

May 22, 1902:

Thompson Sq., station opened as a new intermediate station on the Charlestown El (located between Sullivan and City Sq.)

November 30, 1908:

The Washington St. tunnel opened. Main Line El trains were re-routed from the Tremont St. tunnel, to their own tunnel with stations of: Union-Friend, Milk-State, Summer-Winter, and Boylston-Essex.

The Tremont St subway reverted back to streetcar operation only, and the surface station at Pleasant St. was closed. Under the old configuration, rapid transit trains used the Tremont St. tunnel exclusively between Pleasant St. and Boylston, used the outer tracks between Boylston and Park, used the tunnel exclusively between Park and Scollay, and used the outer tracks between Scollay and the portal at Haymarket. Streetcars had continued to use the inner tracks in the segments between Haymarket and Scollay and between the Public Gardens portal and Park Street throughout the 1901-1908 operation of elevated trains through the remainder of the tunnel.

November 22, 1909:

The Washington St. El was extended from Dudley to Forest Hills, with an intermediate station of Egleston

September 11, 1912:

Green St. station was opened as a new intermediate station. The station was located between Egleston and Forest Hills.

March 15, 1919:

The Charlestown El was extended from Sullivan to Everett. The extension was originally planned as the first stage of an elevated extension to Malden, which ultimately never came to be.

September 30, 1938:

The Atlantic Ave. El was abandoned. The last configuration of service operated was a full-time North Station-South Station shuttle and rush hour service from North Station to Dudley.

Blue Line

December 30, 1904:

The East Boston Tunnel opened to streetcars between a portal at Maverick Sq. and Court St. station, with an intermediate station located at Devonshire St. Local streetcar lines operating from East Boston and Chelsea operated through the tunnel.

April 5, 1906:

Atlantic Ave. station opened in the East Boston Tunnel as a new intermediate station.

March 13-18, 1916:

The East Boston Tunnel was extended to Bowdoin Sq. Court St. station was permanently closed previously on November 15, 1914 to accommodate construction and the need to lower the tunnel floor. New stations were located at Scollay Sq. Under and Bowdoin. Service began to Scollay on March 13 and Bowdoin opened on March 18. A new portal was also opened at Russell St. beyond Bowdoin station. This portal allowed for the operation of a through streetcar service from Cambridge to East Boston operating on the surface from Cambridge to Cambridge St., then via the East Boston Tunnel to Maverick Sq., and then on the surface again within East Boston. The majority of the service from East Boston and Chelsea looped at Bowdoin station though.

October 6, 1919:

The first operation of Center-Entrance cars in three car trains began. This was the first operation of trains longer than two cars through the East Boston tunnel.

April 18, 1924:

The East Boston tunnel was converted to high-platform, third rail, rapid transit. A new underground station opened at Maverick. Operation of streetcars through the tunnel was discontinued. Surface streetcar lines from East Boston and Chelsea now terminated at Maverick station and passengers transferred to the high-platform rapid transit line to reach downtown Boston.

January 5, 1952:

The Revere extension opened from Maverick to Orient Heights, with intermediate stops at Airport and Day Square.

April 21, 1952:

The Revere extension opened from Orient Heights to Suffolk Downs

June 19, 1954:

The Revere Extension opened from Suffolk Downs to Wonderland with intermediate stops at Beachmont and Revere Beach

October 21, 1954:

Day Square was renamed Wood Island Park

Red Line

March 23, 1912:

The Cambridge Tunnel opened from Harvard Station to Park St. with intermediate stops at Central and Kendall

October 26, 1912:

Stadium Station, located on the surface next to the storage yard at Eliot Shops in Cambridge, opened for use during Harvard football games.

April 4, 1915:

The Dorchester Tunnel was extended from Park St. to Washington St.

December 3, 1916:

The Dorchester Tunnel was extended from Washington St. to South Station

December 15, 1917:

The Dorchester Tunnel was extended from South Station to Broadway

June 29, 1918:

The Dorchester Tunnel was extended from Broadway to Andrew

November 5, 1927:

The Dorchester Extension opened from Andrew to Fields Corner with intermediate stops at Columbia and Savin Hill. After emerging from the subway at a location south of Andrew, the extension used the right of way of a former New Haven Railroad branch.

September 1, 1928:

The Dorchester Extension opened between Fields Corner and Ashmont with an intermediate stop of Shawmut.

August 26, 1929:

The Mattapan-Ashmont High-Speed line opened from Ashmont to Milton Station with an intermediate stop of Cedar Grove.

December 21, 1929:

The full Mattapan-Ashmont line opened with new stops at Central Ave, Valley Rd., and Mattapan Station.

September 1930:

Capen St. station opened as a new intermediate stop between Valley Road and Mattapan on the Mattapan-Ashmont line.

October 7, 1931:

Butler Station opened as a new intermediate stop between Cedar Grove and Milton on the Mattapan-Ashmont line.

February 27, 1932:
Charles Station opened on the Cambridge-Dorchester Line as a new intermediate stop between Kendall and Park.

Changes Since 1964

Green Line
Just prior to the creation of the MBTA, a significant change was made to operations in the Central Subway. On October 28, 1963, the northbound tunnel between Scollay Sq. and Haymarket was rerouted via new section of subway. ***Adams Sq.*** station was closed permanently, and ***Scollay Sq.*** station was extensively altered and renamed ***Government Center.***

Routes and stations as of August 1964:
As inherited from MTA (August 1964) Monday-Saturday service ran as:
4 Riverside-Lechmere
61 Cleveland Circle-North Station
62 Boston College-Park St.
39 Arborway-Park St.
69 Watertown-Park St.
-On Sundays, North Station lower (Canal St.) was closed and both Boston College and Cleveland Circle cars operated to Lechmere, Riverside operated to Park St.
-Normal practice saw 1 to 3 car trains operated on the Riverside, Cleveland Circle, and Boston College lines, and 1 to 2 car trains operated on the Arborway and Watertown lines. The longer trains were operated during peak and base service, the shorter trains or single-cars in the off-peak.
-Stops on the **Lechmere Viaduct** and in the Central subway included: ***Lechmere*, *Science Park*, *North Station*, *Haymarket*, *Government Center*, *Park St*, *Boylston*, *Arlington*, *Copley*, *Massachusetts*, and *Kenmore.*** Turn back loops were available at Lechmere, North Station (lower level at Canal St.), Government Center, and Park St. Emergency turn-back loops were also located at Kenmore (for Beacon and Riverside lines) and Brattle Loop (for cars operating to Government Center from North Station or Lechmere).
-**Huntington Ave. Subway** included two stops: ***Mechanics*** and ***Symphony.***
-Stops on the **Riverside via Highland Branch** line included: ***Fenway*, *Longwood*, *Brookline Village*, *Brookline Hills*, *Beaconsfield*, *Reservoir*, *Chestnut Hill*, *Newton Centre*, *Newton Highlands*, *Eliot*, *Waban*,**

***Woodland*, and *Riverside*.** A turn-back loop was located at Reservoir and used occasionally by extra cars.
-***Boston College*** cars, upon leaving the subway exited at a portal at Blandford St. and continued along a reservation on ***Commonwealth Ave.*** to Boston College. A crossover and pocket track facility was provided at Blandford St. (the first surface stop) for use by double-ended cars. A non-revenue track connected Cleveland Circle and Commonwealth Ave. via Chestnut Hill Ave.
-***Cleveland Circle*** cars, upon leaving the subway at a portal at St. Mary's St, continued along a reservation on ***Beacon St.*** to Cleveland Circle.
-***Arborway*** *cars*, upon leaving the subway at a portal at Northeastern traveled along a reservation on Huntington Ave. to Brigham Circle, and commenced street running via ***Huntington Ave.*, *South Huntington Ave.*, *Centre St.*, and *South St.*** to the Arborway. Double-ended cars were used for extra trips from a crossover at Northeastern to Park St. A crossover was also available at Brigham Circle. A turn-back loop was located at Heath St. & South Huntington Ave. for extra service cars.
-***Watertown*** cars shared the same route as Boston College cars to the intersection of Brighton Ave. and Commonwealth Ave., where they commenced street running along ***Brighton Ave.*, *Cambridge St.*, *Washington St.*, *Tremont St.*, *Park St.*, *Washington St.* and *Galen St.*** to Watertown carhouse. A turn-back loop was located at Oak Sq. for extra cars.

Changes to Green Line service since 1964

September 11, 1961:
Regular scheduled Heath St.-North Station service was discontinued. No service was scheduled to use the Heath St. loop with this change. All service on Huntington Ave. beyond Northeastern was only provided by Arborway-Park St. service.

November 20, 1961:
Lenox St.-North Station via Tremont Street streetcar discontinued and all service along surface portion of Tremont St. provided by Route 43 bus.
A streetcar shuttle was instituted from Boylston St. station to the portal at Tremont & Broadway. Double-ended ex-Dallas PCCs were used, with one car operating back and forth on each of the two tracks.

Also with the schedule change for this date, northbound terminals were reconfigured weekdays and Saturdays for lines serving the subway:
Cleveland Circle service was cutback from Lechmere to North Station
Boston College service was cutback from Lechmere to Park St.

Riverside service was extended from Park St. to Lechmere
Sunday routes were unchanged.

Prior to this change, Cleveland Circle and Boston College service had both operated through to Lechmere since 1931 and Riverside service had only operated to Park St. since being inaugurated in 1959.

January 15, 1962:
A loop along the Commonwealth Avenue line at Boston University Field (formerly Brave's Field) was abandoned because of construction planned by Boston University. Installed in 1915, this loop was used for extra service to baseball games and other special events.

April 6, 1962:
The shuttle operating from Boylston St. Station to the portal at Broadway (formerly Pleasant St.) was discontinued, resulting in the abandonment of this section of the subway.

Also at this time, mechanical problems with All-Electric PCC cars (#s 3197-3221) resulted in a car shortage on the Arborway line and the operation of supplemental buses in the rush hour between Arborway and Brookline Village. The problems resulted from the conversion of the cars from single-unit operation to multiple-unit operation and were corrected by late 1962.

April 1963-March 1965:
During the school year, one roundtrip of a 3-car train of PCCs was operated in the morning from Lechmere to Heath St. utilizing equipment from the Riverside Line. This single roundtrip was the only time a 3-car train of PCCs was scheduled to operate on Huntington Ave. It was operated to alleviate excessive school ridership crowding at a very specific time in the morning peak. Between September 1961 and 1964, there was no other scheduled use of the Heath St. loop before December 1964.

September 29-October 5, 1962
The Watertown-Park St. line was replaced by Watertown-Kenmore buses as a one-week experiment.

October 6-11 1962:
The Muddy River overflowed its' banks and flooded Kenmore Station for five days. Three car trains were operated on the Huntington Ave. line and buses substituted for streetcars between Copley, Kenmore, and surface line locations west of there.

October 28, 1963:
The northbound tunnel between Scollay Sq. and Haymarket was rerouted via new section of subway. ***Adams Sq.*** station was closed permanently, and ***Scollay Sq.*** station was extensively altered and renamed ***Government Center.***

September 1964:
Arborway Run as Directed extra cars were extended from Park St. to North Station.

October 1964:
Track changes took place at Park Street Station. The outer loop was removed, and a crossover was installed on the southbound track from Government Center to the inner loop so that southbound cars coming from Government Center could use the inner loop track at Park Street.

November 18, 1964:
Boston College line was extended Monday-Saturday from Park St. to Government Center. This was the first scheduled use of Government Center loop, which was completed in 1963.

December 3, 1964:
Mechanics station was renamed ***Prudential***.

December 26, 1964:
Heath St.-Government Center supplemental cars were started on Huntington Ave. line from 6:39 a.m. to 9:05 a.m. and 1:30 p.m. to 5:33 p.m. This was a resumption of scheduled service to the Heath St. short-turn loop, which was discontinued in September 1961, when Heath St.-North Station service was dropped. The service was added because of increased ridership anticipated with the opening of the Prudential Center.

January 1965:
Heath St. cars were cut back from Government Center to Park St.

February 18, 1965:
Massachusetts station was renamed ***Auditorium***.

September 10, 1966:

Sunday Riverside line service was extended from Park St. to Lechmere (same as Monday-Saturday pattern) and Sunday Boston College cars were cut back from Lechmere to Park St.
Arborway/Heath St. "Run as Directed"s to North Station were discontinued, with all Arborway and Heath trips operating to Park St. Weekday Heath St-Park St. service was intensified with single cars as an experiment, with every other peak Huntington Ave. car only operating as far as Heath St. Saturday Heath St. service was added as well. This experiment did not work well, and the level of weekday Heath St. service was returned to its previous level with a schedule change on November 7, 1966.
Extra peak service cars began operation on 20-minute headways between Oak Sq. and Park St. on the Watertown line. This was the first scheduled use of the Oak Sq. loop since 1954, which had only seen use by Run as Directed and some school trip cars since that time.

1967:
Letter coding was assigned to branches for use on maps and schedules (map numbers were no longer used):
A Watertown, **B Boston College**, **C Cleveland Circle**, **D Riverside**, **E Arborway**

January 1967:
Boston College line was cut back Government Center to Park St. due to problems at Government Center loop.

March 25, 1967:
Boston College line extended from Park St. to North Station, Cleveland Circle line was extended from North Station to Lechmere at all times.
Heath St.-Park St. supplemental cars extended back to Government Center.
Regularly scheduled Oak Sq.-Park St. peak service was discontinued and replaced with two Run As Directed cars from Park St.

June 17, 1967:
Canal St. loop at North Station closed due to Haymarket-North Orange Line construction. Boston College line cut back from North Station to Government Center.

June 24, 1967:
Saturday Heath St. extra service was discontinued.

August 17, 1967:

Arlington Station was officially placed in service after extensive modernization. It was the first station finished under the Station Modernization Program. The modernization included new lighting, wall finishes, signs, and maps. All future modernized and new stations would have features similar to Arlington St.

September 9, 1967:
Boston College service was resumed to North Station, but because of a safety hazard at Canal St. (swing of car) the line was cut back to Government Center on September 14, 1967.

June-September 1968:
Cleveland Circle line was cut back Saturdays from Lechmere to Government Center for the Summer schedule.

June 21, 1969:
Watertown-Park St car line was closed and replaced with 57 Watertown-Kenmore bus. Service never resumed. Watertown carhouse remained open as a maintenance facility, and tracks and wires remained in place to reach it until March 1994.

March 21, 1970:
Canal St. loop (North Station) reopened, but passenger station facilities were not yet available. As a result, Boston College line was extended back to Canal St., but cars unloaded at Haymarket and looped at Canal St. empty. Cars were signed "Haymarket Station".

September 8, 1970:
Extra rush hour service was added to the Riverside line from Reservoir to Government Center or Lechmere on a regular scheduled basis. These were removed with the Spring schedule of March 21, 1971.

December 26, 1970:
Passenger facilities at North Station lower (Canal St.) were reopened, and Boston College cars resumed revenue service there.

May 10, 1971:
New (relocated) ***Haymarket*** station opened. The new station was located in space formerly occupied by center Brattle loop tracks. The old Haymarket station was abandoned. During the construction of the new Haymarket station the Brattle loop was temporarily disconnected from late 1968 to approximately March 1970.

January 25, 1971-March 17, 1971:
On January 25, 1971, a high-rise apartment building under-construction at 2000 Commonwealth Avenue collapsed. Four construction workers were killed and others injured. The collapsed building blocked the inbound track of the Commonwealth Ave. line. Streetcar service was suspended between Boston College and Commonwealth & Chestnut Hill Ave. Streetcars operated from North Station to Chestnut Hill Ave. via Commonwealth Ave. Shuttle buses operated between Chestnut Hill Ave. and Boston College. To change direction at Chestnut Hill Ave., the streetcars operated (non-revenue) via Chestnut Hill Ave. and looped at Cleveland Circle. This practice continued for more than a month until the standing remains of the building in question were finally removed. Normal streetcar service resumed on March 17, 1971.

January 3, 1972:
Heath St. short-turn trips reduced from two-car trains to single cars.

September 1, 1972:
75th Anniversary celebration of the opening of the Tremont Street Subway.

September 8, 1973-December 28, 1973:
Newton Highlands-Riverside segment of Riverside line was shut down for track reconstruction, cars looped at a temporary loop at Cook St. (west of Newton Highlands station). Buses were run from Newton Highlands to Riverside. Some Reservoir short-turn trips were also added during the rush hour.

March 25, 1974:
Boston College line was extended from North Station to Lechmere.
Riverside line was cut back from Lechmere to North Station.

June 8, 1974-September 11, 1974:
Riverside line was diverted via Beacon St. between Reservoir and Kenmore, while track was rebuilt from Fenway to Reservoir stations on the Highland Branch. The diversion route required inbound cars from Riverside to loop on a temporary track at Reservoir yard, proceed outbound on the normally non-revenue Chestnut Hill Ave. connector track to Cleveland Circle, and then proceed inbound over the normal Beacon St. route. Outbound cars reversed the procedure. A temporary bus route was operated between Reservoir and Kenmore via Rte. 9 and Brookline Ave. to serve intermediate stations on the Highland Branch.

September 28, 1974-September 20, 1975:

Single tracking occurred in sections between Reservoir and Cook St. on the Highland Branch to facilitate track reconstruction. Occasional weekend shuttle buses were operated from Reservoir to Riverside.

September 8. 1975-March 21, 1977:
Several extra roundtrips were scheduled between Reservoir and Government Center on the Riverside line during the early part of the morning rush hour and during the late afternoon prior to the evening rush hour.

December 21, 1975-January 8, 1976:
Due to a severe car shortage, buses were frequently run in place of streetcars, from Arborway to Copley, although not officially scheduled.

March 20, 1976-June 25, 1976:
To facilitate the installation of new tunnel lights and other electrical installations in the Central subway, single-track operation occurred after 10 p.m. between Lechmere and Kenmore. Riverside and Cleveland Circle lines were terminated at Kenmore, while 3-car trains operated on the Boston College line through to Lechmere. Buses replaced Arborway line streetcars after 10 p.m. as well, to facilitate this construction.
Track reconstruction began along South St. on the Arborway line. Single tracking took place, along with some bus replacement as needed.

June 26, 1976:
Canal St. loop was closed for track modifications; Riverside line was cut back from North Station to Government Center.

July 3, 1976:
To facilitate the installation of new tunnel lights and other electrical installations in the Central subway, streetcars were replaced with buses after 10 p.m. between Lechmere and Park St.

September 11, 1976:
Canal St. loop reopened, and Riverside line was extended back from Government Center to North Station.
Normal night service resumed to Lechmere.
The Arborway line was replaced with buses after 10 p.m. to facilitate installation of new lighting and electrical lines in the Huntington Ave. subway.

December 30, 1976:
First Boeing LRVs entered revenue service. No. 3418 left Riverside for Boston at 7:22 a.m., followed by 3420, 3415, and 3416. In addition to operating

normal Riverside trips, on this first day, the cars also ran short-turn trips from Fenway Park to Park Street, and several trips to Beaconsfield. This was because the wire at the turn-back facilities at Blandford St. was not ready to handle LRVs. LRVs operating on the Riverside line terminated at Park St. or Government Center, as the turn-back facility at North Station had not yet been modified for use by LRVs.

January 1, 1977:
Riverside line was extended to Lechmere Monday-Friday and operated to Government Center on weekends. Three-car trains of PCCs were no longer scheduled on the Riverside line, only two-car trains of PCCs or LRVs were scheduled.
Boston College line was cutback from Lechmere to North Station weekdays, but continued to operate to Lechmere weekends.
LRV Run as Directeds began operation from Kenmore (Blandford St.) to Park St., Government Center, or Lechmere.
Normal night service was resumed in the Huntington Ave. subway; track work on South St. was completed by this time as well.
Midday and rush hour service on the Arborway line was cut back to Heath St. due to a car-shortage and winter conditions. 39 Arborway-Copley buses were operated, as well as car service from Heath St.-Park St. and Northeastern-Park St. during these hours. Extra bus service was also operated from Centre & South St. to Heath St. in the morning and from Longwood to Arborway in the afternoon. Evening streetcar service only operated from Northeastern to Park St., Late night and weekend streetcar service continued through to Arborway.

March 19, 1977:
Boston College line was extended to Lechmere at all times.
Riverside line was operated to Government Center at all times.
Heath St. service was extended from Park St. to North Station (Monday-Friday rush hour and midday).
Full service was also resumed from Arborway to Park St.

June 18, 1977:
Canal St. loop was closed (for conversion to stub-end facility). Heath St. service was cut back from North Station to Government Center.
Riverside service was extended to Lechmere at all times
Boston College service was cut back to Government Center at all times.
Track reconstruction work began on Centre St., resulting in single-track operation. All midday and rush hour service was cut back to Heath St. to facilitate construction. Late night and weekend service continued to Arborway.

June 25, 1977:
A water main break at Huntington and South Huntington shuts down the Arborway line until a pipe could be replaced. Huntington Ave. streetcar service only ran between Park St. and Northeastern, while buses operated at all times on Route 39 Arborway-Copley.

July 30, 1977:
Water main repairs were completed, and Heath St. service (weekdays) and Arborway service (nights and weekends) resumed.

September 9, 1977:
Full-service was resumed between Arborway and Park St. at all hours.
Boston College service was extended to Lechmere at all times.
Riverside service was scheduled to operate to North Station, but was only operated to Government Center because of delays in opening the rebuilt Canal St. stub-end facility.

October 17, 1977:
Rush hour and midday service was cut back from Arborway to Heath St. due to a car shortage and continued track-work on Centre St. Route 39 bus ran weekdays. Streetcar service was operated through to Arborway weekends. Track work on Centre St. was completed by the end of October.

December 15, 1977:
Canal St. reopened as a stub-end terminal (only double-ended cars could operate there). Riverside line was extended from Government Center to North Station. Any PCCs operating on the Riverside line were looped at Government Center.

December 31, 1977:
Through service to Arborway was resumed evenings (to Government Center).

January 16, 1978:
LRVs were introduced in Northeastern-Park St. service.

January 20, 1978:
During a winter emergency, LRVs were introduced into Cleveland Circle service. LRVs remained on the line after emergency conditions had passed.

February 1978:
Northeastern Run as Directeds were extended to North Station and Lechmere as required.

March 24, 1978:
PCCs were no longer operated on the Riverside line, as LRVs now were available in sufficient numbers to provide all service on the line.
Three-car trains of PCCs were no longer scheduled on the Cleveland Circle line, only two-car trains of PCCs or LRVs.

April 24, 1978:
LRV service was extended from Northeastern to Brigham Circle during heavy school ridership times. Around this time double-ended ex-Dallas PCCs were removed from service, with LRVs used for all Northeastern or Brigham Circle extra service.

June 19, 1978:
Weekday service beyond Heath St. to Arborway resumed during p.m. peak. A.m. peak and midday service still operated only far as Heath St. Arborway to Copley buses ran during both the a.m. and p.m. peak, as well as midday.

September 9, 1978:
Service beyond Heath St. to Arborway was restored during a.m. peak, leaving midday, as the only time cars were not scheduled to run beyond Heath. Supplemental buses continued to run between Arborway and Copley on weekdays. Evening and Saturday Arborway service operated to Government Center.
LRVs were introduced in Boston College service.
Boston College service was cutback from Lechmere to Government Center nights and Sundays.
At this time, use of three car trains of PCCs during the rush hour on the Boston College line was officially discontinued, with only two-car trains being scheduled. This was done under the presumption that two car trains of LRVs (which had the capacity of a three-car train of PCCs) would shortly be providing most of the service. Although the LRV fleet would have continuous problems, three car trains of PCCs were never resumed

December 31, 1978:
Arborway service resumed at all times, and buses were no longer scheduled, but they continued to fill trips as necessary.

March 24, 1979:
Boston College line was cut back from Lechmere to Government Center midday and Saturday; only peak service continued to Lechmere.

June 19, 1979 -September 7, 1979:
Track reconstruction on the Arborway line along South Huntington Ave, resulted in some single-track operation, and some midday Heath St. to Arborway bus shuttles.

September 7, 1979:
Normal midday service returned to Arborway line. All Arborway service at all times ran to Park St.

June 1979-September 1979:
An extreme shortage of the trouble-plagued LRVs resulted in the restoration of full PCC service on the Cleveland Circle and Boston College lines, and the occasional use of PCC cars on the Riverside line during rush hours.
The LRV fleet recovered partially by September. PCCs were then removed again from the Riverside line, and some LRV service to Cleveland Circle resumed.

March 21, 1980:
Arborway line was closed entirely for track work between Northeastern and Brigham Circle. Route 39 bus operated from Arborway to Copley.
A North Station-Symphony LRV shuttle operated to serve the Huntington Ave. subway. The shuttle used a crossover track west of Prudential station, resulting in the outbound platform at Symphony being used to load inbound trains. A temporary collector's both and turnstiles were installed.
Boston College line cut back from Government Center/Lechmere to Park St.
The Riverside line was extended from North Station to Lechmere,
Cleveland Circle line was cut back at all times except rush hour from Lechmere to Government Center.

June 21, 1980:
Some track-work at Northeastern was completed, and the Huntington Ave. shuttle was extended back to Northeastern and run as Park St.-Northeastern.
Boston College line closed and replaced with buses (BC-Kenmore) for track replacement (Blandford St.-Packard's Corner, and Warren St.-Boston College).
Riverside line was cut back from Lechmere to North Station.
Cleveland Circle line was extended to Lechmere at all times. This was the first time since March 1967 that only one line was scheduled to operate as far north as Lechmere during the peak.
LRVs provided all Riverside and Northeastern service. PCCs provided most Cleveland Circle service, with occasional use of LRVs.

August 1980:

Rebuilding of Reservoir Yard began, with the removal of the Reservoir Station loop. The Upper Yard was closed in April.

September 20, 1980:
Huntington shuttle was extended to Brigham Circle Monday-Saturday.

November 1980:
PCCs provided all Cleveland Circle service

January 3, 1981:
Symphony station was closed as part of system-wide service cuts. It was not reopened until June 1982.

January 31, 1981:
Boston College line resumed to Park St, as track-work was completed. Line was scheduled to operate only with LRVs, although some PCCs were occasionally used during the rush hour.

April 4, 1981:
Boston College line extended from Park St. to North Station (any PCCs operating on the Boston College line were looped at Government Center).
Riverside line was extended from North Station to Lechmere.
Most Cleveland Circle line service was cut back from Lechmere to Park St. The last Cleveland Circle trip of the day continued to operate through to Lechmere.
Sunday service was discontinued between Park St.-Northeastern (passengers used Route 39 Arborway-Copley bus).
LRVs were scheduled to provide all Sunday service on Cleveland Circle line (thus providing all Sunday service on the Green Line). PCCs continued to provide all Monday-Saturday Cleveland Circle service.

May 1, 1981-May 18, 1981:
Boylston station was temporarily closed due to budget and over-time problems.

May 1, 1982:
Use of two car trains of LRVs was discontinued on the Boston College line. Only single-cars of LRVs were now scheduled, even in the rush hour. Reliability problems with the couplers on the LRVs lead to this change.

March 3, 1982-April 17, 1982:
Entrance to Boylston station was temporarily closed except during p.m. peak. Station was exit only at other times. This action was due to budget problems.

June 25, 1982:
The original Reservoir carhouse was closed, and the active PCC fleet was transferred to Arborway carhouse. This was the last day of regularly scheduled PCC service on the Cleveland Circle line, as LRVs took over full service the next day. The occasional use of PCCs on the Boston College line also ended by this time.
A new maintenance facility was later built at Reservoir.

June 26, 1982:
Arborway line reopened as Arborway-Park St. (this also restored Sunday service to the Huntington Ave. subway), Route 39 bus was discontinued. Rush hour supplemental service also resumed from Park St. to Heath St. Trackage at Heath St. loop was replaced prior to line reopening.
Cleveland Circle line was extended from Park St. to Government Center.
The Arborway line became the only Green Line route scheduled to use PCCs.
Regular use of LRVs to Brigham Circle was discontinued except for occasional Run as Directed cars.
Use of two car trains of LRVs was discontinued on the Riverside and Cleveland Circle lines. Only single-cars of LRVs were now scheduled, even in the rush hour. Reliability problems with the couplers on the LRVs lead to this change.

July 24, 1982 -September 10, 1982:
Cleveland Circle line was temporarily closed for track repair/replacement and replaced by Kenmore to Cleveland Circle buses. Extra run as directed cars were operated from Blandford St. through the subway to make up for the lack of Cleveland Circle cars.

January 2, 1983:
Midday and rush hour Heath St. service (using PCCs) extended from Park St. to Lechmere.
Riverside line was cut back from Lechmere to Government Center during hours that Heath St. service operated to Lechmere.

February 11, 1983:
Snowstorm temporarily shut down Arborway line. As a result shuttle trains (PCCs Feb 11-Feb 16 and later LRVs) were operated from Lechmere to Government Center during hours when Heath St. service was supposed to run. Arborway service to Park St. resumed, but Heath St.-Lechmere service did not and a Lechmere-Government Center LRV shuttle continued to the end of the winter schedule rating.

March 26, 1983:
Riverside line resumed through service to Lechmere during rush hours, but some Lechmere-Government Center service also continued during rush hour to fill service gaps.

July 30-September 10, 1983:
Boston College line partially closed for track replacement between Packard's Corner (Brighton Ave.) and Warren St. Buses were run from BC to Kenmore, while shuttle cars run from Packard's Corner-Government Center.

July 30, 1983:
Cleveland Circle line was extended from Government Center to North Station, while Commonwealth Ave service was cut back from North Station to Government Center.

October 12, 1983-November 11, 1983:
Arborway line closed temporarily for one month to allow for a relocation of tracks to a temporary alignment because of Southwest Corridor construction work at Forest Hills. LRVs were run Brigham Circle-Park, and 39 Arborway-Copley bus provided all other service.

January 20, 1984:
Following a bridge fire, all North Side commuter rail service was cut back from North Station to a temporary facility near Boston Engine Terminal, connected by shuttle buses to the Green Line. To handle the increased load, all peak service to Lechmere was again run with Lechmere-Government Center shuttle cars, and Riverside service was cut back to Government Center during peak.

September 8, 1984:
LRVs began operation as far as Heath St. on the Arborway line. PCCs continued to provide base service from Park St. to Arborway.
Use of LRVs in two-car trains returned to the Riverside line, as a sufficient number of LRVs were now in service with new couplers of an improved design.

December 1984:
Nighttime Arborway service was extended from Park St. to Government Center because of track reconstruction at Park St. loop.

April 1, 1985:
Use of LRVs in two car trains during the peak returned to the Boston College and Cleveland Circle lines.

June 17, 1985:
Nighttime Arborway service was cut back to Park St.

June 17-October 7, 1985:
Service between Park-Government Center was shut down nights after 9 p.m. for track reconstruction, shuttle cars ran nights Lechmere-Government Center, and buses ran nights Park St.-Government Center, while all four branches terminated at Park St.

October 7, 1985-January 1986:
Government Center-Lechmere service was shut down nights after 9 p.m. for track reconstruction, and replaced with buses.

December 28, 1985:
The Arborway line was closed and replaced with the 39 Arborway-Copley bus. The last streetcar trip from Arborway departed at 12:14 a.m. A two-car train was used, led by no. 3235 and followed by trailer no. 3261. The train left Park Street at 12:58 a.m., and it arrived back at Arborway at 1:27 a.m.
After December 28, no streetcar service was operated at all through the Huntington Ave. subway, which then had rails replaced and the Northeastern incline rebuilt.
This event also marked the end of regularly scheduled PCC service after 44 years on the Green Line (however PCCs still serve the Mattapan-Ashmont line).
Kenmore (Blandford-St).-Lechmere service was begun as a regular route (extra LRVs provided Run as Directed service since January 1977). This provided extra capacity in subway to replace Huntington Ave. cars, and restored through peak service from Lechmere to points south of Government Center.

January 3, 1986-June 1986:
Kenmore-Copley segment was shut down nights after 9 p.m. for track reconstruction, buses ran Kenmore-Copley.

July 26, 1986:
Following the completion of track repairs in the Huntington Ave. subway, service was resumed with LRVs on Huntington Ave. to Brigham Circle. The Huntington Ave. service was also now operated through to Lechmere Monday-Friday, but only as far as Government Center nights and weekends. Kenmore-Lechmere cars reverted back to running only as occasional Run as Directeds. Occasional Run as Directeds also continue to operate from Lechmere to Government Center. Weekend service to Lechmere was still provided by the Riverside line.

December 26, 1986:
Peak period use of Run as Directed LRVs and Type 7s was intensified. In addition to Blandford St., RAD cars were also occasionally operated as far as Packard's Corner or Washington St. on the Boston College line, Coolidge Corner or St. Mary's on the Cleveland Circle line, Reservoir on the Riverside line, and Northeastern on the Huntington Ave. line.

May 4, 1987-October 87:
Kenmore-Copley segment was shut down nights after 9 p.m. for track reconstruction, buses ran Kenmore-Copley.

June 20, 1987:
All Brigham Circle service at all times was now operated to Lechmere. All Riverside service at all times was now operated to Government Center. By this time, Type 7 LRVs (introduced August 4, 1986) now provided all Brigham Circle service, with Boeing LRVs no longer normally operated on this line.

November 2, 1987:
Experimental operation of several peak-period 3-car trains of Boeing LRVs began on the Riverside line.

November 1987-March 1988:
Copley-Kenmore-to portals south of Kenmore segment was shut down nights after 9 p.m. for track reconstruction. Shuttle buses were operated.

December 26, 1987:
Two car trains of Type 7s began operating on the Brigham Circle-Lechmere line Monday-Friday.

April 1988-December 19, 1988:
Kenmore-Park segment was shut down nights after 9 p.m. for track reconstruction (no night service to Huntington Ave either). Shuttle buses were operated.

September 10, 1988:
Regularly scheduled supplemental service began operation from Reservoir to Government Center, Monday-Saturday. The number of Run as Directed cars on the Green Line was greatly reduced at this time.

November 4, 1989:

Huntington Ave. service was resumed beyond Brigham Circle to Heath St. The tracks on Huntington Ave. between Brigham Circle and South Huntington Ave were replaced prior to line reopening.

March 26, 1990:
A two-year project to convert the overhead wire on the Riverside line to constant-tension catenary began. This resulted in some single tracking midday's. The project was part of an overall effort to boost power on the Green Line so that three car trains of Type 7s could be operated.

March 28, 1990:
Auditorium station was renamed ***Hynes Convention Center/ICA.***

June 23, 1990:
Three-car trains of Boeing LRVs were no longer scheduled on the Riverside line. Poor performance of the cars when operated in three car trains was given as the reason.

December 28, 1991:
Reservoir-Government Center cars were now scheduled only during the morning a.m. peak Monday-Friday and all day on Saturdays.

February 1994:
Several three car trains of Type 7s began operation on the Riverside line during rush hours.

April 9, 1994:
Reservoir-Government Center cars were now scheduled to run Saturdays only.

September 10, 1994:
Regular extra Saturday service was introduced from Reservoir to Lechmere.

October 20, 1996:
Severe flooding overwhelms the Green Line subway. Service is shutdown between Boylston Station and all four southern portals. Streetcars continue operating from Lechmere to Park St., Boston College to Blandford St., Cleveland Circle to St. May's and Riverside to Brookline Village. Shuttle buses replace streetcars in the shut-down segments and on Huntington Ave. Service was gradually restored between Brookline Village and Fenway on Tuesday, October 22; between Boylston and Copley on Thursday October 24th; between Copley and Northeastern and Copley and the Blandford St. portal (restoring through Commonwealth Ave. service) on Friday October 25; between Kenmore

and Fenway and Kenmore and St. Mary's (restoring through Riverside and Beacon St. service) on Sunday October 27; between Northeastern and Brigham Circle on Saturday November 9th; and between Brigham Circle and Heath St. on Saturday December 7th. Downtown terminals were temporarily changed because of slow running times in the subway and the need to conserve cars. Riverside cars ran to Park St. only, Cleveland Circle cars ran to Government Center only, and shuttle cars ran from North Station to Government Center. Normal inbound terminals were restored on December 28, 1996.

March 28 1997:
The Canal St. turn-back facility at North Station lower level was permanently closed, due to construction work for a new underground Green Line tunnel. Cleveland Circle service at all times was cutback from North Station to Government Center. Riverside service on weekends was extended from Government Center to Lechmere. Extra Saturday service to Reservoir was discontinued. Weekdays, additional service was added from Government Center (Brattle St. loop) to Lechmere.

June 21, 1997:
All Riverside service at all times was extended from Government Center to Lechmere. Government Center-Lechmere shuttle service was discontinued.

September 29, 1997:
Permanent signal replacement work began to repair damage from the flood of 1996. Buses operated between Fenway and St. Mary's to Kenmore after 9 p.m. Monday-Saturday and before noon Sunday. By September 1998, signal work continued but no longer required the operation of shuttle buses.

March 24, 1999:
The first of a new fleet of low-floor streetcars (Type 8s) enter service on the Riverside line.

November 21, 1999:
The small number of accepted Type 8s are removed from service following reports of poor braking performance.

April 27, 2000:
Type 8 service resumes after modifications are made to the braking systems on the cars. The small number of accepted cars see service on the Beacon St. and Commonwealth Ave. lines and occasionally the Riverside line.

June 8, 2000-September 1, 2000:
Weekend Boston College line service was replaced by Route 58 Boston College-Kenmore bus service to allow for grade-crossing replacement.

July 24, 2000-December 17, 2000:
Service cut back from Heath St. to Brigham Circle to allow track reconstruction on South Huntington Ave. and at Heath St. loop. Extra shuttle buses were operated from Heath St. to Back Bay Station, operating express from Brigham Circle to Back Bay Station.

July 12, 2000:
Type 8s removed from service following several minor derailments.

December 30, 2000:
Once again, three-car trains of LRVs or Type 7s began appearing on a regular basis on the Riverside line during the rush hour.

March-August 2001:
In order to upgrade tracks for compatibility with the Type 8 fleet, buses were operated on the Commonwealth Ave. line for several weekends in the spring, and on the Beacon St. line for most weekends in the summer of 2001.

April 26, 2001:
Type 8 service resumed on the Commonwealth Ave. line following the completion of track repairs.

August 20, 2001:
Type 8 fleet (17 cars in service by this date) removed from service again, as derailments continued despite track improvements.

March 23, 2002:
For the spring and summer of 2002, bus replaced Huntington Ave service on most weekends to allow for station and track work between Northeastern and Brigham Circle. On some weekends in this time period, buses operated along the Boston College line to accommodate additional track work.

September 1, 2002:
The operation of two-car trains on Sundays on all four Green Line branches began as part of the regular schedule. Some Sunday two-car train service was operated on the Riverside line since July 2002 as additional extra-added service.

March 22, 2003:
Type 8s were re-introduced into revenue service on the Boston College line after modifications to the car wheels and to the rail.

July 2003:
The occasional use of 3-car trains of Type 7s or Type 8s on the Boston College line began. The operation was not part of the regular schedule, and in fact started as a method of combining trips in response to an equipment shortage.

September 28, 2003:
To accommodate track work between Riverside and Newton Highlands, buses replaced streetcars after 9:00 p.m. Sunday-Thursday. Normal evening service resumed later in the winter as the construction season came to a close.

June 25-28, 2004:
The Green Line elevated line at North Station was permanently closed and service diverted to the new North Station underground "super station". Service was suspended to Science Park and Lechmere for one year after June 25, 2004, because of additional construction required to connect the new underground alignment with the Lechmere Viaduct south of Science Park. Shuttle buses began operation between Government Center and Lechmere on the evening of June 25, service to the new underground Green Line facility began on June 28, after a weekend cut-over.
E Line service was cutback from Lechmere to North Station, D Line service was cutback from Lechmere to Government Center, while B Line service was extended from Government Center to North Station, with some rush hour trips continuing to loop at Government Center.

The MBTA had planned the changeover for the previous weekend of June 19, but had to postpone at a very late date because of a need to test fire alarm safety systems at North Station. Green Line operators had already picked work for the summer schedule, which assumed the Riverside line would operate only to Government Center. During the week of June 19-25, Heath St. cars continued operating to Lechmere while Riverside cars terminated at Government Center. Extra Lechmere-Government Center shuttle cars were operated to make up for the loss of Riverside cars operating beyond Government Center.

July 24-July 29, 2004:
The Democratic National Convention took place at the Fleet Center in Boston. Because of security concerns, North Station was closed to public access. E Line service was cutback from North Station to Haymarket, with cars using a

crossover between Haymarket and North Station. B line service was cutback from North Station to Government Center. Normal B and E line service to North Station resumed on July 30, 2004.
Shuttle bus service to Lechmere was rerouted to operate between Lechmere and Kendall Sq. instead of the normal Lechmere-Government Center route.

January 1, 2005:
C line service was extended from Government Center to North Station and B line service was cutback from North Station to Government Center.

June 27, 2005:
Three car trains were scheduled to operate all service on B line during peak. This experiment only lasted for the summer schedule, with two-car trains again scheduled in the peak with the start of the fall schedule on September 5, 2005.

November 12, 2005:
Service to Lechmere resumed through the new tunnel and ramp between North Station and Science Park. E-Heath St. service was extended from North Station to Lechmere, while C-Cleveland Circle service continues to terminate at North Station.

September 2, 2006:
Service between Brigham Circle and Heath St. was temporarily discontinued to allow for track replacement on Huntington Ave.

December 30, 2006:
Service between Brigham Circle and Heath St. resumed, after completion of track work.

March 26, 2007:
Two-car trains were now scheduled on all four Green Line branches for the full span of the day weekdays from first trip to last trip. Some portions of Saturday and Sunday morning and late-evening service still used single cars.

June 23, 2007:
A two-phase project to replace ties between Riverside and Fenway resulted in service being suspended between Riverside and Reservoir from June 23 and August 5, and between Reservoir and Fenway from August 6 and August 31. Substitute bus service was provided.

September 1, 2008:
Several run as directed (RAD) trains were added to the schedule during the peak. The RADs were operated between North Station or Government Center and Kenmore (Blandford St.) if not required to fill gaps on regular service.

December 1, 2008:
Type 8s resumed revenue operation on the Riverside line for the first time since July 2000.

October 25, 2010:
Operation of some 3-car trains on the Riverside Line during peak periods resumed (see November 2, 1987, February 1994, December 30, 2000 and June 27, 2005)

November 1, 2010:
Operation of some 3-car trains on the Boston College Line during peak periods resumed (see November 2, 1987, February 1994, December 30, 2000 and June 27, 2005)

March 21, 2011:
The use of 3-car trains during the peak was expanded on the B and D lines and several 3-car train trips operating between Lechmere and Brigham Circle were briefly added to peak service on the E line.

April 9, 2011:
First planned use of a four-car train, providing extra-service after a baseball game, operating between Blandford St. and Park St., operating express from Kenmore to Park St. The platforms at Arlington and Boylston could not accommodate all the doors on a four-car train. There was no further attempt to operate any four-car trains after this experiment.

April 30, 2011-November 4, 2011:
Service between North Station and Lechmere was temporarily suspended and replaced by shuttle buses until November 4, 2011, to accommodate elevator construction and platform reconstruction at Science Park station.

E Heath St. service cut back to North Station during the shut-down period.

July 1, 2012:
E Heath St. service as cut back to Brigham Circle all day Saturday and Sunday. Weekend service to Heath St. was restored in practice (but not in the

official timetable) on October 13, 2012. Weekend service was officially restored with the schedule change of December 29, 2012.

March 22, 2014-March 21 2016:
Government Center station was closed for reconstruction.
B Line service was cut back to Park St.
D Line service was extended to North Station weekends, weekday-midday, and weekday evenings. Rush hour D Line service was cut back to Park St.

Weekend D Riverside service was cut back to Park St. on the weekend of March 19-March 20 2016.

Government Center reopened on Monday March 21, 2016
All D Riverside service resumed terminating at Government Center at all times.
B Boston College service retained Park St. as a terminal even after Government Center reopened.

March 28, 2014:
Late-evening service was initiated Friday and Saturday until 2:30 AM.

March 19, 2016:
Late-evening service Friday and Saturdays was discontinued with the end of the service day of Friday March 18 (early Saturday March 19).

March 21, 2016:
The scheduled use of some three-car trains on the B Boston College and D Riverside lines during the peak was discontinued in favor of operating consistent headways of 2-car trains in the peak (see November 2, 1987; June 23, 1990; February 1994; December 30, 2000; July 2003; June 27, 2005; October 25, 2010; November 1, 2010; and March 21, 2011).

July 26-August 15 2017:
B Boston College service was suspended and replaced by shuttle buses between Blandford St. and Babcock St. to accommodate the reconstruction of the bridge over the Mass Pike.

July 26-August 9 2018:
B Boston College service was suspended and replaced by shuttle buses between Blandford St. and Babcock St. to accommodate the second phase of the reconstruction of the bridge over the Mass Pike.

October 8-December 2018:
D Riverside service was replaced by buses evenings Sunday-Thursday between Brookline Hills and Reservoir to accommodate track and signal replacement work.

May 23, 2020:
At the end of the service day of Saturday May 23, the original Lechmere station was permanently closed. This change allowed for the demolition of the viaduct structure between the Gilmore Bridge and Lechmere, as part of the Green Line extension to Somerville. The extension will include a new viaduct structure in the same segment and a new Lechmere station across Monsignor O'Brien Highway from the location of the original station.
Substitute bus service with contracted buses was put in place starting Sunday May 24th between Lechmere and North Station. E Line service was cut back to North Station.

June 6-14 and June 20-28 2020:
Riverside line service was replaced by buses between Riverside and Kenmore to accommodate track and signal replacement work. Express buses were also operated between Riverside, Woodland, and Copley.
C Cleveland Circle service was also replaced by buses between Kenmore and St. Mary's St. during the June 20-28 shut-down to accommodate track work at Beacon Junction.

July 5-August 1 2020:
C Cleveland Circle service temporarily replaced by buses between Cleveland Circle and Kenmore to allow for track reconstruction

August 3-August 29 2020:
E Heath St. service temporarily replaced by buses between Heath Street and Prudential to allow for track reconstruction

August 10-August 16 2020:
B Boston College service temporarily replaced by buses between Babcock Street and Boston College to accommodate emergency utility work.

February 15-March 7, 2021:
B Boston College service was replaced by buses nights and weekends between Babcock St. and Kenmore to accommodate construction of the stop consolidation project between Babcock and BU West.

April 5, 2021-January 7, 2022:

Brookline Hills station was temporarily closed to accommodate platform reconstruction and construction of a nearby school building.

April 17 2021-May 9 2021 and May 17-June 13 2021:
B Boston College service temporarily replaced at all times by buses between Kenmore and Washington St. to accommodate platform reconstruction and track work. Evening and weekend replacement continued until the consolidated stations at Babcock and Amory opened on November 15, 2021.

June 12-20 and June 24-July 2 2021:
Riverside line service was replaced by buses between Riverside and Kenmore to accommodate track and signal replacement work. Express buses were also operated between Riverside, Woodland, and Copley. Evening and weekend bus replacement continued at times until the track and signal work project was completed on December 9th, 2021.

August 2-August 28 2021:
E Heath St. service temporarily replaced by buses between Heath Street and Brigham Circle to allow for track reconstruction

October 24, 2021:
B Line service was extended from Park Street to Government Center, C Line service was cut back from North Station to Government Center, and D Line service was extended from Government Center to North Station.

March 21, 2022:
The first GLX branch opened to **Union Sq.** E Heath St. service was extended from North Station to Union Sq. at all times. Service was restored to Science Park, and initiated to the new relocated Lechmere Station and the new Union Sq. station.

March 26-April 10, 2022:
Service was suspended between North Station and Government Center for planned weekend demolition work of the Government Center parking garage above Haymarket Station. A fatal construction accident and partial collapse of the garage on top of the station on March 26th resulted in service remaining suspended for tunnel structural inspections until April 9, 2022, when service resumed between North Station and Government Center. Service bypassed Haymarket initially, which reopened on April 10, 2022. Orange Line service was also suspended between North Station and Back Bay from March 26 to midday March 29. Shuttle buses operated between North Station and Back Bay on March 26 and March 27. Shuttle buses operated between North

Station and Government Center on March 28 and until Orange Line service resumed on March 29th.

June 30-July 1, 2022:
B Boston College service temporarily replaced at all times by buses between Kenmore and Boston College. to accommodate track and signal work.

July 11-July 22, 2022:
C Cleveland Circle service temporarily replaced at all times by buses between Kenmore and Cleveland Circle. to accommodate track and signal work.

August 6-August 20, 2022:
E Heath Street service temporarily replaced at all times by Route 39 buses between Heath and Copley. to accommodate track and signal work. Service from Union Sq. was operated to either Reservoir on the D Line or to St. Mary's St. or Cleveland Circle on the C Line.

August 22-September 18, 2022:
All service was suspended between Union Sq. and Government Center and replaced with shuttle buses to allow the continued demolition of the Government Center garage at Haymarket and to complete construction of the junction with the new GLX mainline to Medford/Tufts.

When service to Union resumed, some peak and most off-peak Riverside trips were extended to Union, while some peak Riverside trips looped at Government Center.

September 24-October 02, October 8-16, and October 22-28 2022:
Riverside line service was replaced by buses between Riverside and Kenmore to accommodate track work.

November 1, 2022:
E Heath St, trains began operating non-revenue test service from Lechmere to Medford/Tufts and D Riverside service provided all service to Union.

December 12, 2022:
The second GLX branch opened to **Medford/Tufts.** E Heath St. service was extended in service from Lechmere to Medford/Tufts with stops at intermediate stations at **East Somerville, Gilman Sq, Magoun Sq., and Ball Sq.**

June 12-June 25; July 29-August 9; September 18-October 12, 2023:
Service was suspended between Government Center and North Station to allow for continued demolition of the Government Center parking garage. Passengers were advised to use the Orange Line or walk as a replacement. Haymarket station on the Orange Line was also closed during these suspensions.

July 17-July 28, 2023:
B Boston College service temporarily replaced at all times by buses between Kenmore and Boston College. to accommodate track work.

September 18-October 11, 2023:
Service was suspended on the Union Sq. branch to accommodate McGrath Highway bridge repairs.

November 27-December 17, 2023:
Evening service from North Station to Medford/Tufts was replaced by shuttle buses to accommodate trackwork while evening service from North Station to Union Sq. was suspended.

November 27-December 3, 2023, January 3-12 and 16-26 2024:
Green Line service was suspended between North Station and Kenmore, Heath St. and Babcock Street to accommodate tunnel repairs and trackwork. Shuttle buses operated from Babcock St. and Kenmore to Copley to provide transfers to the Orange Line at Back Bay. Route 39 buses provided all Huntington Ave. service.

December 6-December 16, 2023:
Haymarket Station was bypassed to accommodate Government Center garage demolition.

December 11-December 20, 2023:
D Riverside service replaced by buses between Riverside and Kenmore to accommodate track work.

February 20-March 8, 2024:
Buses replaced rail service between Copley and Babcock St. on the B Line; Copley and Cleveland Circle on the C Line; and Copley and Brookline Hills on the D Line to accommodate track work. The only service operated in the Central Subway was E Line service between Heath and Medford/Tufts. Shuttle trains operated between Union Sq. and Government Center.

April 7, 2024:
Saturday and Sunday morning and late-evening service on all lines was changed to operate two-car trains. With this change, two car trains are scheduled at all times on all four lines.

August 2-11, 2024:
B Boston College service temporarily replaced at all times by buses between Babcock St. and Boston College. to accommodate track work.

November 11-17, 2024:
D Line service suspended between Union and Lechmere to accommodate track work.

December 6-December 20, 2024:
Green Line service suspended between Park St. and Medford/Tufts including Union Sq. branch to accommodate track work. Buses operated between Medford/Tufts and North Station while passengers were directed to Orange Line for alternative service between North Station and Park St.
C Line service was cut back to only operate Cleveland Circle-Kenmore to avoid congestion at the Park St. loop.

June 5-8, 2025:
Service suspended from North Station to Kenmore (C and D Lines), Babcock Street (B Line), and Heath Street (E Line) and replaced by Orange Line between North Station and Back Bay and shuttle buses west of Copley to accommodate track and tunnel work.

September 3-11 and October 24-31 2025:
D Riverside service replaced by buses between Riverside and Kenmore to accommodate track work. Additional bus service was operated local between Riverside and Newton Highlands and express to/from Copley.

November 4-November 13, 2025:
Green Line service suspended between Park St. and Medford/Tufts including Union Sq. branch to accommodate track work. Buses operated between Medford/Tufts and North Station while passengers were directed to Orange Line for alternative service between North Station and Park St.
C Line service was cut back to only operate Cleveland Circle-Kenmore to avoid congestion at the Park St. loop.

December 8-December 22, 2025:

Service suspended from North Station to Kenmore (C and D Lines), Babcock Street (B Line), and Heath Street (E Line) and replaced by Orange Line between North Station and Back Bay and shuttle buses west of Copley to accommodate track and tunnel work.

April 22-May 1 2026:
Service suspended and replaced by shuttle buses between Boston College and Kenmore to accommodate Green Line Train Protection System infrastructure installation construction.

May 6-May 17 2026:
Service suspended and replaced by shuttle buses between Cleveland Circle and Kenmore to accommodate Green Line Train Protection System infrastructure installation construction.

May 30-June 5 2026:
Service suspended and replaced by shuttle buses between Heath St. and Copley to accommodate Green Line Train Protection System infrastructure installation construction.

Red Line

Route and stations as of August 1964:
Harvard-Ashmont, stations included ***Harvard*, *Central*, *Kendall*, *Charles*, *Park St.*, *Washington*, *South Station*, *Broadway*, *Andrew*, *Columbia*, *Savin Hill*, *Fields Corner*, *Shawmut*, and *Ashmont*.**
Mattapan-Ashmont High Speed Trolley line, stations included ***Ashmont*, *Cedar Grove*, *Butler*, *Milton*, *Central Ave.*, *Valley Rd.*, *Capen St.*, and *Mattapan*.**

Changes to Red Line service since 1964:

November 18, 1967:
Last known use of ***Stadium station***, a platform located along Boylston Street, at the Eliot Shops, and only used when major events were taking place at Harvard Stadium. The station opened on October 26, 1912.

March 18-March 21 1968:
Mattapan-Ashmont service suspended for several days, as the Neponset River had flooded the line near Milton Station.

September 1, 1971:
South Shore Line extension, under construction since 1966, opened. The line branched off from Harvard-Ashmont line south of Andrew and included new stations of: ***North Quincy*, *Wollaston*, and *Quincy Center*.** Red Line service was now split into two branches with service alternating as Harvard-Ashmont and Harvard-Quincy. All service on the Quincy branch was scheduled to operate with 1969 built 01500/01600 cars and all Ashmont service was scheduled to operate with 1963 built 01400 series cars. The lack of cab-signals in the 01400s was the reason given for this policy.

December, 1973:
Charles was renamed ***Charles/MGH.***

June 17, 1977:
The High-Speed Trolley Line was closed for reconstruction and repair of track, bridges, stations and overhaul of cars in a new red and white scheme. The shutdown also facilitated the modernization project then underway at Ashmont station.

September 10, 1977:
The High-Speed Trolley Line reopened.

August 7, 1978:
Kendall station was renamed ***Kendall/MIT***.

March 24, 1979:
To facilitate construction of Red Line Northwest extension, the Red Line was extended beyond Harvard over former yard and storage tracks to a new temporary station, ***Harvard-Brattle***. Harvard station remained open, but was the site of major construction for the new extension. The Harvard bus tunnel was closed at this time as well, and most bus and trackless trolley routes, which had formerly terminated at Harvard were extended the short distance to Harvard-Brattle, which became the primary transfer station for Harvard Sq.

March 22, 1980:
Braintree Extension of the South Shore line opened from Quincy Center to Braintree. Construction had begun in 1977. The extension had only one new station: ***Braintree***, since construction of an intermediate station at ***Quincy Adams*** was delayed.

January 20, 1981:

The first 1963 built 01400 series cars began scheduled service on the Braintree Line. The installation of cab signals in the 01400s made this possible. From opening of the South Shore line in 1971 until this time, 01400s operated to Quincy or Braintree only in emergencies because of the lack of cab-signals in the cars. The segregation of car types by different branches ended once all 01400s were cab signal equipped.

January 31, 1981:
The original ***Harvard*** station was permanently closed as Alewife extension construction intensified and required its demolition. A temporary station, ***Harvard-Holyoke,*** was opened on the opposite side of the tracks to replace it. Harvard-Brattle remained the northern terminus of the line.

June 20, 1981:
A temporary shutdown of the Ashmont branch from Columbia to Ashmont and the entire Mattapan-Ashmont Line took place to allow crews to completely replace the rail and roadbed between Columbia station and Mattapan. The tunnel between Ashmont and Fields Corner had structural repairs performed. Trains were replaced with buses from Ashmont to Andrew, Ashmont to North Quincy, and Mattapan to Ashmont or North Quincy.
Monday through Saturday, a shuttle train route was operated from Harvard/Brattle to Columbia Station.
Extra service was also operated from Harvard/Brattle to Braintree, to compensate for the loss of Ashmont trains.

August, 1981:
Extra trains begin operation (rush hours) from Quincy to Park St., this marked the first regular use of Park St. as a northern short-turn terminus for extra-trains from the south.

November 7, 1981:
The long-standing guard-law, which required one guard (the train crewmember who opens/closes train doors) for every two cars operated was eliminated. Only one guard was now required per train, regardless of the length. The immediate result of this was the operation of four-car trains during off-peak hours, when two-car trains were formerly operated.

November 30, 1981:
For the first time, five car trains entered service on the Red Line, running as extras from Braintree to Park St. This lasted on a regular basis for only a month, but would operate occasionally through to June 1982.

January 16, 1982:
Ashmont branch service and Mattapan-Ashmont line resumed operation. Because of an equipment shortage and signal problems, some rush hours trains were turned back at Fields Corner for a few weeks.

December 2, 1982:
Columbia station was renamed ***JFK/U Mass,*** and ***Kendall/MIT*** was renamed ***Cambridge Center/MIT.***

September 2, 1983:
Harvard-Brattle and ***Harvard-Holyoke*** stations were permanently closed in preparation for the transition to the new permanent ***Harvard Station***. Shuttle buses were run from Kendall to Harvard while the new station was tied into the line.

September 6, 1983:
New ***Harvard*** station opened. This was the first station to open on the Red Line Northwest extension, construction of which started in 1978. Trains actually operated all the way to Davis Sq. to change direction, but did not carry passengers, since the other new stations were not complete yet.

September 10, 1983:
Quincy Adams station opened. The station was located between Quincy and Braintree stations.

December 8, 1984:
The ***Red Line Northwest Extension*** opened for passenger service to Davis. ***Davis*** and ***Porter*** were the new stations opened. Trains operated as Ashmont-Davis and Braintree-Davis.

March 30, 1985:
The extension from Davis to ***Alewife*** station opened. All off-peak service was extended from Davis to Alewife. During rush hours, however, only Ashmont trains were run through to Alewife, and Braintree trains were turned at Davis. This was due to the incomplete construction of full yard and turn-back facilities at Alewife.

March 30, 1985-December 1986:
Evening track work, signal work, and station modernization work took place between Harvard and Park St. Shuttle buses ran week nights after 9 p.m. from Harvard to Park St., and trains ran from Alewife to Harvard and Park St. to Ashmont or Braintree.

June 26, 1985:
Cambridge Center/MIT station was renamed back to ***Kendall/MIT***. Although Cambridge Center was the official station name since December 1982, most station signs and maps were never changed.

December 26, 1985:
Braintree rush hour trains were extended from Davis to Alewife, since the yard at Alewife was completed. This marked the completion of the Northwest extension.

May 4, 1987:
Washington station was renamed ***Downtown Crossing***.

May 4, 1987-December 26, 1987:
Evening track work, signal work, and station modernization work took place between Kendall and South Station. Shuttle buses ran weeknights after 9 p.m. from Kendall to South Station and trains ran from Alewife to Kendall, and from South Station to Braintree or Ashmont.

December 26, 1987-June 1988:
Evening track work, signal work, and station modernization work took place nights between Park St. and JFK/U Mass stations. Shuttle buses ran weeknights after 9 p.m. from Park St. to JFK/U Mass and trains ran from Alewife to Park St. and from JFK/U Mass to Ashmont or Braintree. Braintree trains used an emergency crossover south of JFK/U Mass station to reach the station platform.

January 21, 1988:
First run of six-car trains. All stations on the South Shore and Northwest extensions were built to handle six-car trains. The platform at Columbia was extended in 1970. The platforms at Ashmont and Shawmut were extended in 1981. Platforms at Central, Kendall, Charles, Park, Downtown Crossing, South Station, Broadway, Andrew, Savin Hill, and Fields Corner all were extended between 1984 and 1987 to make this possible.

June 25, 1988-March 1989:
Track work took place nights between South Station and JFK/U Mass Station. Shuttle buses ran weeknights after 9 p.m. from South Station to JFK/U Mass and trains ran from Alewife to South Station, and from JFK/U Mass to Ashmont or Braintree.

December 14, 1988:
South Shore line platform at JFK U Mass station opened. All Alewife-Braintree trains now stopped at JFK/U Mass

September 10, 1990-March 1991:
Because of station reconstruction work taking place at Andrew nights, after 9 p.m. trains bypassed Andrew and shuttle buses ran from Broadway to JFK/U Mass via Andrew.

August 1, 1993-September 6, 1993:
The Mattapan-Ashmont line was temporarily replaced with buses for track work and car overhauls.

April 9, 1994-November 1994 and March 1995-June 1995:
Track reconstruction on the Savin Hill Flyover and Neponset River (Anderson) bridge took place on weekends. Trains ran from North Quincy to Braintree, and from Alewife to Ashmont; shuttle buses ran from JFK/U Mass to North Quincy.

March 25, 1995:
First schedule, which officially calls for 100% operation of six-car trains in the peak. The retirement of the last 1963 built 01400s in late 1994 and the acceptance of all 86 1994-built 01800s allowed this to take place.

June 22, 1996:
Extra run as directed trains are reduced from peak schedule. Timetable is rebuilt to allow greater through-put of trains at the height of the peak using fewer train sets. The practice of short-turning extra service at Park St. on a regular basis ended, although Park St. continues to be used to cross-back trains in the event of long delays or emergencies.

March 20, 2004:
The original busways at Fields Corner station were closed to allow demolition and reconstruction of much of the station structure including construction of new ground-level busways.

May 9, 2004:
Savin Hill station was closed for 8 months to allow for the demolition of the original structure and the construction of a new station at the same location. A bus shuttle began operation from JFK/U Mass to Savin Hill to provide replacement service during construction. Trains continued operating through without stopping, although weekend shut downs between JFK/U Mass and

Ashmont were expected to accommodate construction at Savin Hill, Fields Corner, and Shawmut.

September 4, 2004:
Weekend service on the Ashmont branch was scheduled to be replaced by bus service from JFK/U Mass to Ashmont and from North Quincy to Ashmont to accommodate construction at Savin Hill, Fields Corner, and Shawmut. The change was postponed, however rapid transit line schedules were printed with notes for the shuttle.

July 31, 2005:
The new Savin Hill station opened

June 24, 2006-December 22, 2007:
The Mattapan-Ashmont line closed for over one-year and replaced by Mattapan-Ashmont shuttle buses to allow for reconstruction at Ashmont and Mattapan stations.

November 5, 2011-March 4, 2012
Weekend service between Harvard and Alewife was suspended to accommodate track and tunnel repair work. Bus shuttles operated from Harvard to Alewife.

March 28, 2014
Late-evening service was initiated Friday and Saturday until 2:30 AM.

March 19, 2016
Late-evening service Friday and Saturdays was discontinued with the end of the service day of Friday March 18 (early Saturday March 19).

January 8, 2018-August 15, 2019
Wollaston station was closed for 20 months to allow construction of accessibility improvements and a new headhouse. Trains continued to operate, by passing the station, while contracted shuttle buses operated from North Quincy to Quincy Center with a stop in Wollaston.

September 1-September 8, 2018
Mattapan-Ashmont service was temporarily replaced by buses to accommodate the demolition of a building adjacent to the tracks at Central Ave station.

June 18-July 1 2020

Service between Braintree and Quincy Center replaced by shuttle buses at all times to accommodate track repairs and repairs to parking garage structures. Some evening shut-downs continued later in July and August 2020.

August 1-4 and 8-11, 2022 and August-September 2023:
Monday through Thursday evening service between JFK/U Mass and Braintree was replaced by shuttle buses to accommodate track work. Additional weekday evening and weekend shutdowns occurred in August and September 2023.

October 14-29, 2023:
Buses replaced train service between JFK/U Mass and Ashmont and Mattapan-Ashmont to accommodate track repairs

February 5-14, 2024:
Buses replaced trains between Alewife and Harvard to accommodate track repairs.

May 2-May 10 2024:
Buses replaced service between Park St. and JFK/U Mass at all times, and Ashmont evenings, to accommodate track work.

July 13-July 28, 2024:
Buses replaced service at all times between Alewife and Kendall and evenings between Alewife and Park St. to accommodate track work.

August 19-August 25, 2024:
Buses replaced service at all times between JFK/U Mass and Kendall to accommodate track work.

September 6 - September 29, 2024:
Buses replaced service at all times between JFK/ U Mass and Braintree to accommodate track work. Buses operated between Ashmont and Braintree.

November 5-10, 2024:
Buses replaced trains between Broadway and North Quincy to accommodate track work.

November 18-24, 2024:
Buses replaced trains between Harvard and Broadway to accommodate track work.

April 1-9, 2025 and April 30, 2025:
Buses replaced train service between JFK/U Mass and Ashmont and Mattapan-Ashmont to accommodate track repairs. From April 10 to April 29, service between Ashmont and JFK/U Mass was provided by shuttle trains operating one train on each track, to facilitate the replacement of the cross-back tracks at Ashmont.

November 15-November 23, 2025:
Buses replaced service at all times between North Quincy and Braintree to accommodate track work.

Orange Line

Route and stations as of August 1964:
Everett-Forest Hills, stations included ***Everett, Sullivan Sq., Thompson Sq., City Sq., North Station, Union (Northbound) and Friend (Southbound), Milk (Southbound) and State (Northbound), Winter (Southbound) and Summer (Northbound), Boylston (Southbound) and Essex (Northbound), Dover St., Northampton, Dudley St., Egleston, Green St., and Forest Hills.***

Little more than a year before the creation of the MBTA (March 30, 1963) Everett station was closed nights and Sundays, with all trains terminating at Sullivan during those hours. Bus routes normally operated to Everett station were extended to Sullivan to replace the trains. Extra service was also operated from Sullivan to Forest Hills during the rush hour.

Changes to Orange Line service since 1964:

January 23, 1967:
Winter and ***Summer*** stations were renamed ***Washington***.

January 25, 1967:
Milk St station was renamed ***State***.

January 26, 1967:
Union and ***Friend*** stations were renamed ***Haymarket***.

February 11, 1967:

Boylston St. station was renamed ***Essex***.

June 1971:
Extra rush hour short-turn trains operating from Sullivan-Forest Hills were discontinued.

April 4, 1975:
The Charlestown Elevated was permanently closed. Stations closed were: ***Everett,*** (old) ***Sullivan Sq., Thompson Sq., City Sq.***, and (old) ***North Station.*** Shuttle buses were operated from Sullivan to Essex over the weekend of April 5-6, 1975, while the new Haymarket-North line was tied in. The ***last train*** from ***Forest Hills to Everett,*** consisting of cars 01111, 01162, 01177 and 01188, left Forest Hills at 6:46 p.m. Following trains turned back at Haymarket. Rails were removed on the northbound track as soon as the last train passed Haymarket in preparation for connecting the new line, and the tie-in commenced immediately, continuing for several more days Buses connecting Haymarket, City Square Station, Thompson Square, old Sullivan Square Station and Everett Station ran until the last Orange Line trips at 12:30 a.m.

April 4, 1975:
Dedication Ceremonies for the ***Haymarket North*** line were held at the new ***Sullivan Sq.*** station, followed by a luncheon for the dignitaries afterward.

April 7, 1975:
Haymarket-North extension, under construction since 1966, was connected to the Washington St. Tunnel north of Haymarket and opened to Sullivan. New stations included: ***North Station, Community College*** **and** ***Sullivan Sq.***

September 6, 1975:
Service over the Haymarket-North extension was extended north from Sullivan to ***Wellington***.

December 27, 1975:
Service over the Haymarket-North extension was extended north from Wellington to ***Malden Center.*** Some trains continued to operate only to Wellington.

March 19, 1977:
Service over the Haymarket-North extension was extended north from Malden to ***Oak Grove.*** This marked the completion of the Haymarket-North extension.

February 1, 1981:
As part of massive cut backs related to an MBTA budget crisis, ***Oak Grove*** and ***Malden*** stations were closed on Sundays. Trains only operated Wellington-Forest Hills and a Sunday shuttle bus was operated from Oak Grove to Wellington.

May 1, 1981-May 15, 1981:
Because of a dispute concerning over-time costs, ***Essex*** station was temporarily closed.

November 7, 1981:
The long-standing guard-law, which required one guard (the train crewmember who opens/closes train doors) for every two cars operated was eliminated. Only one guard was now required per train, regardless of the length. The immediate result of this was the operation of four-car trains during off-peak hours, when two-car trains were formerly operated.

December 16, 1981:
Sunday service to ***Oak Grove*** and ***Malden*** was restored.

March 3, 1982-April 17, 1982:
Because of another short-term budget crisis, ***Essex*** *station* was temporarily closed.

April 30, 1987:
The ***Washington St. Elevated*** was permanently closed. Stations closed included: ***Dover, Northampton, Dudley, Egleston, (old) Green and (old) Forest Hills.*** Bus shuttle was operated for three days (May 1-May 3 1987) from Haymarket to Forest Hills while the new replacement line was tied in.

May 2, 1987:
The new ***Southwest Corridor*** extension was opened for demonstration rides, but was not yet tied into Orange Line. Some construction for the Southwest Corridor line began as early as 1968 (the South Cove Tunnel), though construction for much of the rest of the line did not begin until 1979.

May 4, 1987:
The ***Southwest Corridor*** extension was tied in to the Washington St. tunnel south of Essex station and officially opened to Forest Hills. New stations included: ***New England Medical Center, Back Bay/South End, Massachusetts Ave., Ruggles, Roxbury Crossing, Jackson Sq., Stony Brook, Green Street, and Forest Hills.***

May 4, 1987:
Washington St. station was renamed ***Downtown Crossing.***

May 4, 1987:
Essex station was renamed ***Chinatown***.

August 18, 1987:
First use of six-car trains of 01200-01319 series cars. All stations on the Haymarket-North and Southwest Corridor extensions were built to handle six-car trains of 65' long cars. Platform extensions at Haymarket and Essex (southbound) were completed as part of earlier station modernization programs. The shell of a station platform extension was also constructed earlier at State-northbound. The finishing of this platform extension at State northbound, as well as new platform extensions at State (south), Downtown Crossing, and Essex (north) were completed just prior to the initial operation of six-car trains.

June 24, 1989:
All rush hour service was officially scheduled to be six car trains.

March 2003:
To accommodate track work and station reconstruction work at Malden, shuttle buses replaced trains weekday late evenings between Oak Grove and Wellington. Normal service resumed in Fall 2003.

March 28, 2004:
To accommodate the installation of new signals, a bus shuttle was put in place between Sullivan and Oak Grove Sunday-Thursday after 9:00 p.m. Single-track operation between Haymarket and Sullivan was also required. Construction paused during the winter, with shuttle service resuming in spring 2005. In August 2005, the bus shuttle was expanded to operate between Haymarket and Oak Grove. In September 2006, the shuttle was reduced to only operate between Wellington and Oak Grove. In December 2006, normal evening service resumed.

July 24-July 29, 2004:
The Democratic National Convention took place at the Fleet Center in Boston. North Station was closed to normal service and trains operated non-stop through North Station. Regular service resumed on July 30, 2004.

March 19, 2010:
New England Medical Center station renamed Tufts Medical Center

July 8, 2012-December 27, 2012:
Sunday-Thursday evening service from Oak Grove to Sullivan replaced by bus shuttle to accommodate track realignment and the initial construction of Assembly station.

March 28, 2014:
Late-evening service was initiated Friday and Saturday until 2:30 AM.

September 02, 2014:
Assembly station, located between Sullivan and Wellington stations, opened.

March 19, 2016:
Late-evening service Friday and Saturdays was discontinued with the end of the service day of Friday March 18 (early Saturday March 19).

March 17-April 11, 2021 and June 26-July 1, 2021:
Service between Oak Grove and Sullivan replaced at all times by shuttle buses to accommodate track reconstruction at Wellington. The original plan was to maintain weekday service with single-track operation through Wellington, however shuttle buses were operated at all times after a derailment during single track operations on March 16.

August 19-September 18, 2022:
To accommodate track repair, all Orange Line service at all times was suspended and replaced by shuttle buses operating between Oak Grove and Government Center, and between Copley and Forest Hills. Additional commuter rail trains had scheduled stops added at Oak Grove (Haverhill Line) and Forest Hills (Providence/Stoughton Line) to provide additional alternative service.

December 6-December 16, 2023:
Haymarket Station was bypassed to accommodate Government Center garage demolition.

March 18 to March 21, 2024:
Service was suspended from North Station to Jackson to accommodate track work. Buses operated between Jackson and Back Bay while the Green Line substituted between North Station and Copley.

May 28-June 6, 2024:
Service was suspended between Wellington and Back Bay to accommodate track work.

June 22-June 30, 2024:
Service was suspended between Wellington and North Station to accommodate track work.

October 8-October 20, 2024:
Service was suspended between Back Bay and Forest Hills to accommodate track work.

October 26-November 1, 2024:
Service was suspended between Oak Grove and North Station to accommodate track work.

May 10-May 18, 2025:
Service was suspended between Oak Grove and North Station to accommodate track work and roadway bridge work.

June 21-June 29, 2025:
Service was suspended between North Station and Forest Hills weekends and Back Bay and Forest Hills weekdays to accommodate signal upgrades. Buses operated from Back Bay to Forest Hills.

February 28-March 06, 2026
Service was suspended between Back Bay and Forest Hills to accommodate signal work.

Blue Line
Just prior to the creation of the MBTA, ***Scollay Sq. Under*** station was renamed ***Government Center*** on October 28, 1963.

Route and stations as of August 1964:
Wonderland-Bowdoin, stations included ***Wonderland, Revere Beach, Beachmont, Suffolk Downs, Orient Heights, Wood Island Park, Airport, Maverick, Atlantic, Devonshire, Government Center,* and *Bowdoin.*** Extra-trains were also turned back at Orient Heights.

Changes to Blue Line service since 1964

1967:
Wood Island Park station was renamed ***Wood Island.***

January 25, 1967:
Devonshire station was renamed ***State***.

February 13, 1967:
Atlantic station was renamed ***Aquarium***.

May 1, 1967-December 30, 1967:
Bowdoin station was temporarily closed for station modernization, all trains loaded and unloaded at Government Center.

December 30, 1967:
Bowdoin Station reopened after an extensive modernization.

September 1972:
With the Fall schedule change, the September-June practice of operating additional Orient Heights-Bowdoin service during the rush hour was discontinued, with all service now operating through to Wonderland.

February 14, 1976:
The eastbound platform of Suffolk Downs station was destroyed by fire. Westbound platform remained open.

February 6, 1978-March 13, 1978:
Wonderland station was closed due to flood damage following the "Blizzard of 78". Trains terminated at Revere Beach. Buses were run from Revere Beach to Wonderland. Normal service to Wonderland resumed in March.

January 3, 1981:
Bowdoin station was closed as part of massive system wide cut backs.

February 1, 1981:
A shuttle bus replaced Sunday rail service between Wonderland and Orient Heights, as part of system-wide cutbacks.

November 7, 1981:
The long-standing guard-law, which required one guard (the train crewmember who opens/closes train doors) for every two cars operated was eliminated. Only one guard was now required per train, regardless of the length. The immediate result of this was the operation of four-car trains during off-peak hours, when two-car trains were formerly operated.

December 16, 1981:
Sunday service was restored to Wonderland. Shuttle bus continued to replace trains north of Orient Heights for the last few weekday late-night trips however.

January 11, 1982:
Bowdoin station reopened Monday-Friday until 6:15 p.m.

March 3, 1982:
Bowdoin was closed again because of budget and overtime problems.

April 20, 1982:
Bowdoin reopened during most hours Monday-Friday, but remained closed after 6:30 p.m. and all day weekends.

June 24, 1983-September 10 1983:
Because of track reconstruction work between Wonderland and Orient Heights, train service terminated at Orient Heights and shuttle buses were operated from Wonderland to Orient Heights. Also in 1983, single-track operation took place during the off-peak between Orient Heights and Airport, to facilitate track reconstruction.

January 3, 1984:
New ***Suffolk Downs*** station was opened, for both the east and the westbound direction. This replaced the original station, which was partially destroyed by fire in 1976.

July 29, 1992-September 8, 1992:
Bowdoin loop was temporarily closed for track reconstruction. All trains terminated at Government Center and were crossed back at switch east of the station.

September 8, 1992:
Bowdoin Station reopened after track and ties were replaced in the loop at the north end of the station. It had been closed on July 29, 1992.

June 25, 1994-June 24 1995:
Service was discontinued between Orient Heights and Wonderland to allow for station reconstruction and power improvements. Shuttle buses operate between Orient Heights and Wonderland. When service resumed in June 1995, Monday-Friday late-night service resumed all the way to Wonderland for the first time since April 1981.

November 1998:
During a.m. rush hours an extra run as directed train began operation between Maverick and Bowdoin or Orient Heights and Bowdoin, if spare equipment is available.

October 14, 2000:
Aquarium station closed for one year to allow reconstruction work to proceed at an accelerated level. A bus shuttle was established between State St. and Aquarium and State St. station was temporarily renamed “State/Aquarium”.

October 29, 2001:
Aquarium reopened, with a new entrance on State St. (near Quincy Market) and new platform extensions. The original entrance and platforms remained closed at this time for continued renovations.

May 12, 2002-October 2002:
Sunday through Thursday nights after 10:00 p.m., buses replaced trains between Orient Heights and Wonderland to allow for tie replacement work to take place.

September 23, 2003:
The Long Wharf entrance to Aquarium station reopened.

June 3, 2004:

A new Airport station, located 500 feet east of the original station, opened. The relocation was required to accommodate highway construction and the need to demolish the old station.

June 24, 2006-July 1, 2006:
Blue Line trains did not stop at State St. station because of the installation of new fare collection equipment and station reconstruction work. Passengers were advised to walk to Government Center or Aquarium.

June 21, 2008:
Platform repair work at Wonderland, Revere Beach, Beachmont, and Wood Island stations began. Station closings and bus substitutions were as follows:

Phase I: Saturday, June 21 - Thursday, July 3

• Wonderland Station was closed. Shuttle bus service transported customers between Wonderland and Revere Beach Stations to connect to the Blue Line.
• Night time work will required bus replacement service between Airport and Wonderland Stations after 9:00 p.m. Monday through Friday-only.

Phase II: Monday, July 7 – Friday, September 5

• Wood Island Station closed. Shuttle bus service transported customers between Wood Island and Airport Stations to connect to the Blue Line.
• Night time work required bus replacement service between Airport and Wonderland Stations after 9:00 p.m. Monday through Friday-only.

Phase III: Saturday, August 2 – Friday, August 29

• Revere Beach Station was closed. Shuttle bus service operated between Revere Beach and Wonderland Stations to connect to the Blue Line.

Phase IV: Saturday, September 8 – November 25, 2008

• Beachmont Station was closed. Shuttle bus service operated between Beachmont and Orient Heights Stations to connect to the Blue Line.

September 15, 2008:
The operation of 6-car trains began during peak-hours. All platforms except the eastbound platform at Bowdoin are capable of holding a six-car train. Passenger operated doors must be utilized at Bowdoin eastbound, as the platform can only accommodate four cars. Because of this, only the #5 Blue Line cars could operate in six-car trains, as they are the only type equipped with passenger operated door controls.

December 27, 2008:

All midday and evening weekday service as officially scheduled to be operated by six-car trains, six-car trains also began operating weekends on December 20, 2008, but were not yet officially scheduled. Four-car trains of older #4 0600 cars still provided a portion of rush hour service until the last of those cars were retired in November 2009. By that time, all service at all times was provided by six-car trains.

July 25, 2009:
A second round of platform construction work took place at Revere Beach, Beachmont, and Wood Island stations requiring bus substitution as follows:

Phase I: Saturday, July 25 — Tuesday, August 4

• Revere Beach Station was closed. Shuttle bus service operated between Revere Beach and Beachmont to connect to the Blue Line.

Phase II: Saturday, August 8 — Friday, August 21

• Beachmont Station was closed. Shuttle bus service operated between Beachmont and Orient Heights Stations to connect to the Blue Line.

March 23, 2013-November 25, 2013:
Orient Heights station was temporarily closed for seven months for construction of new station facilities. Trains continued to operate through Orient Heights but did not stop. Shuttle buses operated from Suffolk Downs station to Orient Heights as a replacement.

December 28, 2013:
Bowdoin Station hours were expanded to include evenings and weekends.

March 22, 2014-March 21 2016:
Government Center station was closed for reconstruction. The station reopened March 21, 2016.

March 28, 2014:
Late-evening service was initiated Friday and Saturday until 2:30 AM.

March 19, 2016:
Late-evening service Friday and Saturdays was discontinued with the end of the service day of Friday March 18 (early Saturday March 19).

May 18-May 31 2020:
Service between Bowdoin and Airport replaced by contracted shuttle buses to accommodate track work and tunnel repairs.

April 25-May 17, 2022:
Service between Bowdoin and Airport replaced by contracted shuttle buses to accommodate track work and tunnel repairs.

May 22-June 8, 2022:
Service between Orient Heights and Wonderland replaced by shuttle buses to accommodate station repair work at Suffolk Downs

April 17-21, 2024:
Shuttle buses replaced train service between Maverick and Wonderland to accommodate track work,

April 22-30, 2024:
Shuttle buses replaced train service between Airport and Wonderland to accommodate track work.

June 7-June 15, 2025:
Shuttle buses replaced train service between Orient Heights and Bowdoin to accommodate track work.

August 9-August 17, 2025:
Shuttle buses replaced train service between Wonderland and Airport to accommodate track work.

Commuter Rail

Providing a method to subsidize the then declining commuter rail system serving Metropolitan Boston was one of the reason's the MBTA was created. In 1964 Commuter Rail was provided without subsidy by the Boston & Maine Railroad; The New York, New Haven & Hartford Railroad; and the New York Central.

Commuter Rail routes as of August 1964 included:
Boston & Maine
(Eastern Route) **Boston (North Station) -Portsmouth NH** with stops in Lynn, Swampscott, Salem, Beverly, North Beverly, Hamilton-Wenham, Ipswich, Rowley, Newburyport, Hampton, North Hampton, and Portsmouth
(Gloucester Branch) **Boston (North Station)-Rockport**, branched off from Portsmouth line after Beverly, with stops at Montserrat, Prides Crossing, Beverly Farms, Manchester, West Gloucester, Gloucester, and Rockport
(Western Route) **Boston (North Station)-Reading** with stops at Malden, Wyoming Hill, Melrose, Melrose Highlands, Greenwood, Wakefield Junction, Wakefield, and Reading
(New Hampshire Main Line) **Boston (North Station)-Lowell** and points north to New Hampshire with stops at West Medford, Wedgemere, Winchester Center, Winchester Highlands, Walnut Hill, Silver Lake, East Billerica, North Billerica, Lowell, North Chelmsford, and interstate service to Concord, Laconia, and White River Junction. (most commuter service to/from Boston terminated at Lowell).
(Woburn Branch) **Boston (North Station)-Woburn** branched off from Lowell line after Winchester, with stops at Cross St. and Woburn
(Western Route, Wildcat Branch, and New Hampshire Main Line) **Boston (North Station)-Portland** (same route as Lowell line to Wilmington), then Salem St., Ballardvale, Andover, Shawsheen, Lawrence, North Andover, Bradford, Haverhill, and points north to Portland. (most commuter service to/from Boston terminated at Haverhill)
(Lexington Branch) **Boston (North Station)-Bedford** (1 rush hour trip each direction only) stops in Cambridge (Porter Sq.), East Lexington, Pierces Bridge, Munroe, Lexington, North Lexington and Bedford. Stops later restored in Arlington at Lake St. and Arlington
(Fitchburg Line) **Boston (North Station)-Fitchburg** with stops in Cambridge (Porter Sq.), Clematis Brook, Beaver Brook, Waltham, Riverview, Roberts, Kendall Green, Hastings, Silver Hill, Lincoln, Concord, West Concord, South Acton, West Acton, Littleton, Ayer, Shirley, North Leominster, and Fitchburg
(Central Mass. Branch) **Boston (North Station)-Hudson** (1 rush hour trip each direction only) with stops in Cambridge (Porter Sq.), Waltham North,

Waltham Highlands, Weston, Cherry Brook, Tower Hill, Wayland, East Sudbury, South Sudbury, Ordway, Gleasondale, and Hudson

New Haven

(*Needham Branch)* Boston (South Station)-Needham Heights (No Sunday service) with stops at Back Bay, Roslindale, Bellevue, Highland, West Roxbury, Birds Hill, Needham Junction, Needham and Needham Heights

***(West Medway Branch)* Needham Junction-West Medway** (1 rush hour trip each direction only, with Budd car coupled (inbound) and uncoupled (outbound) to Boston train at Needham Junction) with stops at Charles River, Dover, Farm St., Medfield, Clicquot, Millis, Medway, and West Medway

***(Shore Line)* Boston (South Station)-Providence** with stops at Back Bay, Mt. Hope, Hyde Park, Readville, Route 128, Canton Junction, Sharon, East Foxboro, Mansfield, Attleboro, Pawtucket-Central Falls, and Providence. (Interstate service continued to Connecticut and New York) A commuter trip also was provided between Boston and New London, however this was scheduled to serve the Providence-Westerly commuter market, and arrived in Boston too late to be useful to commuters.

***(NY and NE)* Boston (South Station)-Blackstone** (no Sunday service): branched off of Main Line at Readville with stops at Endicott, Rust Craft, Islington, Norwood Depot, Norwood Central, Plimptonville, Walpole, Norfolk, Franklin, and Blackstone

***(Dedham Branch)* Boston (South Station) - Dedham** (1 rush hour trip each direction only) branched off from Main Line at Readville with stops at East Dedham, Stone Haven, and Dedham.

***(Stoughton Branch)* Boston (South Station)-Stoughton** (no Sunday service): branched off Main Line at Canton Junction with stops at Canton Center and Stoughton.

New York Central

***(Boston and Albany Maine Line)* Boston (South Station)-Worcester** (Monday-Friday-only) with stops at Newtonville, West Newton, Auburndale, Riverside, Wellesley Farms, Wellesley Hills, Wellesley Sq., Natick, Framingham, and Worcester (intercity service continued west to Springfield, Albany, and Chicago).

Changes in Commuter Rail routes and stations occurred as follows since 1964:

December 14, 1964:

The MBTA signed a contract with the B & M to subsidize and supervise B&M commuter rail operations within the MBTA district.

January 4, 1965:
B&M discontinued most interstate service to New Hampshire and Maine. Only services remaining were single commute oriented roundtrips to Concord NH via Lowell, Dover NH via Haverhill and intra-state service from Newburyport to Boston on the Portsmouth line.

January 18 1965:
The MBTA began subsidizing B&M intrastate commuter service to Boston, but only retained service within the MBTA district as follows:
Boston-Manchester (MA)
Boston-Hamilton-Wenham
Boston-Reading
Boston-Wilmington
Boston-Woburn
Boston-West Concord
Single trips to Bedford on the **Lexington branch** and South Sudbury on the **Central Mass branch** were also retained (after a possible brief termination).

The following service beyond the MBTA district was discontinued or cut back:
Service to stops at ***Gleasondale***, ***Ordway*** and ***Hudson*** on the Central Mass was discontinued.
The only unsubsidized service beyond the MBTA district (Wilmington) on the Lowell and Haverhill lines was provided by the single interstate roundtrips to **Concord NH via Lowell** and **Dover NH via Haverhill**.
Service on the **Fitchburg line** beyond West Concord to Fitchburg was discontinued entirely.
Service on the **Gloucester branch** beyond Manchester to Rockport was discontinued entirely, the only service beyond Hamilton-Wenham was a single roundtrip to Newburyport.
Stops within the MBTA district were discontinued at ***Wakefield Junction*** (on Reading Line), ***Walnut Hill*** (on Lowell line), and ***Riverview*** on the Fitchburg line.

June 28, 1965:
Subsidy arrangements were reached with several out of district communities, and service was restored from Boston to points between:
Manchester-Rockport; **West Concord-Ayer**; and full schedules were restored from Boston to points between **Wenham-Ipswich** and **Wilmington-Lowell**.

Service to stations at ***East Billerica*** and ***Silver Lake*** (Billerica) on the Lowell line was not resumed.

July 28, 1965:
A contract was signed by the MBTA with the New Haven Railroad to subsidize commuter rail operations in the MBTA district and to purchase the Old Colony right of way from the Fort Point Channel to Pearl Street, Braintree.

September 9, 1965:
A stop was opened at the General Electric plant in Lynn on the Rockport/Ipswich line. The station was open only to GE employees, and was called ***River Works***. The stop was not listed in public timetables until January 1989.

October 1965:
A stop at ***Arlington*** was reopened on the Lexington branch. This was last used in 1958.

April 24, 1966:
Initial subsidy to the New Haven railroad was provided by the MBTA for the following lines: **Needham, Millis, Dedham, Franklin**: Although Franklin was outside the MBTA district, it agreed to fund continued service. Service to ***West Medway, Medway*** and ***Blackstone*** was discontinued, as these out of district communities decided not to fund service. The MBTA's policy was to only subsidize trains that railroads had ICC permission to discontinue. Thus, no subsidies were provided to the New Haven for Stoughton or Providence trains at this time, as the New Haven did not have permission to discontinue them.

April 20, 1967:
Newburyport began paying for service, as B&M was given permission to discontinue the remaining Newburyport-Boston roundtrip. Station at ***Rowley*** was eliminated, as the town did not provide support.

April 21, 1967:
New Haven's **Millis** and **Dedham** branch service were both discontinued.

June 30, 1967:
B&M discontinued service north of **Lowell to Concord NH** and discontinued service north of Haverhill to **Dover NH**.
Haverhill, North Andover, Lawrence and Andover paid to retain one **Haverhill-Boston** rush hour roundtrip on the former Dover line.
Stop at ***Salem St.*** in Wilmington was discontinued.

February 1, 1968:
New York Central and Pennsylvania Railroad merged to form ***Penn Central***.

March 1968:
A stop at ***Lake St.*** (Arlington) was reopened on the Lexington branch. This was last used in 1958.

December 31, 1968:
Penn Central took over New Haven Railroad

March 29, 1971:
Windsor Garden station opened on Franklin line. It is located between Norwood Central and Plimptonville.

May 1, 1971:
Amtrak began operation to run the nation's intercity passenger network. Amtrak now operated Boston-New York trains. These shared trackage with Boston-Providence trains. Penn Central did not receive permission to discontinue the **Boston-New London** commuter trip.

August 15, 1971:
A new stadium opened in ***Foxborough Mass***, and special trains begin operation from Boston for all Patriots football home games. Service was also provided from Providence, but this did not last long. Providence-Foxborough specials were restored in 1994, however.

November 22, 1971
Penn Central was given permission to discontinue the Boston-New London commuter trip. Rhode Island began subsidizing a Westerly-Providence commuter roundtrip, which was through-routed to Boston. Stops on the trip included: ***Westerly, Shannock, Kenyons, Kingston, Wickford Junction, East Greenwich, Warwick, and Providence.***

November 26, 1971:
South Sudbury-Boston service (Central Mass branch) was discontinued.

January 27, 1973:
MBTA acquired most of the Penn Central commuter rail right of way. This included the following lines then in use by commuter rail:
The **Main Line (Shore Line)** from Boston to the Rhode Island border (38 miles), the **Stoughton branch** from Canton Junction to Stoughton (4 miles),

the **Needham branch**, the **Franklin branch**, and the **Framingham line (B&A main line)** from Riverside to Framingham (21 miles total Boston to Framingham, The Mass Turnpike Authority owned the right of way from Riverside to Back Bay).
The following abandoned or freight only lines were also included in the sale for possible future use:
The **"Old Main Line**" from East Junction to the Rhode Island border (3.5 miles), the **Dedham branch**, the line from **Needham Junction to Millis** (10 miles), the **Plymouth** branch (37 miles), the **"Old Colony" main line** from Braintree to Brockton, and abandoned rights of way from **Dedham to West Roxbury** and **Stoughton to Taunton** (16 miles).

January 1973:
MBTA began subsidizing Boston-Framingham service of Penn Central.

June 4, 1973:
MBTA began subsidizing service to Sharon and Canton Junction on Providence and Stoughton lines.

June 1973:
Forest Hills stop reopened on Needham Line (last used in 1940).

September 1973:
The MBTA acquired the B&M Western route from Somerville to Wilmington Junction, as part of the Orange Line Haymarket-North project.

October 8, 1974:
Purple was adopted as the color of the commuter rail system.

March 4, 1974:
Belmont and ***Waverley*** stops were reopened on South Acton line. These stops had been closed since 1958.

November 15, 1974:
North Andover stop was closed on Haverhill trip, as the town of North Andover withdraws support.

March 1, 1975:
Service in the segment from **Ayer to South Acton** was discontinued after loss of state funding.

October 27, 1975:

Penn Central discontinued the **Worcester-Framingham** segment of commuter rail service. The service beyond Framingham was not subsidized. Only one train a day in each direction had operated to Worcester.

December 27, 1975:
Malden station was closed on the Reading line.

1976:
MBTA bought the Midland route from Readville to Southampton St. This route was then modernized for future use as a bypass during the construction of the Southwest Corridor.

April 1, 1976:
Conrail took over Penn Central, and MBTA bought most of the equipment used in commuter service from Penn Central. Conrail continued to operate the South Side network for MBTA, with the Federal government paying for the cost of service not under MBTA subsidies.

April 1, 1976:
The lone trip from Boston to **Newburyport** was discontinued after loss of state funding. This ended passenger service in the segment between Ipswich and Newburyport until 1998.

April 2, 1976:
All stops in Andover (***Ballardvale***, ***Andover***, and ***Shawsheen***) were closed on the Haverhill trip after the town of Andover withdrew support.

June 30, 1976:
The lone trip from Boston to Haverhill was discontinued, after loss of state funding. This ended all service between **Wilmington and Haverhill.**

September 28, 1976:
MBTA began full subsidy for **Stoughton and Providence** lines.

December 27, 1976:
MBTA bought the B&M commuter rail assets. This included all equipment used in commuter service and the following lines and branches:
The **Lowell line** from Boston to the New Hampshire border (34 miles); the **Wilmington Junction (Wildcat) branch** from Wilmington to Wilmington Junction (3 miles); the **Woburn branch** from Winchester to Woburn Sq. (2 miles).; the **Lexington branch** from Somerville to Bedford (12 miles)**;** the **Stoneham branch** from Montvale to Stoneham (2.5 miles)**;** the **Central Mass**

branch from Waltham to Berlin (23 miles); the **Western route** from Wilmington Junction to Haverhill and the New Hampshire border (35 miles, the portion from Wilmington Junction to Somerville was already owned by the MBTA); the **Manchester and Lawrence branch** from Lawrence to Methuen and the New Hampshire border (2 miles); the **Newburyport branch** from Wakefield Junction to Topsfield (15 miles); the **Eastern route** from Boston to Ipswich, Newburyport, and the New Hampshire border (39 miles); the **Gloucester branch** from Beverly to Rockport (17 miles); the **Saugus branch** from Everett to West Lynn (9.5 miles)**;** the **Lawrence branch** from Salem to Danvers (5.5 miles), a segment of the old **Salem & Lowell branch** from South Middleton to West Peabody (3 miles); the **East Boston branch** from Revere to East Boston (3 miles), the **Fitchburg line** from Boston to Fitchburg (50 miles); the **Greenville branch** from Ayer to the New Hampshire border (11.5 miles); and portions of the **Marlborough branch** from South Acton to Maynard (3 miles) and Gleason Junction (Hudson) to Marlborough (5 miles). The MBTA also acquired the Boston Engine Terminal and the Billerica Shop properties (including the 2-mile shop lead track from North Billerica).
This included all B&M trackage then in use as commuter rail lines, as well as a considerable amount of freight only and out of service branch lines.

1977:
Rust Craft stop, a reverse commute stop, was closed on Franklin Line.

January 10, 1977:
Lexington branch service was permanently discontinued, following closure of the line due to a major snowstorm.

March 12, 1977:
B&M took over operation of south side lines from Conrail under contract to the MBTA. This was the first time that one carrier had directly operated all of Boston's commuter rail service. No service was operated on March 13 or 14, service resumed on March 15 with Conrail employees hired as temporary B&M employees until June 30th, 1977 when they were hired as permanent B&M employees.
Rhode Island continued to contract with Conrail to run Westerly-Providence commuter trip until June 3, 1977. This was no longer through routed to Boston.

March 31, 1977:
Greater Attleboro-Taunton Regional Transit Authority (GATRA) and Rhode Island Department of Transportation began to underwrite cost of Providence service beyond the MBTA district. The town of Stoughton, and later Brockton

Area Transit Authority (BAT) underwrote the cost of service to Stoughton station.

May 1, 1977:
Malden station reopened on Reading line.

September 1, 1977:
Stop at ***Tufts University*** was opened in Medford on the Lowell line. The stop was planned to be opened in fall 1976 and was included in printed timetables, but was delayed from opening. The station was closed in October 1979, due to low ridership.

October 28, 1977:
Sunday service on Boston-Providence line was discontinued.
Riverside stop on the Framingham line was closed.

November 1977:
Service at ***East Foxborough*** stop on the Providence line was discontinued as town did not want to pay for continued service.

December 1977:
Harbor station (in Gloucester) opened on Rockport line.

April 30 1978-October 1, 1981
Amtrak operated Boston-New London commuter train The Beacon Hill, which served the following stops in Rhode Island: ***Westerly, Shannock, Kingston, Wickford Junction, East Greenwich, and Providence***

May 29, 1978:
Rush hour only stops of ***Clematis Brook*** and ***Beaver Brook*** (both in Waltham on South Acton Line) and ***Winchester Highlands*** (on the Lowell line) were closed.

April 1979:
Following a reduction in subsidies from the state of Rhode Island, service to Providence became rush hour only, with off-peak service only operating as far as Attleboro.

June 1979:
Saturday trains began stopping at Hyde Park and Readville.

May 5-October 21, 1979:

Track and bridge clearance work began on the Lowell line. Temporary replacement buses were run from Lowell and North Billerica to Boston, and Wilmington to Reading. Enhanced service was operated on the Woburn branch to replace Lowell trains.

September 1, 1979:
Malden station closed on Reading line.

September-December 1979:
Ipswich branch was temporarily closed for track work (buses operate Ipswich-Beverly).

October 13, 1979:
Needham branch closed for Southwest Corridor construction and did not reopen until 1987. Service was increased substantially on the Framingham line to compensate partially for the lack of Needham service. New MBTA express bus routes (Routes 310 and 315) replaced the trains.

November 3, 1979:
All Providence/Attleboro, Stoughton, and Franklin line trains were rerouted from Main Line to Midland route, stops on Midland route were opened at ***Fairmount, Morton St.*** and ***Uphams Corner***. This was first passenger service on Midland route since 1944. Stops on Main Line at ***Hyde Park*** and ***Mt. Hope*** were closed. ***Back Bay Station*** was served with shuttle train from South Station (as well as normal Framingham service). This was a long-term detour to allow construction of the Southwest Corridor to proceed.

December 17, 1979:
Haverhill service was restored Monday-Friday with extension of many (but not all) Boston-Reading trains to Haverhill, with operating assistance from Merrimack Valley Regional Transit Authority. This marked first passenger use of tracks between Wilmington Junction. and Reading since 1959, and first passenger service from Wilmington Junction to Haverhill since 1976. New stops included ***North Wilmington, Ballardvale, Andover, Shawsheen, Lawrence, Bradford, and Haverhill***. The old stop at North Andover was not resumed. Although most trains to Haverhill use the Western route entirely, some reverse-commute trips in each direction use the Wildcat Branch and the New Hampshire Main Line to travel from Haverhill to Boston.

Late 1979:
Stop was opened at ***Lechmere*** Warehouse in Woburn on the Lowell line. The stop was intended only for Lechmere employees.

January 13, 1980:
South-Acton-Fitchburg/Gardner service was restored, with funding from Montachusett Regional Transit Authority. Many (but not all) Boston-South Acton trains were extended to Fitchburg or Gardner. Reopened or new stations included: ***Littleton/495, Ayer, North Leominster, Fitchburg, and Gardner.*** This was first service between South Acton and Ayer since February 1975, the first service between Ayer and Fitchburg since January 1965, and the first service to Gardner since 1960. The station at Littleton was relocated to a site near I-495. The stop at West Acton was not resumed and the stop at Shirley was resumed at a later date.

January 28, 1980-March 1, 1981:
An experimental restoration of **Concord NH-Boston via Lowell** service was operated with a Federal grant. Intermediate stops between Lowell and Concord included ***Nashua and Manchester***. Stop was added at ***Merrimack (NH)*** in April 1980. Service was discontinued in February 1981, when Federal funds ended, and New Hampshire decided not to support the service.

March 31, 1980-May 9, 1980:
Stoughton branch was temporarily replaced with buses from Canton Junction to Stoughton for track reconstruction.

April 27, 1980:
Weekend service was resumed to ***Haverhill***.
Shawsheen station was closed on the Haverhill Line

September 7, 1980:
Weekend service on the **Woburn branch** was discontinued.

January 30, 1981:
All **Woburn branch** service was discontinued, passengers were advised to use near-by bus routes (134, 701) as replacement.
Sunday service on **Ipswich branch** was discontinued. ***West Gloucester, Uphams Corner, and Morton St***. stops were closed at all times, while service to ***Auburndale*** and ***West Newton*** was reduced to one trip each way.
Weekend service was discontinued at ***Belmont, Waverley, and Prides Crossing***. All of these reductions were part of system-wide cutbacks.

February 20, 1981:
Following a withdrawal of support from the state of Rhode Island, rush hour service to ***Providence and Pawtucket-Central Falls*** was discontinued, and all trains terminated at Attleboro.

March 16, 1981:
Auburndale and ***West Newton*** stations resumed regular peak service on the Framingham line.

May 1981:
Shirley station reopened on the Fitchburg line. Station last opened in 1965.

August 23, 1982:
New station at ***West Natick*** opened on the Framingham line (located between Framingham and Natick stations).

June 1983:
Guilford Transportation gained control of the Boston and Maine.

January 20, 1984:
A fire destroyed the trestle approach to North Station. Passengers were required to transfer to rapid transit or buses to get to downtown Boston. Reading trains were first operated to Malden and then changed to Oak Grove on 02/15/84; Rockport/Ipswich, Lowell and Fitchburg trains ran to a temporary station near the Boston Engine Terminal and connected to shuttle buses. Rockport/Ipswich trains were changed to operate to a temporary station at Sullivan on 01/28/84; Reconstruction of the trestle and restoration of through service took more than a year.

March 12, 1984:
Service levels on Southside lines (especially Stoughton and Attleboro) were increased substantially as part of mitigation efforts for Southeast Expressway reconstruction.

September 24, 1984:
Mishawum station opened on Lowell line (located between Winchester and Wilmington).

November 16, 1984-December 1, 1985:
On November 16, 1984, a fire destroyed the Beverly bridge between Beverly and Salem on the Rockport/Ipswich lines. Initially the Ipswich line was bused to Salem, and shuttle train operated Rockport-Beverly, with a bus from Beverly-Salem. On January 7, 1985, as construction of new bridge got underway, the Rockport-Beverly shuttle was discontinued. Both the Rockport and Ipswich lines were bused to a temporary station in Salem and trains

continued to run from Salem to Boston. Full service was restored in December 1985.

April 20, 1985:
North Station reopened following construction of a new trestle. Through service to Boston was restored on all north side lines. Temporary stations at Sullivan and near Boston Engine Terminal were closed. Oak Grove did remain open for commuter rail service.

December 1, 1985:
Normal service resumed on the Rockport/Ipswich line. Harbor station did not reopen but West Gloucester did.
Chelsea station (located between Boston and Lynn) opened on the Rockport/Ipswich lines.

March 12-May 21, 1986:
Guilford strike shut down most of the North Side system. Limited substitute bus service was operated.

April 27, 1986:
Oak Grove station was closed for commuter rail service while Malden station was reopened.

January 1, 1987:
Amtrak took over the MBTA contract to run the commuter rail system. Service from ***Fitchburg to Gardner*** was replaced with a bus, because of a dispute between the MBTA, Amtrak, and Guilford Transportation. Guilford owned the track between Gardner and Fitchburg.

August 10, 1987:
A new relocated station opened at ***Salem*** on the Rockport/Ipswich lines. The new station was located at the north portal of the tunnel under downtown Salem, while the old station was located at the south portal.

October 5, 1987:
Southwest Corridor opened (under construction since 1979), Attleboro, Franklin, and Stoughton line trains were rerouted from Midland route to Southwest Corridor.
Fairmount shuttle began operation on Midland route (service was restored to **Uphams Corner** and **Morton St**.), Back Bay shuttle ended, service was restored at ***Hyde Park*** and a new station was added at ***Ruggles***.

October 19, 1987:
Needham branch reopened (closed since October 1979). All former stations reopened, however Bird's Hill was renamed ***Hersey***.

November 30, 1987:
The Fairmount shuttle was extended from Fairmount to ***Readville***.

February 1, 1988:
Rush hour extension of Attleboro line to ***Providence*** was restored, last operated in February 1981. The stop in Pawtucket was not restored.

April 29, 1988:
New station was opened at Fenway Park on the Framingham line. The stop was called "***Yawkey Station***" and was only open for use during ballgames. Initially used only by Framingham trains, its use was later expanded to included baseball extras from Franklin and Attleboro.

June 2, 1988:
Extension of Franklin line to new ***Forge Park*** station opened. Extension used part of freight-only branch between Franklin and Milford. No passenger service had operated on this line since the 1930s. To accommodate this extension, the 8 miles of trackage between Franklin Junction, Forge Park, and Milford (the Milford & Woonsocket branch) were leased from Conrail, with plans for later purchase by the MBTA. The line was purchased from CSX in 2023.

January 15, 1990:
Dedham Corporate Center station on Franklin line (located between Islington and Endicott stations) opened.

July 30, 1990:
South Attleboro station on Providence line (located between Providence and Attleboro stations) opened. Most Attleborough trains were extended to South Attleborough, while Providence trains included South Attleborough as an intermediate stop.

June 4, 1990-September 1990:
Needham line tie replacement took place, shuttle buses were operated between Forest Hills and Needham midday's and Saturdays, while defective concrete ties were replaced with wooden ones.

December 12, 1990:

Amtrak's Night Owl, from Washington, D. C., traveling at an average speed of 91.8 miles per hour, jumped the track on the curve just before the Back Bay station, and slid 500 feet before crashing into an inbound commuter train from Stoughton which was in the process of making a station stop. The collision occurred just before 8:30 a.m. The two Amtrak locomotives and a baggage car were destroyed, as was the MBTA locomotive (1073) at the rear of the commuter train. Two hundred and eighty-four persons were injured, with 11 in critical condition at area hospitals. Commuter rail service was rerouted via the Midland route for several days while the wreckage was cleared and emergency repairs to the tunnel performed. Shuttle buses operated from South Station to Back Bay. Normal service through Back Bay was restored on December 18, 1990. Repairs to the tunnel roof would continue for several more months.

January 21, 1992:
A new relocated station and parking facility opened at ***Lynn*** on the Rockport/Ipswich lines.

July 11, 1992:
An experimental expansion of South Side weekend service began. This included the first regular Sunday service on the Attleboro line since 1977, the first regular Sunday service on the Franklin, Needham, and Stoughton lines during the MBTA era, and the first regular Saturday and Sunday service on the Framingham line in the MBTA era.
Special weekend service was operated during Christmas shopping season for two years previous, and special weekend service was operated following the ”blizzard of 78” in February 1978.

February 14, 1993:
Experimental Needham Sunday service ended, and all Stoughton weekend service was discontinued (including Saturday service). Weekend service on the Framingham line, and Sunday service on the Franklin and Attleboro lines was made permanent.

December 6, 1993:
Weekend service was restored at ***Belmont*** and ***Waverley*** stations on the Fitchburg Line.

September 26, 1994:
Rush hour extension of some Framingham trains to ***Worcester*** began. The trackage west of Framingham was owned by Conrail, and used by the MBTA by operating agreement.

October 23-October 25 1996:
Emergency service operated from Riverside to South Station via the Framingham Line due to flooding on Green Line. Two rush hour trips operated each direction. Service made use of a short segment of non-revenue track connecting the Framingham line and the Green Line Riverside carhouse area. This stretch of the original Highland Branch last saw service in 1958

December 14, 1996:
Weekend extension of several Framingham trains to Worcester began.

September 29, 1997:
Old Colony service begins on former New Haven RR lines, service last operated 1959
South Station-Middleborough with station stops at Braintree, Holbrook/Randolph, Montello, Brockton, Campello, and Bridgewater. (35 miles)
South-Station-Kingston with station stops at Quincy, South Weymouth. Abington, Whitman, Hanson, Halifax (35 miles) of which 1.8 miles is a completely new right-of-way to Kingston station
The MBTA purchased the right of way between Brockton and Lakeville from the state Executive Office of Transportation and Construction (EOTC) to accommodate the extension. All other segments of these lines were already owned by the MBTA. As part of this transfer, the MBTA also took possession of abandoned rights of way between North Abington and Hanover and Bridgewater and East Bridgewater that were also owned by EOTC.

November 29, 1997:
Off-peak (including weekends) Old Colony service begins. This includes the first service to **Plymouth-Cordage** station. During the off-peak, Kingston/Plymouth Line trains alternated terminals between Kingston and Plymouth/Cordage

October 26, 1998:
Service restored between Ipswich and Newburyport, with new station locations at **Rowley** and **Newburyport**. All Boston-Ipswich trains were extended to Newburyport on this date.

May 15, 1999:
Sunday service initiated to Newburyport

Because of catenary construction on the Northeast Corridor, the following temporary changes went into place:
Needham Line: All Saturday service operated only to Forest Hills

Franklin Line: All weekend service operated via Dorchester Branch with shuttle from South Station to Back Bay

Attleboro/Stoughton: Off-peak, reverse peak, and all weekend service rerouted via Dorchester Branch with shuttle to Back Bay

June 1, 1999:
Conrail lines in Massachusetts are taken over by CSX, as part of the purchase and break-up of Conrail by CSX and Norfolk Southern.

August 30, 1999:
Off-peak Monday-Friday and reverse peak Attleboro/Stoughton service resumed operating via Back Bay

January 31, 2000:
Weekend Attleboro, Franklin, and Needham trains resumed normal routings. On this day, Amtrak began scheduled electric service to Boston.

February 23, 2000:
Grafton station opened on the Worcester line.

May 8, 2000:
Weekend commuter rail service was introduced at Ruggles station.

June 19, 2000:
Worcester station was moved to the new renovated Worcester Union Station.

December 11, 2000:
With this schedule change, several weekday off-peak South Attleborough trains were extended to Providence. Service to Providence had been rush hour only since its re-establishment in 1988.

January 2, 2001:
Yawkey Station was added as a stop on several weekday.
Framingham/Worcester trains. This was the first time Yawkey was opened for non-baseball service.

April 28, 2001:

Anderson/Woburn Regional Transportation Center (RTC) station opened on the Lowell line. The station replaced Mishawum as the park & ride station at I-93 and 128 for Woburn. Mishawum remains open only for several reverse commute trips for use by commuters working at businesses located within walking distance of the old station.

April 30, 2001:
JFK/U Mass commuter rail station opened on the Old Colony lines. Select weekday trains from both the Kingston and Middleborough lines stop at the station. All weekend trains on both lines serve the station.

Several weekend Worcester/Framingham began serving Yawkey station at all times (trains had previously only stopped on days baseball games were being played).

December 14, 2001:
Amtrak initiated "Downeaster" service from Boston to Portland Maine.

June 22, 2002:
Southborough and **Westborough** stations opened on the Worcester line.

August 24, 2002:
Ashland station opened on the Worcester line.

July 1, 2003:
Massachusetts Bay Commuter Railroad Company (MBCR) took over the contract to operate MBTA commuter rail service from Amtrak. A consortium of Connex, Bombardier, and Alternate Concepts Inc. own MBCR

July 23-July 30, 2004:
The Democratic National Convention took place at the Fleet Center in Boston. Because of security concerns, North Station was closed to commuter rail service from 8:00 p.m. on the evening of July 23, 2004 to 3:00 p.m. on July 30, 2004.
Trains were diverted as follows:
Fitchburg Line: Trains operated between Fitchburg and Porter Sq. Passengers transferred to/from the Red Line at Porter Sq. for service to Boston.
Lowell Line: Trains operated between Lowell and West Medford. Passengers traveling to Boston transferred to buses at Anderson/RTC station, these buses operated to/from South Station. A separate bus service was operated from Winchester to Boston weekdays, serving Haymarket Sq. before 3:00 p.m. and South Station after 3:00 p.m... Service to Winchester on July 24 (Saturday)

and July 25 (Sunday) was provided by additional service on MBTA bus Route 134.
From July 25-July 29, additional rush hour shuttle buses were operated between Mishawum and South Station. The parking facility at the old Mishawum station was reopened for this special service.
Haverhill Line: Trains terminated at Oak Grove and transfers were made to the Orange Line. The normally closed commuter rail platform at Oak Grove was used.
Newburyport/Rockport Line: Trains operated between Newburyport or Rockport and Chelsea. Bus connections for Boston were provided at Central Sq. Lynn. For the initial weekend of the diversion, and after 3:00 p.m. during the week, bus shuttles operated to Wonderland station on the Blue Line. Before 3:00 p.m. weekdays, substitute bus shuttles ran direct to South Station.
An additional shuttle bus service was operated rush hours from North Shore Mall to South Station, with free parking available at the mall.
Amtrak Downeaster: Service was suspended during the week of the convention.

December 5, 2005:
Lawrence station was relocated to the new McGovern Transportation Center in Lawrence.

July 24, 2006:
All Saturday and Sunday Attleborough/Providence trains were extended from South Attleborough to Providence, reintroducing weekend service to Providence. This was the first Sunday service to Providence since1977 and the first Saturday service since 1979.

October 31, 2007:
Old Colony service begins on former New Haven RR Greenbush Line, service last operated 1959
South Station-Greenbush with station stops at Weymouth Landing/East Braintree, East Weymouth, West Hingham, Nantasket Junction, Cohasset, North Scituate, and Greenbush

February 9, 2009:
Fairmount Line service was temporarily reduced from 20 roundtrips to 14 roundtrips to accommodate on-going bridge reconstruction. A single inbound replacement bus trip from Fairmount to South Station at 9:00 a.m. was added to the schedule. The bus trip was discontinued in September 2010.
A full schedule was resumed in July 2013.

June 11, 2010
Commonwealth of Massachusetts completed the purchase from CSX of trackage from Taunton to New Bedford and Fall River, the Grand Junction from Beacon Park to Chelsea, the Boston Terminal Running track in South Boston, and the West First St. yard in South Boston. This was part of an agreement that included the earlier transfer of the segment from Framingham to Worcester.

November 3, 2010-December 23, 2010:
Plymouth station was temporarily closed to allow for replacement of ties on the Plymouth branch, part of a larger project to replace defective concrete ties on the entirety of the Boston-Kingston/Plymouth and Boston-Middleborough Old Colony lines.

December 6, 2010:
New **T.F. Green Airport** station opened along the Northeast Corridor in Warwick Rhode Island. Several rush hour Providence trains were extended to the new station.

March 26, 2011:
Middleborough line weekend service was temporarily suspended to accommodate the resumption of Old Colony tie replacement work. There was no bus replacement service provided.

Midday weekday trains were also curtailed in segments to accommodate tie replacement, however replacement bus service was provided weekdays. Normal rush hour and evening service was operated with trains.

April 30, 2011:
Kingston and Greenbush line weekend service was suspended to accommodate tie replacement work between Boston and Braintree. No bus replacement service was provided.

December 24, 2011:
Weekend service resumed on the Middleborough, Kingston/Plymouth, and Greenbush lines.

March 17, 2012:
Weekend service temporarily discontinued on Middleborough Line to accommodate additional tie and track work. Service resumed April 28, 2012.

April 23, 2012:
New **Wickford Junction** station opened along the Northeast Corridor in North Kingstown Rhode Island. All weekday trains serving T.F. Green station were extended to the new station.

July 7, 2012:
Needham Line Saturday service and all weekend service on the Greenbush and Kingston/Plymouth lines were discontinued.

October 4, 2012:
The Commonwealth of Massachusetts announced the completion of the sale to the Commonwealth from CSX of the trackage between Framingham and Worcester.

November 12, 2012:
A new station opened at **Talbot Ave.** on the Fairmount Line, located between Morton St. and Uphams Corner stations.

May 24-September 2, 2013:
New CapeFLYER Friday, Saturday, and Sunday Summer rail service from Boston to Hyannis was initiated. The service is overseen by the Cape Cod Regional Transit Authority (CCRTA) and operated with MBTA equipment and MBCR crews. Trains operate as an extension of Boston-Middleborough commuter rail service with new stops along the extended service at Buzzards Bay and Hyannis.

The CapeFLYER is the first through service from Boston to Hyannis via Braintree since 1959 and the first regular summer passenger service on the Braintree-Hyannis segment since 1988. The CapeFLYER is also the first regularly scheduled passenger service to connect the Cape to locations off of the Cape since 1996.

The New Haven Railroad discontinued year-round through service from Boston to Hyannis and Boston to Woods Hole via Braintree on June 30, 1959, when all original Old Colony service was discontinued. A Boston-Hyannis summer only train operating via Stoughton and Taunton was operated for a short time in summer 1961. The New Haven operated summer only Hyannis-New York service from 1960 to 1964.

Summer tourist train service was initiated between Hyannis and Sandwich by the Cape Cod & Hyannis Railroad (CC&H) in 1981, with service later expended to Buzzards Bay and Falmouth in 1982. The CC&H, with state operating

assistance, began operating trains from Braintree to Hyannis and Braintree to Falmouth starting in summer 1984. Service to Falmouth did not resume in 1985 because of poor track conditions but resumed in 1988. Also in 1988, an Attleboro-Cape Cod train was added by CC&H to connect with Amtrak trains. The state discontinued operating subsides after summer 1988, CC&H went out of business and service to Braintree did not resume. Excursion service on the Cape was resumed by the Cape Cod Railroad from 1989 to 1997 and by the Cape Cod Central since 1999.

Amtrak initiated Friday, Saturday, and Sunday New York-Hyannis summer Cape Codder service in July 1986. Massachusetts provided an operating subsidy to Amtrak for the service between 1986 and 1988. Amtrak operated the service without a subsidy from summer 1989 to summer 1995. In summer 1996, Amtrak operated a Boston-Providence-Hyannis Friday and Sunday-only summer train, designed to connect with trains from New York in Providence. This version of the Cape Codder ended in 1996.

June 01-November 17, 2013, April 26 2014-November 2014, April 25 2015-November 28 2015:
-Weekend Fitchburg Line service was initially cut back in June 2013 from Fitchburg to South Acton to accommodate track, signal, and bridge reconstruction along the line. There was no replacement bus service provided. Weekend service was further cut back on September 7 2013 to only operate between Brandeis/Roberts and North Station. Weekend service resumed November 16, 2013.
-Weekend Fitchburg line service between Fitchburg and Brandeis/Roberts was discontinued without replacement between April 26, 2014 and November 2014 to again accommodate track, signal, and bridge reconstruction along the line. All weekend service was discontinued between April and November 2015 to accommodate and complete the reconstruction work.

July 1, 2013:
New stations at **Four Corners/Geneva Ave.** and **Newmarket** opened on the Fairmount Line. Also at this time, midday service levels were restored to a full schedule, similar to that operated prior to February 2009.

June 27 2014:
Wareham Village station added to seasonal CapeFLYER service

July 1, 2014:
Keolis Commuter Services, a subsidiary of Keolis North America, took over the MBTA commuter rail operating contract from MBCR

November 29, 2014:
Weekend service initiated on Fairmount Line

December 27, 2014:
Saturday and Sunday service restored on Kingston/Plymouth and Greenbush Lines; Saturday service restored on Needham Line

September 30, 2016:
Wachusett station, located in West Fitchburg, opened as an extension of the Fitchburg Line. The station is located 4 miles west from Fitchburg station. Initial service was only two weekday midday trains, as all signal and construction work for the extension was not yet complete. The project also includes a new layover yard in Westminster MA, located 1.5 miles west of the station.

November 21, 2016:
Full service began to Wachusett station, including rush hour, evening, and weekend service.

May 22, 2017:
Boston Landing station opened as a new intermediate station on Worcester line, located at Everett St. in Brighton

July 8-August 27, 2017:
Weekend Newburyport/Rockport service was replaced by buses to accommodate the installation of a Positive Train Control signal system.

July 17-August 13 2017:
Weekday service north of Salem on the Newburyport/Rockport line was suspended to accommodate the replacement of the Beverly drawbridge. Replacement shuttle buses were operated Salem-Newburyport and Salem-Rockport

August 5-October 1, 2017:
Weekend Lowell service was replaced by buses to accommodate the installation of a Positive Train Control signal system.

September 2-October 21, 2017:
Saturday Needham Line service was suspended without replacement to accommodate the installation of a Positive Train Control signal system.

September 9, 2017:
Weekday late-evening Fairmount Line service and occasionally all weekend service, was replaced by buses to accommodate construction of Blue Hill Ave station.

September 23-December 2, 2017:
Weekend Haverhill service was replaced by buses between Haverhill and Oak Grove to accommodate the installation of a Positive Train Control signal system.

April 7-May 27, 2018 and September 7, 2019-April 26, 2020 and September 12-December 20, 2020:
Weekend Franklin Line service was replaced by buses between Readville and Forge Park to accommodate the installation of a Positive Train Control signal system and double tracking projects between Walpole and Franklin.

May 12-December, 2018:
Weekend Lowell Line service was replaced by buses between Lowell and Wellington most weekends to accommodate the installation of a Positive Train Control signal system

June 23-August 5, 2018:
Weekend Worcester Line service was replaced by buses between Framingham and Riverside station on the Green Line to accommodate the installation of a Positive Train Control signal system.

August 11-September 9, 2018:
Weekend Fairmount Line service was replaced by shuttle buses to accommodate station and track repairs.

August 11-September 8, 2018 and August 3-November, 2019:
Saturday Needham Line service was not operated to accommodate station and track repairs.

February 25, 2019:
Blue Hill Avenue station opened as a new intermediate station on the Fairmount Line. The station is located between Morton Street and Fairmount stations.

April 8, 2019:
Yawkey station was renamed **Lansdowne**

May 24 2019:

A stop at Bourne was added to the seasonal CapeFLYER

June 01-June 30 2019, April 29, 2020-May 22, 2022:
Shuttle buses temporarily replaced commuter rail service between Rockport and West Gloucester to accommodate bridge reconstruction work. In October 2020, weekend service was modified with outbound trains terminating at Manchester-By-The-Sea while inbound trains continued to connect with shuttles at West Gloucester. This procedure allowed trains to layover between the stations and reduce noise from idling.

August 3 2019-January 2021:
Weekend Lowell service operated only between Lowell and Anderson/Woburn most weekends to accommodate Green Line construction work and PTC installation work. Buses operated between Anderson/Woburn and Boston. Weekend trains between Lowell and Anderson Woburn were replaced by shuttle buses between November 14, 2020 and January 2021

During this same time period, weekend Fitchburg service frequently terminated at Porter Sq. to also accommodate Green Line construction.

August 5-October 2019:
Shuttle buses temporarily replaced midday commuter rail service on weekdays between Ballardvalle and Malden to accommodate trackwork. Haverhill trains operated via the Wild Cat branch.

October 21 2019-October 30, 2020:
Full time weekday service was introduced to **Foxboro** station as a branch of the Franklin Line. Service to Foxboro was previously only provided by special trains for sporting events and concerts. Most off-peak trips operated via the Fairmount Line as an extension of Fairmount service while several peak trips operated via Back Bay station. The service pilot was suspended with the start of new schedules November 2, 2020.

February 29, 2020-August 2, 2020:
Weekend Worcester Line service was replaced by buses between Framingham and Back Bay station to accommodate the installation of a Positive Train Control signal system. No bus service was provided to stations between Auburndale and Boston Landing

March 16, 2020:
In response to the COVID-19 global pandemic and the resulting drastic drop in ridership, reduced schedules were put in place on March 16 2020, with

weekday service operating at levels similar to Saturday service, although some service was maintained on the Stoughton branch, the Foxboro pilot, and between Providence and Wickford Junction, all of which normally did not have Saturday service. Service was not provided at Prides Crossing, River Works, Mishawum, Hastings, Silver Hill, or Plimtonville. On March 23, the schedules were improved to include the addition of more early morning trains and resume service at River Works.

May 18, 2020-June 19, 2020 (weekday) and August 2, 2020 (weekend):
Midday and weekend Greenbush service replaced by buses between South Station and Greenbush to accommodate track maintenance and brush-clearing work.

May 18, 2020-May 22, 2020:
Weekday Lowell service operated only between Lowell and Anderson/Woburn to accommodate Green Line construction work. Buses operated between Anderson/Woburn and Boston.

June 20-July 12 2020:
All Worcester Line service at all times replaced by buses between Ashland and Boston because of unanticipated delays in cutting in new PTC/ATC signals.

June 23, 2020:
Weekday service levels were improved and service restored at those stations not served by the enhance weekend schedule that was in place since March.

November 2, 2020:
Service suspended to Foxborough

December 14, 2020:
An emergency reduced schedule, similar to the one implemented on March 23, 2020 was again put in place. Service was again curtailed at Prides Crossing, Mishawum, Hastings, Silver Hill, and Plimtonville

January 9, 2021:
Winchester station was temporarily closed because of the deteriorated condition of the station structure. Emergency demolition of parts of the station structure commence. A new rebuilt station reopened on September 30, 2024.

January 23, 2021:
Weekend service was suspended on the Haverhill, Lowell, Fitchburg, Needham, Franklin, Kingston/Plymouth, and Greenbush Lines. Rockport-

West Gloucester bus shuttles were extended on weekends to operate between Rockport and Beverly.

February 26, 2021:
South Attleboro station was temporarily closed because of the deteriorated condition of the footbridge to the platforms. Partial peak period service utilizing one platform resumed in May 2024.

March 1 2021-May 2 2021:
Fitchburg Line service was suspended between Littleton and North Station at all times to accommodate signal upgrades. Bus shuttles operated between Littleton and Alewife while shuttle trains operated between Wachusett and Littleton.

April 5, 2021:
New full-service schedules were put in place. Plymouth station was closed while service remained suspended at Foxborough, Prides Crossing, Mishawum, Hastings, Silver Hill, and Plimtonville. New second platform opened at Ruggles station.

A new connecting bus service, operated by Academy, was introduced weekdays between Newton Highlands and Wellesley Farms via Newtonville, West Newton, Auburndale, and Riverside. Buses operated westbound in the AM and eastbound in the PM during hours when Worcester/Framingham trains only service the Newton stations in the peak direction (eastbound AM and westbound PM). The bus service was discontinued in August 2021 because of low ridership.

May 3-June 4, 2021:
Buses replaced all train service between Lowell and North Billerica to accommodate signal work.

May 17-June 25, 2021:
Buses replaced trains midday between Haverhill and Lawrence to accommodate track work.

July 3, 2021:
Weekend service restored on Haverhill, Lowell, Fitchburg, Needham, Franklin, Kingston, and Greenbush Lines. The service change included new Sunday service on the Needham Line, the first Sunday service on the Needham Line since an experimental service operated between July 1992 and February 1993.

Weekend service on the Fitchburg Line between Littleton and Wachusett was provided by shuttle buses until February 27, 2022, to accommodate signal work.

November 15, 2021:
Chelsea station was permanently relocated to a new facility located next to the Silver Line Chelsea station, west of the previous location.

February 14-18 2022:
Shuttle buses were operated between Wachusett and Littleton for additional signal work.

March 5 2022-September 27, 2022:
March 5-April 1: Newburyport Line service was suspended between Newburyport and Beverly at all times to accommodate signal upgrades. Bus shuttles operated between Newburyport and Beverly.
April 2-May 8 Newburyport Line service was suspended between Newburyport and Salem at all times to accommodate signal upgrades. Bus shuttles operated between Newburyport and Salem.
April 9-April 10 2022: Weekend service replaced by buses between Newburyport and Oak Grove and Rockport and Oak Grove
April 11-April 22: Rockport line service replaced by buses between Rockport and Salem
May 9-May 17: Buses operated between Salem and Rockport, trains operated between Boston and Newburyport
May 18-May 22: Buses operated between Orient Heights and Rockport, trains operated between Beverly and Newburyport
May 23-June 12: Buses operated between Orient Heights and Beverly, trains operated from Beverly to Newburyport and Beverly to Rockport. This changed resumed train operation between West Gloucester and Rockport, suspended since April 29, 2020 to accommodate the replacement of the Gloucester drawbridge.
Weekends 07/09-07/10, 07/16-07/17, and 07/23-07/24: Buses operated between Wellington and Beverly and trains operated north of Beverly. On these weekends, Haverhill service also operated to Malden and Lowell service was replaced by buses between Anderson/Woburn and North Station.
Weekends 07/30-08/28 and all days August 13-21, August 27-28, September 10-11, and September 17-19: Buses operated between North Station and Beverly and trains operated north of Beverly.

March 23, 2022:

Regular service to Foxborough station resumed middays on weekdays.

August 19, 2022:
Oak Grove was opened as a full time stop on the Haverhill Line. The opening was originally planned to be temporary to accommodate the temporary closure of the Orange Line. The stop remained active however even after Orange Line service resumed.

September 12, 2022:
Full weekday service resumed operating to Foxborough

October 1, 2022:
Lynn station was closed to accommodate the demolition of the parking garage and the reconstruction of the station. Shuttle buses were added from Lynn to Swampscott.

October 15-December 18, 2022:
Buses replaced trains between Beverly and Rockport to accommodate signal work.

January 23, 2023:
A new ***Pawtucket/Central Falls*** station open on the Providence line. Pawtucket was last served (at the previous station location) in 1981.

February 8-16, March 4-12, April 22-May 7, 2023:
Shuttle buses replaced trains service between Haverhill and Reading to accommodate signal upgrades.

April 22-May 15, 2023:
Buses replaced trains between West Gloucester and Rockport to accommodate track and bridge repairs**.**

August and September 2023:
Buses replaced trains between Boston and Braintree Tuesday-Thursday evenings and all day on weekends to accommodate track repairs on the parallel Red Line tracks.

August 26-Fall, 2023:
Ashland station was closed for construction work and replaced by MWRTA shuttle buses to Framingham.

September 9-November 5, 2023:

To accommodate signal work between Reading and Boston, all Haverhill service was rerouted via the Wildcat Branch. Service was suspended at North Wilmington station and substitute bus service was operated from Reading to Oak Grove and Reading to Anderson.

December 2-December 10, 2023:
Buses replaced train service between Swampscott and North Station to accommodate signal work.

December 18, 2023:
Temporary Lynn station opened

April 6-7 and April 20-28, 2024:
Buses replaced train service between Reading and Oak Grove on the Haverhill Line and between Swampscott and North Station on the Newburyport/Rockport Line to accommodate signal work at Reading Junction. Haverhill trains operated via the Wildcat Branch.

April 27-May 5, 2024:
Buses replaced service between Middleborough/Lakeville station and Bridgewater to accommodate South Coast rail construction.

May 20, 2024:
South Attleborough station partially reopened for limited peak-period service
All weekend Franklin trains were rerouted via the Fairmount Line. Providence trains added a stop in Readville to accommodate transfers to Ruggles and Back Bay.
Haverhill Line trains operating midday, weekdays, inbound were operated via the Wildcat Branch to accommodate construction. Service resumed operating via Reading in September 2024.

June 28 2004-July 1 2024:
Needham Line replaced by Newton Highlands-Forest Hills shuttle bus to accommodate signal work

July 15 2024-June 29, 2025:
Haverhill service was cut back to Bradford and replaced with a shuttle van between Bradford and Haverhill to accommodate the South Elm bridge project.

September 30, 2024:

Regular midday service via Reading resumed in both directions on the Haverhill Line.

October 1, 2024:
Winchester Station reopened.

November 2-3, 9-10, and 14-17 2024:
Buses replaced trains between Littleton and Wachusett to accommodate signal work. With the completion of this work, Positive Train Control and cab signals are fully installed on the entire commuter rail system.

November 18, 2024:
Silver Hill station on the Fitchburg Line reopened for peak period service.

March 24, 2025:
New Bedford and Fall River service to Boston begins as an extension of Old Colony Middleborough Line service. This is the first regular service to both cities from Boston since September 5, 1958 (although via a different intermediate route through Stoughton). A new station is established at **Middleborough**, west of Pilgrim Junction on the Middleborough and Taunton branch, and the former Middleborough/Lakeville station on the Cape Main Line is renamed **Lakeville** and changed to only be serviced by seasonal Cape Flyer trains. New stations are established at **East Taunton** served by both lines, **Freeport** and **Fall River Depot** stations on the Fall River Line and **Church Street** and **New Bedford** on the New Bedford Line. Trains operating only between Boston and Middleborough are discontinued, as all trains now continue to either Fall River or New Bedford. In addition to direct trains between Boston and Fall River, and Boston and New Bedford, shuttle trains are established from East Taunton to New Bedford and Fall River to connect with each through train, so that most weekday trains to/from Boston can be used for service to both Fall River and New Bedford. Weekday trains from each terminal alternate between through-trains to Boston or shuttle trains to East Taunton.
Earlier on 02/25/2025, the ownership of the trackage from Middleborough to Fall River and New Bedford was transferred from MassDOT to the MBTA.

July 21, 2025:
Off-peak service to JFK/U Mass station was discontinued. Weekday inbound trains in the AM peak and outbound trains in the PM peak continue to stop at the station.

August 11, 2025:

Midday Foxborough trains temporarily replaced with Foxborough-Walpole shuttle bus to accommodate construction.