

INDEX

AGENT - FRYEBURG - ME

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CLASSIFICATION OF DIESEL ENGINES

Class	M. C. R. R.	P. T. Co.
DRS 1b	553-554	
DRS 1d	556-557	
DRS 1f	801-802	
DRS 3a	561-569	
DRS 3b	571-580	
DRS 3d	581	
DRS 4	251-263	
DS 1a	11- 17	
DS 2d		1003-1004
DS 3b	953-962	1005-1008 and 1101
DS 4b	301-303	1051-1063
DS 4d	311-317	
DS 5a	331-335	

MAINE CENTRAL RAILROAD COMPANY AND PORTLAND TERMINAL COMPANY

TIME TABLE No. 18

FOR EMPLOYEES ONLY

EFFECTIVE AT

2.01 A. M., SUNDAY

APRIL 28, 1968
EASTERN STANDARD TIME

SUPERSEDING

MAINE CENTRAL RAILROAD AND
PORTLAND TERMINAL TIME TABLE NO. 17
AND ALL SUPPLEMENTS THERETO

J. W. WIGGINS
VICE PRESIDENT

W. E. PIERCE
GENERAL MANAGER

J. E. BOUCHARD
SUPERINTENDENT
MAINE CENTRAL RAILROAD CO.

A. N. TUPPER
SUPERINTENDENT
PORTLAND TERMINAL CO.

W/12

SPEED SCHEDULE.

Time per Mile.			Miles per Hour.			Time per Mile.			Miles per Hour.			Time per Mile.			Miles per Hour.		
1 min.	0 sec.	60	1 min.	48 sec.	33	2 min.	36 sec.	23	3 min.	24 sec.	18						
1 "	1 "	59	1 "	49 "	33	2 "	37 "	23	3 "	25 "	18						
1 "	2 "	58	1 "	50 "	33	2 "	38 "	23	3 "	26 "	17						
1 "	3 "	57	1 "	51 "	32	2 "	39 "	23	3 "	27 "	17						
1 "	4 "	56	1 "	52 "	32	2 "	40 "	23	3 "	28 "	17						
1 "	5 "	55	1 "	53 "	32	2 "	41 "	22	3 "	29 "	17						
1 "	6 "	55	1 "	54 "	32	2 "	42 "	22	3 "	30 "	17						
1 "	7 "	54	1 "	55 "	31	2 "	43 "	22	3 "	31 "	17						
1 "	8 "	53	1 "	56 "	31	2 "	44 "	22	3 "	32 "	17						
1 "	9 "	52	1 "	57 "	31	2 "	45 "	22	3 "	33 "	17						
1 "	10 "	51	1 "	58 "	31	2 "	46 "	22	3 "	34 "	17						
1 "	11 "	51	1 "	59 "	30	2 "	47 "	22	3 "	35 "	17						
1 "	12 "	50	2 "	0 "	30	2 "	48 "	21	3 "	36 "	17						
1 "	13 "	49	2 "	1 "	30	2 "	49 "	21	3 "	37 "	17						
1 "	14 "	49	2 "	2 "	30	2 "	50 "	21	3 "	38 "	17						
1 "	15 "	48	2 "	3 "	29	2 "	51 "	21	3 "	39 "	16						
1 "	16 "	47	2 "	4 "	29	2 "	52 "	21	3 "	40 "	16						
1 "	17 "	47	2 "	5 "	29	2 "	53 "	21	3 "	41 "	16						
1 "	18 "	46	2 "	6 "	29	2 "	54 "	21	3 "	42 "	16						
1 "	19 "	46	2 "	7 "	28	2 "	55 "	21	3 "	43 "	16						
1 "	20 "	45	2 "	8 "	28	2 "	56 "	20	3 "	44 "	16						
1 "	21 "	44	2 "	9 "	28	2 "	57 "	20	3 "	45 "	16						
1 "	22 "	44	2 "	10 "	28	2 "	58 "	20	3 "	46 "	16						
1 "	23 "	43	2 "	11 "	27	2 "	59 "	20	3 "	47 "	16						
1 "	24 "	43	2 "	12 "	27	3 "	0 "	20	3 "	48 "	16						
1 "	25 "	42	2 "	13 "	27	3 "	1 "	20	3 "	49 "	16						
1 "	26 "	42	2 "	14 "	27	3 "	2 "	20	3 "	50 "	16						
1 "	27 "	41	2 "	15 "	27	3 "	3 "	20	3 "	51 "	16						
1 "	28 "	41	2 "	16 "	26	3 "	4 "	20	3 "	52 "	16						
1 "	29 "	40	2 "	17 "	26	3 "	5 "	19	3 "	53 "	15						
1 "	30 "	40	2 "	18 "	26	3 "	6 "	19	3 "	54 "	15						
1 "	31 "	40	2 "	19 "	26	3 "	7 "	19	3 "	55 "	15						
1 "	32 "	39	2 "	20 "	26	3 "	8 "	19	3 "	56 "	15						
1 "	33 "	39	2 "	21 "	26	3 "	9 "	19	3 "	57 "	15						
1 "	34 "	38	2 "	22 "	25	3 "	10 "	19	3 "	58 "	15						
1 "	35 "	38	2 "	23 "	25	3 "	11 "	19	3 "	59 "	15						
1 "	36 "	37	2 "	24 "	25	3 "	12 "	19	4 "	0 "	15						
1 "	37 "	37	2 "	25 "	25	3 "	13 "	19	4 "	17 "	14						
1 "	38 "	37	2 "	26 "	25	3 "	14 "	19	4 "	36 "	13						
1 "	39 "	36	2 "	27 "	24	3 "	15 "	18	5 "	0 "	12						
1 "	40 "	36	2 "	28 "	24	3 "	16 "	18	5 "	27 "	11						
1 "	41 "	36	2 "	29 "	24	3 "	17 "	18	6 "	0 "	10						
1 "	42 "	35	2 "	30 "	24	3 "	18 "	18	6 "	40 "	9						
1 "	43 "	35	2 "	31 "	24	3 "	19 "	18	7 "	30 "	8						
1 "	44 "	35	2 "	32 "	24	3 "	20 "	18	8 "	34 "	7						
1 "	45 "	34	2 "	33 "	24	3 "	21 "	18	10 "	0 "	6						
1 "	46 "	34	2 "	34 "	23	3 "	22 "	18	12 "	0 "	5						
1 "	47 "	34	2 "	35 "	23	3 "	23 "	18									

SKOWHEGAN BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Fairfield	Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	YARD	Fairfield	X
3.04	33	Shawmut	
15.26	YARD	Skowhegan	X

HARTLAND BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Pittsfield	Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	YARD	Pittsfield	T-X-D
3.92		West Palmyra	T
8.06	YARD	Hartland	T-X

FOXCROFT BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Newport	Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	Yard	Newport Junction	T-X-D
7.07	28	Corinna	X
15.35	19	Dexter	X
20.03	7	Silvers Mills	
24.17		Starbirds	
29.43	Yard	Foxcroft— Dover Foxcroft	X-D

LEWISTON BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Brunswick	Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	YARD	Brunswick	R-T-X-D
5.99	Mill Spur	Simpsons	
8.22	Yard	Little River—Lisbon Falls	X-D
11.72	Frt.Track	Lisbon	X
14.80		Crowleys	X
19.63	YARD	Lewiston Lower	X

RUMFORD BRANCH			
EASTWARD READ DOWN		WESTWARD—THIRD CLASS READ UP	
Miles from Canton	Miles from Leeds Junc.	Sidings. Approximate Capacity Cars.	STATIONS.
	0.00	YARD	Leeds Junction T-X-D
	2.53		Libbys Pit X
	7.26	E. 33	Centraltown—Leeds Center T
	10.08		Littleboro—North Leeds
	12.27	38	Stricklands
	18.80		Shuy X
	20.14	YARD	Livermore Falls T-X-D
	20.54		Otis X
	23.14	Yard Tracks	Rileys TD
	0.00		Canton TX
	1.40		Whitney Brook X
	35.29	26	Worthley
	40.61	32	Dixfield T-X
	43.51		Lower Yard T-X-D
	45.03	Yard	Rumford X

398

Ex. Sun.

A. M.

9.30

9.15

9.05

s8.45

s8.00

s7.50

s7.10

6.45

A. M.

No. 398 loses right and
schedule after 5.00 P. M.

FARMINGTON BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Livermore Falls	Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	Yard	Livermore Falls	T-X-D
0.21		Otis	X
5.62	W. 4	North Jay	
9.24	W. 7	Wilton	
11.56		Tyngston—East Wilton	
15.75	W. 14	Westville—W. Farmington	X
16.44	YARD	Farmington	X-D

BINGHAM BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Oakland.	Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	Yard	Oakland	T-X-D
13.04		Norridgewock	T-X
20.89	Yard	Madison	T-X-D
21.30	Yard	Riverview—Anson	X
25.26	W. 19	North Anson	T-X
33.84		Solon	
39.98	Yard	Austin Junction	X
41.02		Bingham	T-D

EASTWARD TRAINS — READ DOWN				WESTWARD TRAINS — READ UP							
SECOND CLASS		FIRST CLASS		Miles from Bangor	Sidings. Approximate Capacity Cars.	STATIONS.	FIRST CLASS		SECOND CLASS.		
952 C. P. Daily	908 C. P. Daily	42 C. P. Daily					41 C. P. Daily		949 C. P. Daily	334 M. C. Ex. Mon.	981 C. P. Ex. Mon.
P. M.	A. M.	A. M.		0.00		Bangor R-T-X-N	P. M.		A. M.	A. M.	A. M.
				1.11		Calais Jct. X					
				4.50	10	Veazie					
				8.66	E. 49	Orono X					
				11.75		Great Works TXD					
				12.81	94	Oldtown X					
				13.68	21	Milford					
				18.63	⊙13	Costigan					
				26.93	64	Olamson					
				35.69	W. 73	Enfield T-D					
				40.79	W. 19	Pollard Brook					
				45.06	E. 18	Lincoln T-D					
				46.70	⊙18	Middletown—Lincoln Center					
				50.58	31	Chamberlains					
				55.86	⊙14	Winn					
4.20	6.45	4.35		58.26	99	Keag—Mattawamkeag T-X-N	11.38		4.25	7.46	8.36
4.30	6.55	4.40		61.90	45	Gordon T	11.33		4.17	7.39	8.29
4.37	7.02	4.46		66.53	W.45-W.44	Kingman T	11.28		4.10	7.32	8.22
4.42	7.07	4.50		69.42		Drew T	11.24		4.04	7.27	8.16
4.50	7.16 ³³⁴	4.58		75.80	E. 53	Wytovitlock T	11.16		3.54	7.17 ⁹⁰⁸	8.06
4.55	7.22	5.02		78.95	W.43-W.44	Bancroft T	11.11		3.48	6.59	8.00
5.02	7.29	5.08		83.30	45	Cherokee T	11.06		3.42	6.52	7.53
5.09	7.36 ⁹⁸¹	5.14	Y	88.26	E.44-E.44	Danforth T-X-D	Y11.00		3.35	6.44	7.45 ⁹⁰⁸
5.16	7.46	5.20		93.26	E. 44	Eaton T	10.54		3.28	6.36	7.37
5.23	8.00	5.26		97.84	44-44	Forest T	10.48		3.21	6.29	7.30
5.29	8.06	5.31		102.12		Tomah T	10.43		3.14	6.23	7.24
5.36	8.13	5.35		105.26	44	Todds Farm T	10.38		3.08	6.18	7.18
5.44	8.21	5.40		109.33	51	Lambert Lake T	10.33		2.59	6.10	7.10
5.50	8.30	5.47		114.34	—	Vanceboro T-X-D	10.25		2.50	6.00	7.00
P. M.	A. M.	A. M.					P. M.		A. M.	A. M.	A. M.

Y Will make flag stop for revenue passengers only.

EASTWARD READ DOWN		BUCKSPORT BRANCH		WESTWARD READ UP	
Miles from Brewer Jct	Sidings. Approximate Capacity Cars.	STATIONS.			
0.00		Brewer Junction	X		
1.91	⊙5	South Brewer	X		
4.52		Rudd			
16.20		Meddo	X		
18.04	31	Bucksport	T-X-D		

⊙ Public Loading track.

EASTWARD READ DOWN		CALAIS BRANCH		WESTWARD READ UP	
Miles from Bangor	Sidings. Approximate Capacity Cars.	STATIONS.			
0.00		Bangor	R-T-X-N		
1.11		Calais Jct.	T-X		
1.85		Brewer Junction	T-X		
7.45	14	Fishers			
11.25	⊙10	Holden	T		
17.95	⊙12	Green Lake	T		
22.18	10	Nicolin	T		
28.19	10	The Falls			
29.78	E. 10	Ellsworth	T-X-D		
32.20	E. 10	Washington Junction	T-X		
41.46	⊙10	Franklin	T		
46.93	10	Schoodic			
48.92	⊙5	Tunk Lake	T		
51.78	39	Goodwins			
56.47	—	Unionville	T		
60.93	10	Cherryfield	T-D		
63.63	—	Wings			
66.74	10	Harrington	T		
70.51	⊙11	Addison			
73.61	⊙18	Columbia Falls	T-D		
77.78	⊙11	Jonesboro			
85.35	⊙14	Whitneyville	T		
89.25	6	Machias	T-D		
93.65	⊙6	East Machias	T		
94.62	10	Gardners			
95.11	—	Jacksonville			
99.75	10	McGeorges			
100.52	—	Ellis	T		
106.86	⊙14	Marion			
111.18	E. 5	Dennysville	T-D		
115.35	—	Robinson			
117.96	17	Ayers Junction	T-X		
121.01	⊙13	Charlotte			
130.52		St. Croix Junction	T-X		
131.16		Campbells	X		
132.01		Milltown	X		
132.78		Salmon Falls	X		
133.51	15	Indian Point	X		
134.05		Calais	T-X-D		

EASTWARD— READ DOWN		EASTPORT BRANCH		WESTWARD— READ UP	
Miles from Ayer's Jct.	Sidings Approximate Capacity Cars.	STATIONS.			
0.00		Ayers Junction	T-X		
3.45	⊙6	Pembroke	T		
8.69	⊙5	Perry			
15.71		Eastport	X		

WOODLAND BRANCH						
WESTWARD — READ DOWN			EASTWARD — READ UP			
THIRD CLASS						
438 Daily	440 Sunday only	Miles from St. Croix Jct.	STATIONS		439 Daily	441 Sunday only
A.M.	P.M.		St. Croix Jct.	T-X	A.M.	P.M.
5.30	2.00	0.00	Baring		9.30	6.00
6.00	2.30	1.52	Woodland	T-X-D	9.00	5.30
A.M.	P.M.	8.08			A.M.	P.M.

No. 439 IS SUPERIOR TO No. 440

PORTLAND TERMINAL COMPANY					
EASTWARD TRAINS — READ DOWN			WESTWARD — READ UP THIRD CLASS		
		Miles	STATIONS		M. C. 375 Daily
		0.00	Tower One	T-N	P. M.
		0.69	Rigby Yard	R-T-D	9.45
		1.38	Tower Two	T-N	9.35
		2.53	Oil Plant	T	
		2.93	Fore River	T	
		3.14	Yard 8 East	T	
		3.30	Mountain Jct.	T	9.21
		3.44	Tower X	R-T-N	
		3.59	Portland, Congress St.	T	
		5.14	Woodforde	T	
		6.21	Deering Jct.	T-D	
		8.22	Falmouth	T	
		8.58	P. T. Limit (M. C. Port. Div.)		P.M.

WESTWARD READ DOWN		EASTWARD — READ UP THIRD CLASS			
Miles from Moun- tain Jct.	Sidings. Approximate Capacity Cars.	STATIONS		M. C. 375 Daily	
0.00		Mountain Jct.	TX	P. M.	9.21
0.97	39	Thompsons Point	X		9.18
4.27		Cumberland Mills	TXD		9.08
6.15		P. T. Limit	(M. C. Mtn. Subdiv.)		9.03
					P. M.

⊙ Public Loading track.

GENERAL SPECIAL INSTRUCTIONS

These general special instructions are in effect on all divisions and Portland Terminal Co.

Special instructions referred to by letter or number relate to "Rules for the Government of the Operating Department" of corresponding letter or number.

WATCH INSPECTORS.

2a. Portland, Brewer, Bingham, Farmington, Lewiston, Livermore Falls, Rockland	R. W. PEARSON, Asst. Genl. Time Inspector Don's Jewelry Orman E. Fettezill J. L. Andrews Geo. H. Brown Henry Nolia George Botka Daniel's Jewelers	Skowhegan, Waterville, North Conway, St. Johnsbury, Foxcroft, Calais,	L. J. Eno F. J. Rossignol C. H. Bean C. H. Dana P. F. Day J. W. Rutherford
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3. STANDARD CLOCKS.

Telegraph Office, Lewiston. Yard Office, Waterville Yard. Engine House, Waterville. Telegraph Office, Bangor. Telegraph Office, C. P. R., St. Johnsbury. Portland Tower "X".	Engine House, Bangor. Telegraph Office, Keag. Telegraph Office, Vanceboro. Telegraph Office, Calais. Telegraph Office, Lower Yard. Rigby Yard, Telegraph Office. Rigby Yard Engine Dispatchers' Office.
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17. DIESELS OPERATING IN REVERSE.

Diesel Locomotives will not be permitted to operate in reverse or backing up on any Train in the State of Maine on any main line or branch line except that such locomotives may be operated in reverse in emergencies or while in switching operations, and excepting where no facilities are available for turning such locomotives at the point of departure.

30. DIESEL LOCOMOTIVES.

The engine bell operating on trains in and out of Bangor, must be rung continuously between West Switch Bangor West Yard and Kenduskeag Bridge.

S-72. SUPERIORITY OF TRAINS.

Westward trains are superior to Eastward trains of the same class unless otherwise provided.

88.

Listed capacity of passing sidings shows approximate number of freight cars which will clear, in addition to one engine and caboose.

104c DERAILS.

Lamps, showing green for safety and yellow for caution are installed on stands of derails on passing and other tracks on lines where night service is performed and the targets of such derails are painted yellow; on other lines stands on switches leading directly to side tracks on which derails are installed are given distinguishing marks by painting yellow the handle, except grip, and also the sleeve casting or other part of stand as an indication that a derail exists on the side track.

110. SPEED RESTRICTIONS—BANGOR YARD.

ALL TRAINS AND ENGINES IN BOTH DIRECTIONS.

Between West End Bangor Yard Mileage 135.61 and	
Railroad Street Interlocking	25 miles per hour
Between Railroad Street Interlocking and Calais	
Jct.	15 miles per hour

SPEED RESTRICTIONS — ENGINES.

The maximum permitted speed of various types of engines in various services is:

All types: Light or with caboose except 11-17 inc. 35 M.P.H.			
Engines	M.P.H.	Engines	M.P.H.
11- 17 inc	30	801-802 inc	65
251-263 inc	65	953-962 inc	35
301-312 inc	35	P. T. 1003-1008 inc. and	
313-317 inc	45	1101	35
331-335 inc	40	P. T. 1051-1054 inc	35
553-581 inc	65	P. T. 1055-1063 inc	45

These speed restrictions are set up by the safe rotating speed of the traction motors and apply whether the locomotive is operating on its own power, or being towed.

The above does not authorize any operation at a speed in excess of those shown for the various lines in the Division and Portland Terminal Co. Special Instructions.

SPEED RESTRICTIONS—OTHER THAN LOCOMOTIVES.

Snow plow trains will not under any conditions exceed 40 miles per hour, and on lines where maximum speed of first class trains is less than 40 miles per hour will not exceed the maximum speed for first class trains, and will run at slower speed where conditions make necessary.

SCALE TEST cars are not to be handled on any train except on instructions from Superintendent and must be handled next ahead of caboose and speed must not exceed 30 miles per hour.

CRANES 163, 164, 165 and PT 198, Ditchers 153 and 154 and Boiler cars 166 and PT 199 must not be moved at a speed exceeding 25 miles per hour, and must not be coupled to cars 80 feet or longer. Crane booms must trail in transit unless specific short moves are authorized with boom ahead by the Superintendent.

Relief Trains and Wreck Cranes: Before starting on trip, Conductor will inquire of Wreck Foreman as to maximum speed and be governed accordingly, except in no case will speed exceed the maximum speed permitted for freight trains in territory operating and in no case will speed exceed 30 miles per hour. Also, wrecking cranes shall not exceed a speed of 20 miles per hour between Quebec Jct. and Lancaster.

The term wreck cranes will include all cranes of a capacity up to 250 tons and in no case shall their gross weights exceed 257,000 pounds on 4 axles or 386,000 pounds on 6 axles.

The above applies to CPRR cranes between Vanceboro and Mattawamkeag and B&M RR cranes between Waumbek Jct. and Coos Jct. only.

265. CENTRALIZED TRAFFIC CONTROL SYSTEM

(C. T. C.)

Train or engine movements may be made on signal indication as specified below.

BETWEEN

RAILROAD STREET INTERLOCKING BANGOR AND 3-UNIT WESTWARD SIGNAL EAST OF CALAIS JCT.

Under direction of Operator at RD Tower.

Interlocking Signals at Railroad Street and Calais Jct. and the 3-unit westward signal located approximately 5742 feet east of Calais Jct. govern entrance to CTC Territory.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

At Bangor movement of trains and engines west of Railroad St. interlocking shall be under the provisions of "General Signal Rules. Automatic Block Signal System" as prescribed in Rules for Government of the Operating Department, except that light engines moving in either direction between Railroad St. Interlocking and Signal S1361, over Crossover "A" reversed, may move against Superior Trains on proper Proceed Signal Indication.

513. ENTERING MAIN TRACK.

Trains and engines must not enter Main Track between Automatic Block Signal 1355 and Interlocking Signals at Calais Jct. except on authority of signal indication or permission from Operator at RD Tower.

SWITCHING MOVEMENTS.

BANGOR.

Switching movements at High Head west of Railroad St. interlocking originating east of Railroad St. interlocking shall be made with Crossover "A" reversed if possible. When such movements are made with Crossover "A" normal, movements must not be made on time of opposing eastward train and movement must proceed west of Signal 1355 before making a reverse move.

Trains or engines having made a reverse move east of Block Signal 1355 must not move west of Block Signal 1355 again without permission from Switchman at High Head and it is known that no Eastward Trains are approaching.

601. LOCATION OF SIGNALS.

The following governing signal is located to the left of track as seen from an approaching train. Rule 601 of the Operating Rules is modified accordingly.

BANGOR, Interlocking signal on Kenduskeag Bridge governing eastward moves on main track.

605. LOCATION OF INTERLOCKING SIGNALS.

(See Interlocking Signal Rules).

Railroad St. (controlled from RD Tower).

Kenduskeag Bridge (controlled from RD Tower).

Calais Jct. (controlled from RD Tower).

Horn is provided at RD Tower, Kenduskeag Bridge and Calais Jct. operated by Operator at RD Tower; one long blast shall indicate that all movements in the area shall stop immediately and Conductor or Engineer shall immediately communicate with Operator at RD Tower for instructions.

700. APPLICATION OF HOURS OF SERVICE LAW.**Trainmen and Enginemen.**

No Conductor, Engineer, Fireman or Trainman shall remain on duty for a longer period than 16 hours in any 24 hour period.

Whenever any such employee shall have been continuously on duty for 16 hours, he shall not be required or permitted to again go on duty until he has had not less than 10 consecutive hours off duty.

Any such employe who has been on duty 16 hours in the aggregate (total) in any 24 hour period, shall not be permitted to again go on duty without having had at least 8 consecutive hours off duty.

24 hour period begins at the time the employe goes on duty after having at least 8 consecutive hours off duty.

Telegraph Operators.

No telegrapher shall remain on duty for a longer period than:

- (1).—9 hours in any 24 hour period in offices continuously operated night and day.
- (2).—13 hours in any 24 hour period in offices operated only during the day time.
- (3).—In the event of an emergency which requires wire service, an operator may be instructed to remain on duty for four additional hours in a twenty-four period, not exceeding three days in any week.

An office is considered continuously operated night and day if open as a telegraph office more than 13 hours, during any 24 hour period.

An office is considered operated only during day time if it is open as a telegraph office not exceeding 13 hours during any 24 hour period.

713. RADIO RULES

Maine Central Radio Communications System is in service between Portland and Bangor via either Brunswick or Danville Jct. and all other territories within radio range of a Wayside Radio Station.

A Wayside Radio Station must not be used to communicate with another Wayside Radio Station except in an emergency or when other communication has failed.

Portland Terminal Company Yard Radio Communication System is in service between engines and Rigby West Yard, Rigby East Yard 230 Shanty, or Portland Yard 8.

921. OPERATION OF LIGHT DIESEL ENGINES.

When making movements with multiple units, engineer must be in the leading cab except when making a switching move accompanied by a trainman riding leading end and controlling move with hand signals.

BUDD RAIL MOTOR CARS

Budd cars will not be permitted to operate on the Maine Central R. R. without permission from the Superintendent.

SNOW PLOW REGULATIONS.**WEDGE PLOWS.**

1. Will not be operated ahead of engine in double track territory except in plow trains, and when so operated on double track, plow trains will stop when being met by trains on the opposite main track.

Exception — May be operated ahead of engine on local freight trains between Waterville and Fairfield to and from Skowhegan Branch. When so handled train will stop when being met by trains on the opposite main track.

2. Will not be operated ahead of the engine in the night time unless equipped with headlight.

3. When any train with wedge plow ahead of engine is operating in non block signal territory it will obtain a Clearance Form A before leaving initial terminal when operator on duty and each open telegraph office, whether the train order signal is displayed or not. Train dispatcher will not authorize issuance of Clearance Form A unless the last preceding train in the same direction has arrived at the next open telegraph office.

WING PLOWS.

Wing Plows are to be operated only with a qualified conductor or engineer in the monitor of the plow to observe signals, sound whistle signal etc. On Plow trains, the assigned conductor to ride the plow. On revenue trains, if conductor's duties are such that he cannot ride the plow, qualified employee will be provided.

The movement of trains handling Wing Plows will be regulated, except in case of emergency, by use of electric bell or air signal (See note under Rule 16), which must be connected and tested between plow and engine before leaving on each trip and oftener if necessary.

In case of emergency requiring prompt action, stop to be made by use of air-brake valve located in the plow.

RESTRICTIONS:

OVERHEAD STRUCTURES — Trains and Switchers with cars moving in either direction under the Bangor-Brewer bridge Bangor East Yard must use the main track unless it is known that all cars will clear the overhead bridge when moving on track No. 8.

ENTERING BUILDINGS — Trains, motors, engines or other equipment shall be brought to a full stop before entering any building protected by bridge guards.

ENGINEERING WORK EQUIPMENT — When moving Jordan Spreader (deadhead) wing tips must be pointed to rear.

Stacks must be removed from Boiler Cars McC 166 and P.T. 199 when moved by train service to clear overhead structures.

Whenever wing plows are hauled deadhead in revenue trains, the wings and flangers must be properly secured in closed position, and the plow placed just ahead of the caboose, with wing tips pointed to the rear.

AIR DUMP CARS — Air dump cars 1033-1038 inc., must be handled in work trains or local trains of not over thirty cars. Air dump cars numbered 1040-1051 inc., may be handled in any train provided air is properly coupled and cut-out cocks properly closed.

WRECKING CRANES —

When more than one wrecking Crane is handled in a train, there must be at least two cars between cranes.

ENGINES — Engines 553-554 have MU controls at both ends. In order to MU with other road engines, engine 556 or 557 must lead the 553-554 for them to properly operate.

PLATE "C" CARS

Plate "C" cars may be accepted for through movement and delivery to connecting lines provided their gross weight does not exceed the published capacity of the lines or passing tracks over which they will move. The following Plate "C" cars may be accepted for movement to and delivery at Maine Central destinations as indicated, provided their gross weight does not exceed the published capacity of the lines over which they will move:

Box cars — Plate "C" box cars with inside lengths of 50' 6" or less may be accepted for movement to all locations except the following:

1. P.T. Co. Yards 4 & 5
2. South Brewer Eastern Corp. Track 11 beyond Track 13.

Covered Grain Hoppers — All Plate "C" covered grain hopper cars may be accepted for movement to and from the following stations:

Auburn	Portland (except P.T. Yards 4 & 5)
Danville Jct.	Rockland
Fairfield	Shawmut
Fryeburg	Steep Falls
Kennebec	Thomaston
Livermore Falls	Waterville

EIGHTY-FOOT FREIGHT CARS —

All freight cars eighty (80) feet or over in length may be handled anywhere in train operating within the territories listed herein PROVIDED they are made up within the number of cars listed below, **COUNTING FROM THE CABOOSE.**

Furthermore, when such cars are handled the car next ahead and next behind must be at least 43 feet in overall length (such as standard 40-foot box car or similar equipment) and in no instance may they be coupled to tank cars in trains. However, the placing of such cars directly ahead of caboose, though caboose is shorter than a standard forty (40) foot car, is permissible.

If long cars are made up directly ahead of caboose and pushers are used to assist train the pusher engines must be made up ahead of long cars.

TERRITORY	DIRECTION	MUST BE MADE UP IN TRAIN WITHIN REAR:
Portland - Waterville (Back Road)	Both	155 cars
Waterville - Bangor	Both	200 cars
Portland - East Augusta	Both	180 cars
East Augusta - Waterville	Eastbound	80 cars
Waterville - East Augusta	Westbound	95 cars
Brunswick - Rockland	Both	70 cars
Leeds Jct. - Livermore Falls	Both	120 cars
Livermore Falls - Rumford	Eastbound	50 cars
Rumford - Livermore Falls	Westbound	65 cars
Livermore Falls - Farmington	Both	120 cars
Rigby - St. Johnsbury	Both	55 cars
Quebec Jct. - Beecher Falls	Both	50 cars
Bangor (Calais Jct.) - Calais	Both	45 cars
St. Croix Jct. - Woodland	Both	45 cars
Bangor - Vanceboro	Both	120 cars
Any territories not listed	Both	30 cars

NOTE: Trains with less cars than shown for the different territories may handle such cars in any position in the train consistent with proper station classification and other restrictions.

Pulpwood Rack Cars — MeC 1400 to 1599 and BAR 1100 to 1367 may be accepted for movement to and from all pulpwood loading and unloading stations on the Maine Central and Portland Terminal Companies.

Special care must be taken to protect the movement of these cars on all yards and industry tracks.

Plate "C" cars not included in the foregoing **MUST NOT** be moved until cleared with Manager, Car Utilization.

PIGGYBACK RAMPS — Located as follows:

AUGUSTA	— East end Track #5.
BANGOR	— East end Tracks #136 & 138.
DIXFIELD	— East end Track #7.
LEWISTON	— West end Track #6.
MACHIAS	— East end Track #9.
PORTLAND	— East end Track #15.
ROCKLAND	— East end Track #13.
WATERVILLE	— East end Track #21.
WILTON	— West end Track #3.

Piggyback equipment to be forwarded to Augusta, Dixfield, Lewiston, Machias, Rockland and Wilton must be turned to unload from the ends of tracks as listed above.

MAINE CENTRAL RAILROAD

A. C. P. LENNON, Assistant Superintendent

R. G. WHEELER, Assistant Superintendent

R. E. MacLEARN, Assistant Superintendent

W. L. HARRIS, Trainmaster

Chief Train Dispatchers: J. E. OBERG C. W. REDSTONE L. A. FERGUSON E. P. OTIS

**Train Dispatchers: A. K. BURDWOOD C. W. HANDY R. J. COFFIN D. M. BRAGDON H. L. FOWLER
C. E. GALLANT D. J. WILSON**

Extra Train Dispatchers: R. C. BURDWOOD C. A. NILES E. A. WAKEFIELD T. J. WILEY

PORTLAND DIVISION SPECIAL INSTRUCTIONS

5. LOCATION WHERE TIME APPLIES.

Time shown in the Timetable at Bangor applies at crossover "E" at Dutton Street.

All restricting train orders for Westward Trains at Bangor apply at this switch.

14. WHISTLING RULES.

The use of locomotive whistle in Bangor yard, between Yard Limit signs on main line, will not be permitted except as provided by Rule 14-K, or in case of danger.

When approaching crossings of Boston & Maine and Canadian National, engineer of Maine Central trains give one sound of whistle and engineer of other roads give two sounds of whistle.

At Bath a Klaxon horn has been installed at West end of bridge. One long blast of this horn will advise trainmen that their train, or part of train, is within the interlocking limits of the draw, and that Draw Operator is unable to raise the draw. When trainmen hear this signal they must promptly move train to clear the interlocking signals.

NOTCHLAND, STATE ROAD CROSSING, MILEAGE 76.56.— One Long Blast of the engine whistle, (Minimum of THREE SECONDS) to be sounded at approximately 660 feet from the crossing.

Sign reading, "ONE LONG WHISTLE" located about 660 feet each side of crossing.

33. CROSSINGS.

BRUNSWICK

Church Road Crossing — Cars must not be left standing on yard tracks within 300 feet East of the crossing.

Stanwood Street — Protection will be automatic for operation in either direction on track No. 4 (Running Track). Speed in approach to crossing shall not exceed 4 M.P.H.

WINTHROP

Cars must not be left standing on Track No. 8 between East Switch to Track No. 10 and Main Street, or between Main Street and Purington Bros. Coal Shed.

OAKLAND

Cars must not be left standing on Track No. 18 (Scale Tk.)

WISCASSET

Main Street — Trains occupying Track No. 3 (Transfer Tk.) to clear Westward trains will not open switch to haul out or move out beyond the fouling point until Westward train being cleared has passed out of the crossing approach circuit (about 530 feet west of Main Street).

CHISHOLM

Private crossing used by International Paper Company crosses main line and Farmington Branch tracks near coal pocket and must be kept open for passage of men and vehicles, from and to that Company's plant, while trains are stopped or doing work.

CROSSINGS PROTECTED BY CROSSING TENDER.

Location	Protection	Hours Protected	
		Week Days	Sundays
RICHMOND			
Depot Street	Flashers #	24 hours	Same
Pleasant Street	Gates #	24 hours	Same
White Street	Gates	24 hours	Same
Main Street	Gates #	24 hours	Same
# Operated from White Street			

CROSSINGS HAVING MANUAL SUPERVISION.

Location	Protection	Hours Supervised #	
		Week Days	Sundays
WINSLOW			
Benton Ave. and Sand Hill Road	Flashers	8:30 A.M. to 4:30 P.M.	Same
LEWISTON			
Holland Street	Gates	5:15 A.M. to 9:15 P.M.	Same
Whipple Street	Gates	5:15 A.M. to 9:15 P.M.	Same
BATH			
School Street	Flashers	2:00 P.M. to 10:00 P.M. Mon. thru Fri. 11:30 A.M. to 7:30 P.M. Sat. or until departure of JR-2	None
Washington Street	Gates		"
Water Street	Flashers		"
# Unless otherwise provided, crossing protection will operate automatically for movements on main track only, day and night.			

CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW DEERING JCT. TO BANGOR VIA BRUNSWICK

Location	Protection
YARMOUTH JCT.	
Sligo Rd. Tk. No. 6 (Pole Yd. Tk.)	Flag
BRUNSWICK	
Union St. — Tk. 13, 27, 29 & 31	Flag
WATERVILLE	
Temple St. — Tk. No. 27	Flag
FAIRFIELD	
Pleasant St. — Warren Bros. Tk.	Flag
BANGOR	
Hammond St. — Dow Airport Tk.	Flashers

ROYAL JCT. TO WATERVILLE VIA LEWISTON.

LEWISTON	
Middle St. — Tk. No. 8	Flag

COBBOSSEECONTEE BRANCH.

GARDINER	
Main Ave.	Flag
Bridge St.	Flag
Winter St.	Flag

LEWISTON BRANCH.

BRUNSWICK	
Cedar St. — All tracks	Flag
Pleasant St.	Flag
LEWISTON	
South Ave.	Flag
Lisbon St. — (Bleachery Tk.)	Flag
Cedar St.	Flag
Chestnut St.	Flag

RUMFORD BRANCH.

LIVERMORE FALLS	
Bridge St. — Tks. 8 & 20	Flag
CANTON	
Elm Street	Flag
RUMFORD	
Railroad St. — Tk. 1½ & 11, Yard 3	Flag
Railroad St. — Tk. 29, Yard 2	Flag

FARMINGTON BRANCH.

WILTON	
Depot St. — Tk. No. 6	Flag

ROCKLAND BRANCH.

BRUNSWICK	
State Road — Airbase Tk.	Traffic Signals
BATH	
Water St. — Bath I. W. Tk.	Flag
Bath I. W. Yd.—Blacksmith Shop driveway—Tk. 89	Flag

THOMASTON	
Green St.	Flag
Mechanic St.	Flag
Elliott St.	Flag
ROCKLAND	
New County Rd.	Flag
Broadway	Flag
Union St. — Tk. No. 34	Flag
South Main St. — Rockland Wharf Tk.	Flag

BINGHAM BRANCH.

NORRIDGEWOCK	
Main St.	Flag
MADISON	
Main St.	Flag
NORTH ANSON	
Elm St.	Flag
BINGHAM	
Main St.	Flag
State Highway — Tk. 29	Flag

SKOWHEGAN BRANCH.

FAIRFIELD	
Elm Street	Flag
County Road — Tk. No. 17	Flag
SKOWHEGAN	
County Road — Mile Post P-96	Flag

FOXCROFT BRANCH.

CORINNA	
Main St.	Flag
DEXTER	
Liberty St.	Flag
Main St.	Flag
Grove St.	Flag
Dam St.	Flag
FOXCROFT	
Mechanic St.	Flag
North St.	Flag
Spring St.	Flag
Summer St.	Flag

PORTLAND TO ST. JOHNSBURY.

BARTLETT	
Albany Ave. (7:30 A.M. to 5:30 P.M. only)	Flag
Foster St. — Tk. 11	Flag
Albany Ave. — Tk. 15	Flag
Central Ave. — Tk. 15	Flag
WHITEFIELD	
Caroll St. — B & M R. R.	Flag
ST. JOHNSBURY	
Portland St. — 131.08	Flag

QUEBEC JCT. TO BEECHER FALLS.

NORTHUMBERLAND	
Bakers Crossing — B & M R. R.	Flag
GROVETON	
Church St. — B & M R. R.	Flag
Main St. — B & M R. R.	Flag
NO. STRATFORD	
Baldwins	Flashers
COLEBROOK	
Colby St.	Flag

CROSSINGS HAVING MANUAL CUT-OUT DEVICE.

Crossings	Location Cut-out Box
SOUTH GARDINER Church St.	On case at crossing.
GARDINER C.M.P. Crossing	On southeast flasher.
AUGUSTA Bridge St.	Near Pit Track Switch.
E. AUGUSTA Maple St.	On case at Crossing.
WINSLOW Lithgow St.	On case at east end of Tk. 4. At east end of Track 6.
Brick Yard Crossing	At east end of Track 6.
Sand Hill Crossing	West of Sand Hill Crossing. On case at Temple St.

WATERVILLE Temple St.	On case at crossing.
FAIRFIELD River Rd. (Parkers Crossing)	West of crossing.
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GRAY Sweetsir Road	At West Switch Track 3.
AUBURN Adams St.	On case at crossing.
LEEDS JCT. Main St.	Near Train Register Book.
WINTHROP Main, Central & Summer Sts.	On Station.
BELGRADE County Road	250 feet west of crossing.
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LIVERMORE FALLS Depot & Main Sts. Main Street Main & Bridge Sts.	At Depot Street. At Bridge Street. On Station.
JAY State Road	At French's Falls Switch.
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HARDINGS	Near switch Track 6.
SANBORNS River Road	On case at crossing.
BATH York and Pearl Sts.	On cases, at York St. and Pearl St.
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WISCASSET Main St.	On case at crossing.
NEWCASTLE Main St.	Southwest quadrant & on station.
ALLENS County Road	On case at crossing.
ROCKLAND County Road	Near west switch to Tk. 4.
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SOUTH WINDHAM Gray Road	Near switch to Tk. 9, 200 feet west of crossing.
NORTH CONWAY Grove, Seavey, Kearsarge & Mechanic Sts.	Northeast quadrant Grove St.
INTERVALE Portland Road	At West Switch Track 3.
BARTLETT Portland Road	At Albany Ave. & Portland Rd.
WHITEFIELD Littleton Rd. B&M Tk. High St. on M.C. Tk.	On Station. At Crossing.
GILMAN Gilman Road	On Station.
ST. JOHNSBURY Portland St.	At west end Track 3.

CROSSINGS HAVING SWITCH CUT-OUT.

Crossings	Switch	Direction of Train
BOWDOINHAM Center St.	East Sw. Tk. 3	Eastward
Train must be left west of X/C Post 550' west of crossing		
HALLOWELL Central St.	Tks. 4 & 6	Westward #
Train must be left east of X/C Post at Clearance Tk. 4		
WINSLOW Bay Street	Track 10	Eastward

After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

GRAY Sweetsir Road	West Sw. Tk. 3	Westward #
LEWISTON Middle St. Middle St.	Track 3 West Sw. Tk. 60	Both # Both #
WINTHROP Main St.	East Sw. Tk. 3 & 4	Eastward
WATERVILLE Main St.	Tk. 6	Westward #
LIVERMORE FALLS Bridge St.	West Sw. Tk. 22	Westward #

WILTON Route 2 & Wilton Rd. Route 2 & Wilton Rd.	East Sw. Tk. 4 Tk. 6	Eastward # Westward #
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NEWCASTLE Main St.	West Sw. Tk. 3 & 4	Westward #
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ALLENS County Road	West Sw. Tk. 6	Westward #
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NORTH CONWAY Grove St.	West Sw. Tk. 4	Westward #
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**CROSSINGS HAVING AUTOMATIC CUT-OUT.
DEERING JCT. TO BANGOR VIA BRUNSWICK.**

Location	Direction
FALMOUTH Lambert Rd.	Eastward
CUMBERLAND CTR. County Rd. Tuttle Rd.	Eastward & Westward Eastward
YARMOUTH JCT. No. Elm Street Low Road	Eastward & Westward ## Eastward ##
FREEPORT West Street Bow Street School Street	Eastward Eastward ## Eastward
BRUNSWICK Church Road Stanwood Street Union Street Maine St. & Park Row	Westward Eastward & Westward Eastward Eastward & Westward
GARDINER Depot Street	Eastward & Westward
HALLOWELL Second St. Winthrop St.	Eastward Westward

Manual start button in "Manual Control Box" located at clearance point Track No. 4 is provided to lower gates for Eastward reverse movement over Winthrop Street.

AUGUSTA Winthrop St.	Either direction on Westward Tk. Eastward on Eastward Tk. Eastward on Eastward Tk. Eastward on Eastward Tk.
Oak St. Bridge St.	
EAST AUGUSTA Maple St. Private Crossing of Kennebec Pulp & Paper Co.	Westward Eastward
FAIRFIELD Burrill Ave. Railroad St. Lawrence Ave.	Eastward on Eastward Tk. Eastward on Eastward Tk. Eastward on Eastward Tk. Westward from Skowhegan Br. ##

Trains or engines moving to the Skowhegan Branch must wait West of X/C post located 440 feet west of Railroad St. while complying with Rule 513.

PITTSFIELD Main St.	Eastward & Westward on Main & Passing Tk. Eastward on Main Track Westward on Main & Passing Track
Atwell Road	

Westward trains which would not clear Main St. Crossing if stopped at interlocking signals at west end of passing track at Pittsfield must stop not more than 440 feet East of CTC signals East of Atwell Road

After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

until an indication more favorable than Rule 245 is displayed by the governing signal.

NEWPORT JCT.

Spring St.	Eastward & Westward
Elm St.	Eastward & Westward

ROYAL JCT. TO WATERVILLE VIA LEWISTON.

RUMFORD JCT.

Sampson Road	Eastward
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AUBURN

Adams St.	Westward
High St.	Eastward & Westward ##
Elm St.	Eastward & Westward ##
Court St.	Eastward
Spring St.	Westward ##

LEWISTON

Middle St.	Westward
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MONMOUTH

Main St.	Eastward & Westward
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OAKLAND

Oak St.	Either direction on main track and Westward on Track No. 10
Pleasant St.	Eastward & Westward

WATERVILLE

Main Street	Eastward ##
Chaplin Street	Westward ##

Eastward trains that will not clear Chaplin Street when stopped at Home Interlocking Signal Tower A in Waterville, distance 1260 feet, must stop west of automatic block signal B-847 until a more favorable indication than that indicated under Rule 245 is displayed by Signal B-847.

SKOWHEGAN BRANCH.

FAIRFIELD

Route 201	Westward
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CROSSINGS HAVING CONTROLLED SIGNAL CUT-OUT

Trains that are required to stop account the following 3-unit signals displaying a STOP aspect may pass x/c post in approach to crossing and proceed to the signal.

Location	Direction
ROYAL JCT.	Eastward & Westward
YARMOUTH JCT.	Eastward
LOW ROAD	Westward
BRUNSWICK	Eastward & Westward

SPECIAL HIGHWAY GRADE CROSSING SIGNALS.

DEERING JCT. TO BANGOR VIA BRUNSWICK.

Location	Location Additional Cut-Out
GARDINER Depot St.	At East switch to Tk. 3.
AUGUSTA Winthrop St.	On Station.
PITTSFIELD Main St.—Passing Track	On post southwest quadrant of Main St. crossing.

ROYAL JCT. TO WATERVILLE VIA LEWISTON.

Location	Location additional Cut-Out
AUBURN — Court St.	At East switch Track 3

CROSSING SIGNALS ON DOUBLE TRACK FOR EITHER DIRECTION OPERATION ON EITHER TRACK.

AUGUSTA —	Winthrop, Oak, Bridge and Maple Sts.
FAIRFIELD —	River Road (Parkers Crossing).
CLINTON —	Railroad St.

Trains or engines moving in approach to Crossing at 6 M.P.H. or less must not accelerate above 6 M.P.H. until onto the crossing.

83. TRAIN REGISTER

Brunswick	
Waterville Tower A	
Pittsfield — For Hartland Branch trains only.	
Bangor.	
Leeds Jct.	
Oakland.	Crawford Notch.
Livermore Falls.	Quebec Jct.
Lower Yard.	Diamond Crossing.
Farmington.	St. Johnsbury.
Bingham.	Waumbek Jct.
Foxcroft.	Lancaster.
Lewiston Lower.	Beecher Falls.
Bath — For trains originating and terminating at Bath only.	North Stratford.
Rockland.	Groveton.

EXCEPTIONS TO GENERAL RULES.

86. Exception:—

All trains westward, between Fairfield and Waterville, in the absence of train orders, may proceed with the current of traffic regardless of superiority.

S-88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS AT DESIGNATED POINTS.

Unless otherwise directed, the following tracks will be used in meeting or passing trains at point named:

Brunswick.—Track 4, known as "Running Track" between the switch, just west of Union Street, and the West switch just west of Church Road Crossing. Approximate capacity 95 cars.

Ricmond.—South Siding west of station. Approximate capacity 91 cars.

Gardiner.—South Siding switches east and west of station. Approximate capacity 27 cars.

Kennebec.—Siding between Crossover and East Switch. Approximate capacity 41 cars.

Burnham Jct.—Long Siding, North side of main track, east of station, extending between crossover and East switch. Approximate capacity 91 cars.

Northern Maine Jct.—Westward Trains, use North Siding, between Crossover east of station and westerly switch at west end of yard. Approximate capacity 96 cars. Eastward Trains, use south siding known as No. 3 Track. Approximate capacity 95 cars.

Fair Grounds.—Long Siding, North side of main track, extending between Crossover "E" and East switch located about 1100 feet east of the highway underpass. Approximate capacity 98 cars.

Leeds Jct.—South siding between east and west switches. Approximate capacity 112 cars.

Livermore Falls.—A sign reading Farmington Branch Main Track Ends Here is located at Otis.

Otis.—A westward train required to take siding and meet an eastward train at "Otis" will take siding at the easterly switch east of International Paper Company Mill and haul through Track No. 8 (second track over from main track on north side) thence through yard tracks and re-enter main track at west switch just east of Bridge Street near Livermore Falls Station.

Winthrop.—South siding west of the station. Approximate capacity 58 cars.

Wiscasset.—Use Track 4 (North Siding), between crossover west of freight house and west switch. Approximate capacity 16 cars.

Allens.—Use siding between Crossover and East Switch. Approximate capacity 12 cars.

Bartlett.—Use Track 3 east of station. Approximate capacity 26 cars.

Lancaster.—Use Track No. 4, North side, East of Mechanic St. Approximate capacity 17 cars.

93. YARDS, LIMITS DEFINED BY YARD LIMIT BOARDS.

Note to Rule 93 is in effect in the following Yard Limits:

P. T. Limit — Bangor via Brunswick,

Brunswick
Gardiner
Augusta
Tower MD—Northern Maine Jct.
Royal Jct. — Waterville via Lewiston,
Auburn—Lewiston—Fair Grounds
Leeds Jct.
Oakland

ROCKLAND. A sign reading, "MAIN TRACK ENDS HERE" is located just west of west switch near engine house.

All tracks east of this sign are YARD TRACKS and Yard Rules govern.

BINGHAM. The main track between Austin Jct. and Bingham has been discontinued as a main track. All tracks between those points are yard tracks, and all movements on them will be governed by Yard Rules only. A sign reading "END OF MAIN TRACK—ALL TRACKS EAST ARE YARD TRACKS, AND YARD RULES GOVERN" is located about 150 feet east of State Road Crossing No. 119.14 at Austin Jct. Crews using these tracks may expect to find cars spotted on any or all of them east of this sign. There is a Hayes two-way derail located on former main track about 1600 feet east of the east switch to track 3 at Austin Jct. This derail is to be kept in the derailling position and locked at all times when not being used by crews.

DOVER-FOXCROFT. An "End of Main Track" sign is located east of Mechanic St. and all Maine Central tracks east of this sign are Yard tracks and Yard Rules govern.

SKOWHEGAN. A sign reading "Main Track Ends Here" is located about 400 feet west of switch to turntable.

RUMFORD. A sign reading "Main Track Ends Here" is located near MP-P-84, West of Smith's Crossing Rumford. All tracks east of this point are Yard tracks.

NORTHERN MAINE JCT.

Permission must be obtained by Westward extra trains or engines from towerman at Tower MD to use Main track West of Block Signal 1314. No train or engine will reverse any switch to enter Main track between Block Signal 1314 and Tower MD without permission from the towerman at Tower MD.

Exception: Any train or engine may move to or from Track 4 (North siding) over East crossover (East of station) provided switches are lined for siding at all times engine or any part of train is West of Block Signal 1314.

Westward trains holding meets at Northern Maine Jct. in which Eastward train is to take either North or South siding, will stop back of Block Signal 1314 until Eastward train enters the switch leading to the siding.

When Westward freight trains are ready to leave Northern Maine Jct. a member of crew will contact towerman at Tower MD by telephone or radio for instructions. After receiving permission from towerman at Tower MD, a proceed indication at automatic Block Signal 1300, in accordance with Rule 241 of the Rules for the Government of the Operating Department, will be authority for train or engine to occupy the Main track and proceed against Eastward superior trains to the Westward interlocking signal at Tower MD.

Trains or engines granted permission, as outlined above, to use or enter Main track between Block Signal 1314 and interlocking signal at Tower MD must be in full compliance with all applicable rules as modified by the above.

TURNING M. C. ENGINES IN B. & A. YARD

When necessary to turn engine, no cars or caboose to be taken with engine, and M. C. R. R. crews will be governed by the following instructions issued by the B. & A. R. R. when using their tracks in Northern Maine Jct. Yard.

B. & A. R. R. track, formerly known as Searsport Main Track, is now a Yard Track.

Before turning engines on B. & A. R. R. turntable or Yard Tracks, permission must be obtained from the Yardmaster, and movements will be made under YARD RULES.

In setting off cars on B. & A. R. R. Tracks Nos. 31 and 33, or any tracks west of station, movements will be made under YARD RULES, and in case it is necessary to cross the Diamond located just west of west end of Tracks Nos. 31 and 33, engines will come to FULL STOP and must see that tracks are clear in all directions before passing over the Diamond.

At Northern Maine Jct., M. C. R. R. Trains using Track No. 2, B. & A. R. R. receiving Yard from West End, will leave switch in normal position for B. & A. R. R. Track No. 2.

WHITEFIELD, N. H. — When necessary in performance of their work, Maine Central trains and engines may use Boston and Maine track within yard limits, complying fully with Boston and Maine Rule 93.

Before moving onto Boston and Maine track, all balls and/or lights must be in the down position on signal mast at Diamond Crossing and must remain in that position while Boston and Maine track is occupied.

Train movements over Carroll St. Crossing must be protected by a member of crew and must not exceed a speed of six (6) miles per hour.

When necessary in performance of their work, B & M trains and engines may use the Me.C. main track within yard limits, complying fully with Me.C. Rule 93. Me.C. register book, in which all Me.C. trains register, is located in cabin at Diamond Crossing.

Railroad grade crossing signal will be handled by train crews using the diamond.

OPERATION BETWEEN WHITEFIELD AND FABYAN, WAUMBEEK JCT. AND COOS JCT. BY BOSTON & MAINE R. R. TRAINS.

Boston & Maine R. R. trains will operate over the Maine Central R. R. tracks between Whitefield and Fabyan and between Waumbek Jct. and Lancaster under the jurisdiction of the Maine Central R. R., its timetable, rules and regulations.

Train orders pertaining to movement of trains between these points will be issued from the Train Dispatcher's Office at Portland over the signature of the Superintendent of the Maine Central R. R. All trains will register in Maine Central R. R. book at Whitefield, Diamond Crossing, and Waumbek Jct. unless otherwise instructed.

93b. MOVEMENTS AGAINST CURRENT OF TRAFFIC

WATERVILLE YARD. EASTWARD TRAINS.

Whenever it becomes necessary to move an Eastward Train through Waterville Yard against the current of traffic, arrangements will be made as follows:

Movement to be authorized only by the Yardmaster or Assistant Yardmaster, and arrangements to be made PERSONALLY by the one authorizing the movement.

Yardmaster or Assistant Yardmaster, as case may be, to notify TOWERMAN of the movement to be made, post a responsible man at the point where diversion ends to give flag protection, and he PERSONALLY meet the train at entering end, inform engine and train crew of the movement to be made and then pilot them through the yard to end of diverted move.

98 RAILROAD GRADE CROSSINGS ARE LOCATED AT

Yarmouth Jct. Danville Jct. Waumbek Jct. Whitefield.

DANVILLE JCT.—When interlocking signal circuit is fouled between color light signals governing diamond crossing, the mechanism is locked and signals cannot be operated; therefore, engines and cars must not be left standing between these signals.

There are Hayes Derails on each of the two transfer tracks at end farthest from Maine Central tracks. Trains or engines operating on these tracks will not go beyond the derail or foul Canadian National main track, without receiving Canadian National train order to do so.

AT WHITEFIELD AND WAUMBEEK JCT. — Stop signs are located each side of Diamond Crossing governing movements over the Diamond Crossing on Maine Central Railroad main line and designate the location where trains or engines must stop before passing over the Diamond unless the Ball Signals display proper indication to pass in accordance with Rule 696, and Time Table Special Instructions.

104. At Quebec Jct., Normal Position of Junction Switch is for the St. Johnsbury Route.

At Otis, Normal Position of Junction Switch is for Rumford Branch.

LOCATION OF SPRING SWITCHES AND SPEED RESTRICTIONS APPLYING

Low Road — West end of Double Track.

Sodom — East end of Double Track.

*Fuller — West end of Double Track.

*Augusta — East end of Double Track.

*Clinton — East end of Double Track.

*Bangor — West end pulling-out Yard Track.

*Equipped with automatic signals — Rules 513a and 513c apply.

Trains or engines trailing through a spring switch, must not exceed a speed of 20 Miles Per Hour until the leading wheels have passed through the switch, when the speed may be accelerated to 30 Miles Per Hour.

Exceptions:

At CLINTON, EASTWARD, speed restriction of 30 Miles Per Hour, applies to engine and entire train through spring switch.

109. BULLETIN BOARDS

Augusta.	Livermore Falls.
Waterville Yard Office and Engine House.	Rumford Lower Yard and Engine House.
Bangor Yard and Engine House.	Lancaster.
Lewiston Lower Engine House	Beecher Falls.
Lewiston Station.	St. Johnsbury.
	Rockland.

110. SPEED RESTRICTIONS.

MAIN TRACK DEERING JUNCTION TO BANGOR VIA BRUNSWICK

	Direction	Miles Per Hour	
		Pass.	Freight
East Yard Limit Sign Deering Jct. to M.P. 7 West of West Falmouth	Both	55	40
M.P. 7 to Royal Jct.	"	60	40
Royal Jct to M.P. 80 near Winslow	"	55	40
M.P. 80 to Waterville, Tower A	"	30	30
Tower A to Keyes Crossover	"	50	25
Keyes Crossover to Pittsfield	"	60	40
Pittsfield to Tower MD	"	60	50
Tower MD to West End Bangor Yard Mileage 135.61	"	55	40

RESTRICTED:

	Direction	Miles Per Hour	
		Pass.	Freight
Brunswick, Church Road and Jordan Ave., Mileage 28.0 and 29.8	Both	40	....
Richmond, Mileage 44 to 45	Both	40	....
Gardiner, between east end of freight house and Cobbosseecontec switch	"	30	30
Hallowell, Curve East, Mileage 60.29 to Mileage 60.41	"	45	....
Augusta, Water St. Overhead Bridge, Mileage 62.42 just west of Augusta Station, and the west end of Kennebec River Bridge	"	15	15
Augusta, Kennebec River Bridge 62.84	"	25	25
Vassalboro, Reverse Curves Mileage 74.25 to 74.54	"	40	....
Fairfield, Kennebec River Bridge 84.50	Both	45	....
Clinton through lead at east end of Double Track	Westward	40	....
Through Spring Switch	Eastward	30	30
For engine and entire train.			
Newport Jct., curve east of station, Mileage 109.61 to 109.87	Both	45	45
West of Etna, reverse curves mileage 115.87 to 116.53	Both	45	45
East of Hermon Pond, Reverse curves, Mileage 126.34 to Mileage 126.77	"	45	45

KENNEBEC RIVER BRIDGE AT AUGUSTA and FAIRFIELD.

In compliance with the speed restriction of 25 miles per hour over Kennebec River Bridge 62.84 at Augusta, and 45 miles per hour over Kennebec River Bridge 84.50 at Fairfield, the speed of trains must be reduced and brake released before going onto either end of bridge, in order that the speed will not be exceeded over any part of the bridge, and no requirement for applying brake while on the bridge to reduce speed, except in an emergency.

ROYAL JCT. TO WATERTVILLE VIA LEWISTON

	Direction	Miles Per Hour	
		Pass.	Freight
Royal Jct. to Waterville, Tower A	Both	40	40
MAXIMUM			
RESTRICTED:			
Royal Jct., Back Road Trains through switches	"	30	30
Danville Jct., Canadian National Railway Crossing	"	15	15
Auburn, between Adams St., Mileage 35.6 and Lewiston, Whipple St., Mileage 37.4	"	30	30
Oakland approaching Oak St. and Pleasant St., Track No. 10	"	6	6
Waterville	"	20	20
North Street Overhead Bridge to Tower A			

RUMFORD BRANCH

Leeds Jct. to Livermore Falls	Maximum	Both	35	35
Livermore Falls to Whitney Brook	Maximum	"	30	30
Whitney Brook to Lower Yard Switch	Maximum	"	35	35
RESTRICTED:				
915' west of Depot St. (west end of curve at Depot St.) and Main St. Livermore Falls	"	"	25	25
Main St. and east end of curve east of Androscoggin Bridge mileage 79.26	"	"	15	15
Lead Switch to Canton at Whitney Brook	"	"	15	15
Train and Engine movements between Whitney Brook and Canton, must not exceed yard speed in accordance with Rule 93.	"	"		
West of Gilbertville, Curve mileage 70.94 to 71.10	"	"	20	20
County Road Crossing Rumford on Track 1/2	"	"	6	6

Direction Miles Per Hour

FARMINGTON BRANCH.

	Direction	Miles Per Hour	
		Pass.	Freight
Otis to Farmington	Maximum Both	30	30
RESTRICTED:			
Wilton — between west switch track 4 and switch to track 3	"	15	15
Tyngston Highway Crossings Mileage 79.42 and 79.59	"	10	10

LEWISTON LOWER BRANCH.

Brunswick to Lewiston Lower	Maximum Both	25	25
RESTRICTED:			
Brunswick, Cumberland St. Crossing, Mileage 21.68	"	15	15
West of Lisbon Falls, Main St. Crossing, Mileage 37.32	"	6	6
Elmet, State Road Crossing, Mileage 45.47	"	10	10

ROCKLAND BRANCH.

Brunswick to Rockland	Maximum Both	35	35
RESTRICTED:			
Bath, Mileage 37.10 west of York St. to Mileage 37.97 east of Bath Station Curve	"	15	15
Bath Bridge 38.00	"	25	25
Nequasset, Mileage 40.84 to 41.10 Curve	"	30	30
McKenney's Mileage 43.67 to 44.15 Reverse Curves	"	30	30
Birch Point, Track 7	"	6	6
Montswag, Station Road Crossing, Mileage 45.55 in approach to crossing	Both	30	30
Wiscasset, Main Street Crossing, Mileage 49.10 and between the sign reading "Crossing Signal Circuit" and the crossing	"	10	10
Wiscasset, Long Bridge No. 2, Mileage 49.80 to 50.04	"	30	30
Newcastle, Curve at Academy St., Overhead Bridge, Mileage 56.09	"	30	30
Umberheims, Mileage 63.20 to 63.52, Curves	"	30	30
Allens, Mileage 68.58 to 68.76, Curve	"	30	30
East Waldoboro to Warren, Mileage 71.17 to 73.72	"	30	30
Nigger Meadow Curve, Mileage 77.49 to 77.60	"	30	30
Georges River, Bridge and Curve, Mileage 79.17 to 79.38	"	30	30
Ledge Cut Curve, Mileage 80.00	"	30	30
West of Thomaston, Reverse Curves, and Green Street Crossing, Mileage 81.25 to 81.52	"	6	6
East of Thomaston, Mill Creek Bridge 82.00	"	30	30
Mileage 85.00 to Rockland Station	"	25	25

BINGHAM BRANCH.

Oakland to Bingham	Maximum	Both	25	25
RESTRICTED:				
Norridgewock, Bridge St. Crossing	Westward	6	6	
Norridgewock, all other highway crossings	Both	10	10	
Madison, Main Street Crossing	"	6	6	
North Anson, Elm Street Crossing	"	10	10	
East of Bingham, Main St. Crossing, Mileage 120.28	"	10	10	
State Highway Crossing, Mileage 120.31	"	10	10	

SKOWHEGAN BRANCH.

Fairfield to Skowhegan	Maximum	Both	25	25
RESTRICTED:				
Hinckley, County Road Crossing, Mileage 92.07	Both	10	10	

HARTLAND BRANCH

Pittsfield to Hartland	Maximum	Both	25	25
RESTRICTED:				
West Palmyra, Highway Crossing, Mileage 106.31	Both	10	10	

FOXCROFT BRANCH.

Newport Jct. to Foxcroft	Maximum	Both	25	25
RESTRICTED:				
Newport, Main St., Mileage 110.05 and Palmyra Road, Mileage 110.15 in approach to crossing	Both	15	15	
St. Albans Crossing about one and one-half miles east of Newport Jct., Mileage 110.77	"	8	8	
Corinna, Main Street Crossing, Mileage 116.43	"	6	6	
Dexter, Grove St. Crossing, Mileage 124.53 and Dam St. Crossing, Mileage 124.63	"	6	6	
West of Foxcroft, Mechanic St. Crossing, Mileage 138.52	"	6	6	
North St. Crossing, Mileage 138.69	"	6	6	
Spring St. Crossing, Mileage 138.78	"	6	6	
Summer St. Crossing, Mileage 138.84	"	6	6	
Davis St. Crossing, Mileage 139.09	"	6	6	
Union St. Crossing, Mileage 139.19	"	6	6	

MOUNTAIN SUBDIVISION.

	Direction	Miles Per Hour		
		Pass.	Freight	
Cumberland Mills to Sawyers River	Both	45	35	
Sawyers River to Crawford Notch	"	30	20	
Crawford Notch to Mileage 93.00 one Mile East of Twin Mountain	"	35	20	
Mileage 93.00 to Mileage 103.00 East of Diamond Crossing	"	35	30	
Mileage 103.00 to Mileage 111.00 East of Gilman	"	35	25	
Mileage 111.00 to Mileage 125.00 West of Concord	"	35	30	
Mileage 125.50 to Mileage 130.00 East of St. Johnsbury	"	35	25	
Mileage 130.00 to St. Johnsbury	"	20	20	
Quebec Jct. to Coos Jct. B.&M.	"	30	30	
North Stratford to Beecher Falls	"	25	25	
RESTRICTED:				
South Windham, Mileage 10.00 to 11.10	Both	40	30	
Newhall, Curve, Mileage 11.92 to 12.15	"	35	30	
Gambo Bridge, 12.63—	"	30	30	
White Rock, First Curve East, Mileage 13.29 to 13.44	"	40	30	
Sebago Lake, Curves, Mileage 16.66 to 18.00	"	40	30	
West Baldwin, First and Second Curves, East, Mileage 32.39 to 33.02	"	40	30	
East of Hiram, Curves, Mileage 36.00 to 36.76	"	40	30	
Redstone, Fryeburg Road, Mileage 55.83 in approach to crossing	"	35		
North Conway, Curve to Mechanic St., Mileage 59.00 to 59.85	"	30	30	
Curve East End Saco River Bridge, Mileage 65.47 to 65.56, one mile west of Glen	"	40	30	
Curve, West of Bartlett, Mileage 71.96 to 72.21	"	40	30	
Frankenstein Trestle 79.42 (Must be strictly observed, and when passing over trestle, brake should not be used except in emergency cases).	"	15	15	
Wiley Brook Bridge, 83.52	Both	15	15	
Reverse Curves East of Crawford Notch, Mileage 84.15 to 84.66	"	25		
West of Fabyan, Curves, Mileage 90.15 to 93.12	"	30		
Mileage 103.00 to 104.00	"	35	20	
Whitefield, all public grade crossings	"	8	8	
Mayo, First and Second Curves West, Mileage 113.59 to 113.88	"	30		
Essex, First and Second Curves West of M.P. 121, Mileage 121.35 to 121.67	"	25		
Mileage 121.35 to Mileage 122.75	"		25	
Second and Third Curves West of M.P. 122, East of Concord, Mileage 122.36 to 122.75	"	30		

Between Griswold and St. Johnsbury, Mileage 127.00 to 130.00	"	30	5
Mileage 131.01 to Passenger Station at St. Johnsbury	"	5	5
Lancaster, all public grade crossings	"	8	8
East of North Stratford	"		
Baldwin's Crossing, Mileage 131.70	"	10	10
North Stratford, Highway Crossing and Curve, Mileage 131.95 to 132.10	"	8	8
Columbia Bridge, Highway Crossing, Mileage 140.83	"	10	10
Colebrook, Colby St. Crossing	"	10	10
Colebrook, Bridge St., Mileage 145.08	"	10	10
West Stewartstown, all grade crossings	"	8	8

GROVETON BRANCH B. & M. R. R.

Maximum	Both	25	25
Coos Jct., between east switch of Crossover on Maine Central side and North switch of Crossover on Boston & Maine side.	"	15	15
Groveton, between Yard Limit and West Street	"	20	20
Groveton, N. H., between West Street and Station	"	8	8

BETWEEN ST. JOHNSBURY AND CRAWFORD NOTCH.

CRAWFORD NOTCH.—Eastward freight trains will stop for test and examine air brakes as per Rules Nos. 35, 36 and 37 of the Rules and Instructions governing the use and care of air brakes and signal equipment.

Eastward trains between Crawford Notch and Bartlett when handled by Diesels with or without effective dynamic brakes controlled from the leading unit will have the train speed controlled by dynamic brakes, when operating, supplemented where necessary by automatic air brakes and the number of retaining valves to be used will be governed by train tonnage as follows:

TONNAGE

Number of Retainers	ONE DIESEL		
	No Dynamic Brakes	With Dynamic Brakes OR Flat Maintaining	With Dynamic Brakes AND Flat Maintaining
100 %	Over 1500	Over 2000	Over 2500
50 %	1000— 1500	1500— 2000	2000— 2500
NONE	Under 1000	Under 1500	Under 2000

Number of Retainers	TWO DIESELS		
	No Dynamic Brakes	With Dynamic Brakes OR Flat Maintaining	With Dynamic Brakes AND Flat Maintaining
100 %	Over 2500	Over 3000	Over 3500
50 %	2000— 2500	2500— 3000	3000— 3500
NONE	Under 2000	Under 2500	Under 3000

Number of Retainers	THREE OR MORE DIESELS		
	No Dynamic Brakes	With Dynamic Brakes OR Flat Maintaining	With Dynamic Brakes AND Flat Maintaining
100 %	Over 3000	Over 3500	Over 4000
50 %	2500— 3000	3000— 3500	3500— 4000
NONE	Under 2500	Under 3000	Under 3500

If speed cannot be properly controlled, the train will be brought to a stop and retaining valves used, and tests and inspection made as specified in Air Brake Rules Nos. 35, 36, 37 and 40.

If train tonnage is such that no retaining valves are to be used, a head and rear brake test must be made before leaving Crawford Notch.

If tonnage is such that retaining valves are to be used, retaining valve and air brake tests must be made as called for per Rules 35, 36 and 37 of The Rules and Instructions governing the use and care of Air Brakes and Signal Equipment.

CRAWFORD NOTCH.—Eastward train or engine must not follow another eastward train or engine nearer than 30 minutes Crawford Notch to Notchland.

Westward train or engine must not follow another westward train or engine nearer than 20 minutes Crawford Notch to Fabyan.

Trackmen will, in all cases when trains or engines pass them nearer than the specified time, stop train and advise it of same.

When retainer valves are used, all eastward freight trains will stop at Willey House and Sawyers River, and conductors and brakemen will inspect the train and examine the wheels as per Rule 40 of the Rules and Instructions governing the use and care of air brakes and air signal equipment. Conductors will see that the brakemen are at their proper station before starting. Engineers will start slowly and see that train runs at low rate of speed Crawford Notch to Sawyers River and Crawford Notch to Fabyan.

Conductors will see that there is a good hand brake on the rear car before starting up any grade either way and will see that the brakemen are always at their posts. One brakeman of the conductor must always be on the rear car.

Cars set off at Willey House, should be left close to derail to prevent damage in case they get away and run over derail.

BETWEEN LUNENBURG AND BARTLETT.

Engineers will at all times keep their train under full control, and will approach all bridges with great caution. Care must be used at all points in shifting cars and no car shall be left on main track or at any place where there is a possibility of running free.

111a. USE OF AIR BRAKES WHILE SWITCHING

AUGUSTA. — Air brakes will be in use on all trains, or switcher movements, between Augusta Station and East Augusta.

BATH. — Air brakes will be in use when switching track 89 (leading to Hyde Windlass Building).

Crews shoving cuts of cars eastward on Track 12 (Commercial Street), Bath, will, in all cases, have air brakes in use, and a brakeman with riding hose on leading car prepared to apply air brakes in case of emergency. Movements on this track must be made at speed not exceeding 6 miles per hour, in either direction.

112. SHAWMUT

Train crews doing work at Shawmut, will arrange to set hand brakes on each and every car left on Tracks No. 5 and No. 7 and in addition, each and every car must be trigged.

Hand brakes to be set on cars after brakes applied from engine, which will not be considered a violation of Air Brake Rule 42 (c).

To avoid danger to the man releasing hand brakes on these cars, air must be coupled and applied before attempting to release hand brakes.

BARTLETT

Cars left on back tracks in Upper Yard must be left coupled, and crews setting off on these tracks will couple cars they set off to those standing on the track, if any.

D-151. DOUBLE TRACK.

Low Road to Sodom.

Fuller to Augusta.

Waterville, Tower A to Clinton.

211a. Train Order Transmitters, are located at Brunswick, Gardiner, Waterville Tower A, and Tower MD.

221. TRAIN ORDER SIGNALS.

Train Order Signals are located at all telegraph stations except at Tower A; Bangor; Rumford Lower Yard; Farmington; Skowhegan; St. Johnsbury; Foxcroft; Beecher Falls; Bingham; Colebrook.

AT BRUNSWICK — EASTWARD trains via Lower Road and to the Rockland Branch, will be governed by the EASTWARD Train Order Signal.

EASTWARD trains via Lewiston-Lower Branch, will not be affected by train order signal, at this point.

WESTWARD trains via Lower Road, also from Rockland and Lewiston Lower Branches will be governed by WESTWARD Train Order Signal.

AT PITTSFIELD — EASTWARD Trains via Main Line and to Hartland Branch, will be governed by the EASTWARD Train Order Signal.

WESTWARD Trains via Main Line also from Hartland Branch, will be governed by WESTWARD Train Order Signal. Trains from Hartland Branch to Main Line will be governed by THIS SIGNAL regardless of previous Train Orders, or, Clearance Form A.

221b. CLEARANCE FORM A

All trains must obtain Clearance Form A before leaving the following stations:

WATERVILLE	BANGOR	ST. JOHNSBURY
	LOWER YARD RUMFORD	

MISCELLANEOUS

NORTHERN MAINE JCT.

Eastward freight trains stopping in east yard at Northern Maine Jct. to deliver cars to B. & Ar. R.R. or do other work will communicate with operator at RD Tower and inform him of number of cars and probable leaving time from Northern Maine Jct.

INTERCHANGE TRACKS.

BURNHAM JCT.—West end of track 3, and all of track 5 (Awning track) are interchange tracks with B. & M. L. R. R. Cars from M. C. R. R. to B. & M. L. R. R. to be set on west end of track 3. Cars from B. & M. L. R. R. to M. C. R. R. to be set off on Awning track. In case of more cars for delivery to B. & M. L. R. R. than track 3 will hold, station staff will designate track for balance of cars. Cars for Burnham Jct. proper, not to be set off on either of the interchange tracks.

Eastward trains setting off interchange cars at Burnham Jct. will use track No. 3 from east switch to crossing, and track No. 7, second track behind station.

NORTHERN MAINE JCT.—Designated interchange tracks for receipt of cars from B. & Ar. R.R.—

All of Maine Central Railroad Tracks 14, 16, 20, 22 and 24, located east of and in front of the station, North of Passing Siding.

BAR Track No. 3 locally known as Scale Track, approximately 1600 feet.

BAR Track No. 5 — 2538 feet.

BAR Track No. 7 — 2325 feet north of station.

BAR Track No. 71 — 263 feet east of station.

BAR Track No. 73 — 240 feet east of station.

BAR Track K — 358 feet spur track east of station.

MeC Track No. 5 is designated as an interchange track on which cars will be received from the Bangor & Aroostook Railroad from the south side of their yard.

YARMOUTH JCT.—Westward trains delivering cars to C. N. Rys. at Yarmouth Jct. through north wye will not leave any cars on the wye track.

265. CENTRALIZED TRAFFIC CONTROL SYSTEM (C. T. C.)

Train or engine movements may be made on signal indication between locations specified below:

P. T. LIMIT AND SODOM — EASTWARD
LOW ROAD AND P. T. LIMIT — WESTWARD

Under direction of Towerman at Tower X.

WATERVILLE TOWER A AND WATERVILLE EAST

Under direction of Towerman at Tower A

Eastward Track — For movements in **Either Direction.**

Westward Track — For **Westward movements Only.**

PITTSFIELD AND TOWER M D

Under direction of Towerman at Tower M D

Main Track — Movements in either direction between Tower M D and C.T.C. signals approximately 575 feet west of west switch to Track 4, Pittsfield.

Movements in either direction on siding.

Movements in either direction on siding.

Movements in either direction on siding.

266. DUAL CONTROL SWITCHES.

Waterville east.

Pittsfield — East and West end of Siding.

Stetson — East and West end of Siding.

Dabscook — East and West end of Siding.

Also see Rules 267, 269, 271, 271a and 271c.

271a. HAND THROW SWITCHES

At the following hand throw switches in C T C territory, trains must hold the main track to do work and permission to use the hand throw switch, including time and working limits, is not required. **Trains must not clear the main track at these switches.**

CUMBERLAND CTR.—Track 3.

YARMOUTH JCT. —Tracks 3, 6, 12,

*PITTSFIELD —Tracks 13 and 20.

*DETROIT —Track 3.

*NEWPORT JCT. —Track 13.

*HERMON POND —Track 3.

*Switch operates a pipe connected derail.

272. ELECTRICALLY LOCKED SWITCHES.

Instructions for operation of electric lock are located inside of cover on electric lock and electric locks are located as follows:

*Cumberland Ctr.—East and West switches Track 4.

East Augusta —East switch Track No. 17.

*Pittsfield —West switch of Track No. 3.

*Pittsfield —West switch of Track No. 4.

†Pittsfield —East switch of crossover B.

*Pittsfield —East switch of Track No. 5.

*Detroit —Track No. 4.

Newport Jct. —West switch of Track No. 4.

*Newport Jct. —East and West switches Track No. 1.

†Newport Jct. —East switch of crossover leading to Track No. 4.

*Newport Jct. —East Switch of Track No. 16.

*East Newport —East and West switches Track No. 4.

*Etna —East and West switches Track No. 6.

*Carnel —East and West switches Track No. 3.

*Switch operates a pipe connected derail.

†Switch operates pipe connected mechanical switch lock on inside switch of crossover.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Main line via Lower Road, between P.T. Limit and Bangor.

Back Road —

Between Royal Jct. and Signal B148, 1562 feet west of Mile Post P15.

Between Signal B279, 760 feet west of Mile Post P28 at Danville Jct. and Signal B398, 1540 feet west of Mile Post P40 at Fair Grounds.

Between Signal B467, 1134 feet west of Mile Post P47 and Signal B484, 2010 feet east of Mile Post P48 at Leeds Jct.

Between Signal B779, 250 feet west of Mile Post P78 and Signal B800, 260 feet west of Mile Post P80.

Between Signal B823, 1240 feet east of Mile Post P82 and Tower A at Waterville.

Rockland Branch —

Between Brunswick interlocking and Signal R302, 1100 feet east of Mile Post P30.

Between Signal R365, 2877 feet east of Mile Post P36 at Bath and Signal R394, 317 feet east of east switch to track 9 at Bayview.

Between Signal R481, 925 feet east of Mile Post P48 and Signal R528, 700 feet west of Mile Post P53 at Wiscasset.

Rumford Branch —

Between Leeds Jct. and 6,100 feet east.

512. SWITCH INDICATORS.

Freeport — ||At switch leading from east end of track 4.

Brunswick — ||At east switch track 4.

Vassalboro — ||At west end of passing track.

Winslow — At Scott Paper Co. switch.

Waterville — At mill track east of Ticonic bridge.

Fairfield — At west end of new Crossover, Fairfield.

Fairfield — At Skowhegan Branch switch, Fairfield.

Clinton — At spring switch.

Danville Jct. — ||At East switch leading to track 5.

Auburn — ||At crossover leading from coal shed track north of main track to main track.

||At east end of old passing track, north of main track.

||At crossover leading from new passing track south of main track to main track.

||At east end of new passing track, south of main track.

Lewiston — ||At west switch leading to track 60.

||"Color Lights" At west switch of crossover F.

||"Semaphore Type" At west switch of crossover E.

||Double Indicators. Indicator marked WEST at stop indication will indicate that the main track west of switch is occupied, and indicator marked EAST at stop indication will indicate that main track EAST of switch is occupied.

Operation of push button located on under side of Color Light indicator box, will cause indicator lamps to be lighted.

The display of a red light under "E" indicates that main track east of the switch is occupied.

The display of a red light under "W" indicates that main track west of the switch is occupied.

513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS OR FROM BRANCHES.

Location	Signal Number	Clearing Time
Fairfield, Skowhegan Branch	SB844	3 minutes 20 seconds
Newport Jct., West end Track 4	S1090	8 minutes
Bangor, West end pulling out Yard Track	S1356	*3 minutes
West end Crossover A—High Head	S1361	*3 minutes
Leeds Jct., Rumford Branch	RB476	3 minutes

*Time locking in effect before signal will clear following any change of route. No approach indicator lights (Rule 513c) at these locations.

513b. AUTOMATIC SIGNALS GOVERNING "AGAINST TRAFFIC MOVEMENTS FROM DOUBLE TO SINGLE TRACK."

Location	Signal Number	Clearing Time
Fuller	S606	‡3 minutes 30 seconds
Augusta	S631	1 minute 20 seconds
Clinton	S901	3 minutes

‡Time locking in effect before signal will clear following any change of route.

Note:—If a signal button is pushed to clear a signal governing from a siding, branch, or "against traffic" track, and the train movement is not made from that track the corresponding main track button must be pushed to restore normal operation for main track movements.

521. SWITCHING SIGNALS.

NORTHERN MAINE JCT.

Northern Maine Junction — located on south side of Main Track, 77 feet east of east switch Track No. 3 and 565 feet east of Mile Post P-132 Northern Maine Junction East Yard, to be used in backing off cars into B. & A. R.R. Yard.

Control of signals with instructions for operation is located in an iron box fitted with standard switch padlock, on post near switch leading from main track to B. & A. track.

See Signal Aspects for indications.

SPEED: Trains while backing cars into B. & A. Yard will not exceed five miles per hour.

SPECIAL RULES, BANGOR YARD.

The yard track, designated as "pulling-out" track, Westward from Bangor Yard entering the Main Track 500 feet east of signal 1355, will be used exclusively by Westward Trains and engines leaving Bangor.

Eastward Trains and engines are restricted from using this track except on Special Instructions from Yardmaster, and will unless otherwise instructed, enter Yard either through new crossover east of Dutton St. or the old crossover east of High-Head as arranged by switchman.

Operation of Automatic Dwarf Signal S1356, located at west end of "pulling-out" track, will be in accordance with Rule 513a, except that there will be control buttons both at signal S1356 and in Switchman's Cabin at High-Head.

If either of the S1356 push buttons has been pushed and a train movement is not made from the "Pulling-Out Track," the signal 1356 push button located adjacent to S1356 push button should be pushed to restore Signal 1356 to normal operation for main track movements.

When train is ready to depart, Conductor will notify Switchman at High-Head who will operate push button to permit departure.

Push button located at Dwarf Signal S1356 is to be used by trainmen or engineers only in EMERGENCY when normal control through Switchman cannot be arranged.

Telephone located at this signal connects with Switchman's Cabin.

605. LOCATION OF INTERLOCKING SIGNALS

(See Interlocking Signal Rules).

MAIN LINE — LOWER ROAD.

- Royal Jct.
- Yarmouth Jct.
- Brunswick*
- Waterville, Tower A.
- Waterville East.

Pittsfield —East and West ends of Siding.
 Stetson —East and West ends of Siding.
 Dabscook —East and West ends of Siding.

*Brunswick is an automatic interlocking. Movements to and from the Rockland Branch must stop within 100 feet of proper "Rockland Branch" control box and follow directions inside control box. Control boxes are located as follows:

Eastward—From main line, x/c Post west of Union Street, and from Track 4, at East switch.

Westward—At dwarf interlocking signal.

BACK ROAD.

Royal Jct.

Danville Jct.

Waterville Tower A.

ROCKLAND BRANCH.

Brunswick (see main line lower road).

Bath Drawbridge†

Wiscasset Drawbridge†(or Sheepscot Drawbridge).

†Trains stopped by interlocking signals at Drawbridge may proceed over drawbridge at restricted speed on verbal permission given by drawtender, or, in absence of drawtender, train must be preceded by a flagman over drawbridge.

After passing over drawbridge on such hand signal, engineers may proceed at restricted speed as provided in Rule 509.

DIESEL TONNAGE RATINGS PER UNIT

	251-263	556-557 801-802	553-554 561-569 571-581	331-335	301-303 311-317 PT. 1051-1063	953-962 PT. 1005-1008 1101	PT. 1003-1004	11-17
Rigby to Royal Jct.	3000	2800	2400	2000	1900	1300	1300	800
Royal Jct. to Waterville (via Lewiston)	3000	2800	2400	2000	1900	1600	1600	1000
Royal Jct. to Waterville (via Augusta)	3000	2800	2400	2000	1900	1100	1100	700
Waterville to Bangor	3000	2655	2575	2575	1600	1250	1210	640
Bangor to Northern Maine Jct.	2500	1850	1650	1650	1200	1000	800	400
Northern Maine Jct. to Waterville	4000	3000	2750	2750	1450	1250	940	550
Waterville to Rigby via Augusta	3500	3000	2750	2750	1450	1250	940	550
Waterville to Rigby via Lewiston	2900	2500	2200	2100	1400	1100	820	400
Rigby to Bartlett	2400	1800	1650	1650	1300	1030	850	450
Bartlett to Crawford Notch	1000	800	800	600	460	400	270	160
Crawford Notch to Quebec Jct.	3500	2800	2500	2200	2100	1880	1620	890
Lancaster to Quebec Jct.	—	1500	1320	1050	950	830	610	350
Quebec Jct. to St. Johnsbury	2000	1770	1650	1540	1110	880	830	430
St. Johnsbury to Quebec Jct.	1400	1300	1200	1200	690	600	450	260
Quebec Jct. to Crawford Notch	1300	1150	1050	820	610	530	410	220
Crawford Notch to Rigby	3200	3000	2700	2700	2000	1500	1200	400
Livermore Falls to Rumford	2700	2300	2100	2100	1630	1300	1200	630
Rumford to Livermore Falls	5000	2600	2350	2350	1800	1400	1270	680
Livermore Falls to Farmington	2700	1800	1620	1620	1400	1050	910	520
Farmington to Livermore Falls	2200	1800	1620	1620	1400	1050	910	520
Livermore Falls to Leeds Jct.	3400	2800	2500	1920	1480	1170	1020	570
Leeds Jct. to Livermore Falls	2600	2500	2250	1920	1480	1170	1020	570
Brunswick to Lewiston Lower	—	1700	1400	950	950	800	760	530
Lewiston Lower to Brunswick	—	1700	1400	950	950	800	760	530
Brunswick to Bath	2900	2300	1900	1600	1600	1400	1300	600
Bath to Wiscasset	2000	1800	1500	1200	1200	1000	900	400
Wiscasset to Rockland	1600	1350	1150	1000	1000	800	700	300
*Rockland to Allens	1900	1500	1300	1100	1100	850	750	350
Allens to Bath	2100	1800	1500	1300	1250	1000	900	400
Bath to Brunswick	2900	2200	1800	1500	1500	1200	1100	500
Waterville to Skowhegan	2600	2330	2160	2160	1800	1430	1350	700
Skowhegan to Waterville	2300	2200	1950	1950	1630	1300	1250	630
Pittsfield to Hartland	2400	2300	1900	2350	1350	1200	1100	600
Hartland to Pittsfield	3600	2100	1800	1200	1200	1100	1000	475
Newport Jct. to Dexter	—	1400	1225	1225	1070	860	800	420
Dexter to Foxcroft	—	1500	1375	1375	1375	1110	1110	500
Dexter to Newport Jct.	—	2050	1850	1850	1630	1300	1200	630
Foxcroft to Dexter	—	1350	1020	1020	1020	820	820	360
Oakland to Bingham	—	—	1600	1600	1100	950	730	410
Bingham to Oakland	—	—	1600	1600	1100	950	730	410
Lancaster to North Stratford	—	—	—	1650	1100	950	800	410
North Stratford to Beecher Falls	—	—	—	1400	910	790	630	340
Beecher Falls to North Stratford	—	—	—	1800	1200	1040	870	450
North Stratford to Lancaster	—	—	—	1800	1200	1040	870	450
*Rockland to Allens, No Stop at Warren	2100	1600	1500	1300	1100	850	750	350

Note.—When units of different tonnage ratings are coupled together, the unit with the lowest tonnage rating must govern the rating for each unit in the train, except when multiple-unit operated with 251-263, then the tonnage may be added together.

695.

BALL SIGNALS.

Waumbek Junction.—One ball or one red light at masthead allows trains of the Boston & Maine R. R. to cross the Maine Central track.

Two balls or two red lights allow trains of the Maine Central R. R. to cross the Boston & Maine track.

Whitefield.—One ball or one red light at masthead will allow trains of the Boston & Maine R. R. to cross the Maine Central track.

Two balls or two red lights will allow trains of the Maine Central R. R. to cross the Boston & Maine track.

**MAINE CENTRAL ENGINES AND CRANES PERMITTED ON MAIN, AND AUXILIARY TRACKS
WITH MAXIMUM ALLOWABLE CAR WEIGHTS IN POUNDS**

LOCATION	MAX. WT. CAR & LOAD	ENGINES			CRANES	REMARKS
		Road	Switcher			
Portland-Bangor (Lower Road)	263,000	All	All	All		
Gardiner-Cobbosset-Tracks 2½, 3, 10, 14	190,000	All ex.DRS4	All	All	All except #160, 180	Restriction applies to trestle on track 2½.
Waterville (West Yard) Track 31	263,000	None	None	None	None	Close clearances.
Waterville (East Yard) Track 107	164,000	None	DS-1	None	None	Restriction applies to trestle.
Portland-Waterville (Back Road)	263,000	All	All	All		
Auburn - Track 18	216,000	All	All	All	All except #160, 180.	Restriction applies to trestle, only.
Lewiston Upper - Track 6½	263,000	None	None	All	All	Restriction is live rail of scale.
Lewiston Upper - Track 10	217,000	All ex.DRS4	All	All	All except #160, 180	Restriction applies to trestle only.
Lewiston Upper - Track 10	217,000	None	None	None	None	Coal shed 253 ft. from switch.
Waterville (West Yard) Track 9	165,000	None	DS-1	None	None	Coal, flat & gondolas only. Restriction applies to trestle.
Portland-St. Johnsbury	263,000	All	All	All		
Steep Falls - Track 4	203,000	All	All	All	All except #160, 180.	Restriction applies to grain hopper.
St. Johnsbury - Track 10	220,000	None	DS-1,2,3	All	All	
St. Johnsbury - Track 12	220,000	None	DS-1,2,3	All	All	
Quebec Jct.-North Stratford	263,000	All ex. DRS4	All	All		
Coos Jct. - ML Live Rail	200,000	None	DS-1	All	All except #160, 180	Restriction is live rail of scale.
North Stratford-Beecher Falls	250,000	All ex. DRS4	All	All		
Rockland Branch	263,000	All	All	All		
Bath - Track 3½	263,000	None	None	All		Restriction is live rail of scale.
Bath - Track 61	263,000	None	None	None		Restriction—building door.
Bath - Track 85	263,000	None	None	None		Restriction—building door.
Birch Point - Tracks 7, 9	219,000	All ex.DRS4	All	All	All except #160, 180	Restriction applies to Water Works trestle.
Cement Co. - Track 8	263,000	All	All	All		Can operate on westerly 300 ft. only.
Cement Co. - Track 26	263,000	All	All	All		Can operate on westerly 600 ft. only.
Cement Co. - Track 28	263,000	All	All	All		Can operate on westerly 450 ft. only.
Cement Co. - Track 30	263,000	All	All	All		Can operate on westerly 330 ft. only.
Lewiston Lower Branch	263,000	All ex. DRS4	All	All		
Skowhegan Branch	263,000	All	All	All		
HARTLAND Branch	263,000	All	All	All		
Foxcroft Branch						
Newport-Starbirds	263,000	All ex. DRS4	All	All		
Dexter - Track 12	160,000	None	DS 1	All	All ex.160,179,180.	Restriction applies to trestle.
Starbird-Foxcroft	252,000	All ex. DRS4	All	All	All ex. 160, 180	
Rumford Branch	263,000	All	All	All		
Libbys Pit - Track 12, 14, 16	263,000	None	None	All		Do not operate beyond west end of tower.
Livermore Falls - Track 20	263,000	None	None	None		Platform and roof 280 ft. from switch.
Rumford Yard 1 - Track 26½	240,000	None	None	All ex. #160, 180		Restriction is live rail of scale.
Rumford Yard 2 - Track 13	226,000	All ex.DRS4	All	All ex. #160, 180		Restriction applies to trestle.
Rumford Yard 2 - Track 17	199,000	None	DS 1,2,3	All	All except #160, 180	Restriction applies to trestle.
Rumford Yard 2 - Track 19	203,000	All ex.DRS4	All	All	All except #160, 180	Restriction applies to trestle.
Rumford Yard 2 - Track 41	185,000	None	DS 1,2,3	All	All except #160, 180	Restriction applies to pit.
Rumford Yard 3 - Track 11	252,000	All ex. DRS4	All	All		Restriction—Pit 250 ft. from end.
Farmington Branch	263,000	All	All	All		
Bingham Branch	263,000	All ex. DRS4	All	All		
Madison - Track 8	220,000	None	DS 1	All	All ex. #160, 180	

NOTE: In any territory engines not shown above may operate only on order of Superintendent.

EASTERN SUBDIVISION SPECIAL INSTRUCTIONS.

Trains of the Canadian Pacific Railway while running on the Maine Central Railroad will be governed by the rules and time table of the Maine Central Railroad.

14. WHISTLING RULES.

The use of locomotive whistle in Bangor yard between yard limit signs on main line, will not be permitted except as provided by Rule 14-K or in case of danger.

Keag enginemen of Maine Central trains westbound give one sound of whistle, Canadian Pacific trains westbound give two sounds of whistle.

33. CROSSINGS

LINCOLN— EASTERN CORPORATION

A warning device is in service and is located on post South of Track No. 22 and east of driveway that crosses tracks leading to chemical unloading area and wood yard. Movement onto or over this driveway will be made only when warning device displays a flashing yellow, or driveway is protected on the ground by a member of the train crew.

KEAG

Westbound freight trains with over twenty-five cars will stop to clear Stewart's Crossing Mileage 194.84 located 0.25 miles east of Keag Station. Engines will go light to station for work and orders.

Cars must not be left standing within one hundred feet clear on both sides at MILITARY CROSSING at Keag when making delivery to C. P. R. on their interchange tracks.

DANFORTH

When train or engine is on either Track No. 4 (Freight House Track), Track No. 7 (South Passing Track), or Track No. 5 and an eastward train or engine passes, the switches at the west end of tracks 4, 5 and 7 must not be changed, or the main line fouled until the entire eastward train or engine is beyond signal 2248.

FOREST

Town Road Crossing — A member of train crew must protect crossing when eastward train is holding main track for a meet.

CROSSINGS PROTECTED BY CROSSING TENDER.

Location	Protection	Hours Protected	
		Week Days	Sunday
BANGOR			
Railroad St.	Watchman	6:00 A.M. to 6:00 P.M.	None
May St.—Operated from			
Front St.	Gate	6:00 A.M. to 7:00 P.M.	Same
Front Street	Watchman	6:00 A.M. to 7:00 P.M.	Same
KEAG			
State Road	Gates	24 hours	Same
DENNYVILLE			
Milwaukee Rd.		Station Crew when on duty.	

CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

BANGOR TO VANCEBORO

Location	Protection
BANGOR	
Front Street — Track 3	Flag
BASIN MILLS	
Gilman's Crossing — Track 3	Flag
OLD TOWN	
Center Street — Street Track	Flag
Water Street — Street Track	Flag
Main Street — Street Track	Flag
ENFIELD	
Hammatt Road — Track 4	Flag
KEAG	
Depot Street — Track 20	Flag

BUCKSPORT BRANCH

SO. BREWER	
So. Main St. — Tk. 9 (Eastern Mfg. Co.)	Flag
SO. ORRINGTON	
Rogers Crossing — MP 146.11	Flag
Hobens Crossing — MP 146.71	Flag

CALAIS BRANCH

BREWER JCT.	
State Street — Track 3	Flashers
THE FALLS	
Waltham Road	Flag
ELLSWORTH	
Main Street	Flag

EASTPORT BRANCH

PERRY	
Goves Crossing	Flag
EASTPORT	
Washington Street	Flag
Key Street	Flag
High Street	Flag
Middle Street	Flag
Sea Street —Track 23	Flag

CROSSINGS HAVING SWITCH CUT-OUT.

Crossings	Switch	Direction of Train
LINCOLN		
Town Road	West Sw. Tk. 3	Westward
MIDDLETOWN		
Military Road	East Sw. Tk. 3	Eastward
WINN		
Military Road	Track 5	Eastward
EATON		
County Road	West Sw. Tk. 3 & 4	Westward #
BREWER		
State Street	Track 3	Westward
Cars may be left up to crossing on Westward approach and Manual control provided for reverse moves.		
BREWER JCT.		
Parker Street	West Sw. Tk. 5	Eastward #
Cars may be left West of X/C post 260' west of Parker Street and Manual Control provided for reverse moves.		
Wilson Street	Jct. Switch	Eastward #
Cars may be left West of X/C posts located 220' west of Wilson St. on Bucksport or Calais Branch.		
Wilson Street	Track 8	Eastward #
Cars may be left West of X/C post 220' West of Wilson St. on Bucksport Branch.		
SOUTH BREWER		
Parkway South	Track 4	Westward #
BUCKSPORT		
Kennedy's Crossing	West Sw. Tk. 3	Westward #

CROSSINGS HAVING AUTOMATIC CUT-OUT.

Location	Direction
BREWER JCT.	
Center Street	Eastward ##
ORRINGTON	
Pierce's Crossing	Westward ##
EAST MACHIAS	
Town Road	Westward
Route 1	Eastward
BANCROFT	
County Road	Eastward

After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

Trains or engines moving in approach to crossing at 6 M.P.H. or less must not accelerate above 6 M.P.H. until onto crossing.

CROSSINGS HAVING MANUAL CUT-OUT DEVICE.

Crossings	Location Cut-out Box
ORONO Middle Street Water Street	At North Main St., Webster.
WEBSTER North Main Street Crosby Street	At North Main Street. At North Main Street.
LINCOLN Town Road	On Station.
DANFORTH County Road	200 feet west of crossing. On Station.
Station Crossing	On Station.
EATON County Road	On northwest flasher.
HOLDEN Ellsworth Road	At east switch of passing siding. On case at crossing.
MACHIAS Court Street	On case at crossing.

S-83. TRAIN REGISTERS.

Bangor	St. Croix Junction	Woodland
(For Woodland Branch trains only)		
Calais	Ayers Junction	Keag
Bucksport	Eastport	Vanceboro

S-88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS AT DESIGNATED POINTS.

Unless otherwise directed the following tracks will be used in meeting or passing trains at points named:

VEAZIE passing siding extends from east switch to new crossover installed east of School Street. Approximate capacity of passing siding is 10 cars. Balance of track 3 west of crossover is now a public delivery track.

OLDTOWN siding extends from crossover "B," west of Portland Street Crossing GREAT WORKS, through track No. 9, adjacent to the Main Track, to east switch of track No. 9. All intermediate switches connected to this siding must be left lined for this siding.

ENFIELD.—East Switch to passing track is just east of Hammett Road Crossing. Capacity of Track approximately 73 cars. The normal position of Switch to Track 1½ leading off passing track west of the crossing will be for the passing track.

In fulfilling meet or wait orders:

At Bancroft.—Westward trains if required to take the north siding will use the crossover switch and wait orders will apply at that point.

91. Between Bangor and Keag trains in the same direction must keep at least TWENTY minutes apart except in case of necessity when trains may close up on authority of a message signed by the Superintendent.

Between Bangor and Keag trains following a passenger-carrying train must be kept one open telegraph station behind the preceding train. A following train may close up on a passenger-carrying train in case of necessity only on authority of a message signed by the Superintendent, addressed to the train which is to close up and to the Operator whose station is to be passed, and designating the exact location of the train ahead.

Remarks: Nothing in the above relieves any employe from full compliance with all General Rules and Special Instructions, for example, does not relieve employes on a passenger-carrying train from full compliance with Rule 99.

93. YARDS, LIMITS DEFINED BY YARD LIMIT BOARDS.

Note to Rule 93 is in effect at DANFORTH.

104. BREWER JCT.—The Junction Switch will be lined for the Calais Branch at all times except when changed by Trainmen on trains and Switcher to and from the Bucksport Branch who will, after trains for the Bucksport Branch pass over the switch, line it and leave it locked for the Calais Branch.

109. BULLETIN BOARDS

Bangor	Vanceboro	Keag
Bangor Engine House	Brownville Jct. McAdam, N.B.	Calais

110. SPEED RESTRICTIONS.

MAIN TRACK.		Direction	Pass.	Freight
CALAIS JCT. AND KEAG.		Both	45	35
Calais Jct. and Keag, Maximum Speed				
RESTRICTED.		Direction	Miles per Hour	
			Pass.	Freight
Great Works,				
Portland St. Crossing	Mileage 148.04	Both	15	15
Wood Yard Crossing	Mileage 148.29	"	15	15
Portland St. Track 1½	"	"	6	6
Wood Yard Crossing Track 1½	"	"	6	6
Old Town Bridge	Mileage 149.31	"	10	10
Milford Bridge	Mileage 149.56	"	10	10
Keag Yard				
C.P.R. Main Line—East end track 14 to station	"	"	20	20

KEAG AND VANCEBORO.		Direction	Pass.	Freight
Keag and Vanceboro, Maximum Speed		Both	60	45
Keag, curves east	Mileage 194.78 to 195.60	"	50	45
Gordon, curves west	" 197.33 to 197.90	"	50	45
Reverse curves east of Kingman	" 204.44 to 205.64	"	50	45
Drew Bog—30 mile speed signs installed 500 feet east of Mile Post 207 to 500 feet west of Mile Post 206. Maximum speed of passenger trains between these two points 45 miles per hour and freight trains 30 miles per hour	"	"	45	30
Reverse curves West and East of Wytotpitlock	Mileage 210.60 to 212.56	"	50	45
Curves east and west of Bancroft	" 215.10 to 216.10	"	50	45
Curve about one mile west of Cherokee	" 218.47 to 218.83	"	50	45
Reverse curves east and west of Eaton	" 229.04 to 229.74	"	50	45
Reverse curves west of Forest	" 233.57 to 233.88	"	50	45
Curve east of Forest	" 234.79 to 235.01	"	50	45
Curves east and west of Todds Farm	" 239.52 to 241.84	"	50	45
Curve east of Todds Farm to east of Lambert Lake	" 242.50 to 246.35	"	50	45
Vanceboro, second crossing, east of Station	East	East	6	6

CALAIS BRANCH.

Maximum Speed	Direction	Miles per Hour		
		Pass.	Freight	
	Both	35	35	
RESTRICTED.				
Calais Jct. to Parkway South Crossing, South Brewer	"	15	15	
Fisher's second curve east, to first curve west of Bagaduce Crossing	Mileage 144.61 to 145.90	"	25	25
Holden reverse curves one mile West	" 146.60 to 146.90	"	25	25
Holden, reverse curves east	" 148.31 to 148.97	"	25	25
Lucerne-in-Maine, reverse curves, east	" 151.33 to 152.08	"	25	25
Reverse curves West and curves east of Green Lake	" 153.75 to 155.10	"	25	25
Curve west of M.P. 161	" 160.85 to 160.95	"	25	25
Reverse curves west of Union River Bridge, west of Ellsworth Falls	" 163.77 to 164.00	"	25	25
Curve through Jct. switch, Wash. Jct.	" 168.32 to 168.54	"	20	20
Curve east of Franklin Mill Pond Bridge	" 175.77 to 175.87	"	25	25
Curve about two and one-quarter miles east of Franklin	" 179.99 to 180.13	"	25	25
Schoodic, curve about one mile west	" 182.24 to 182.38	"	25	25
Cherryfield, curve east of Cherryfield Bridge	" 196.80 to 196.97	"	25	25
Ward, curve east	" 208.62 to 208.73	"	25	25
Machias Station to State Road Crossing East		Eastward	15	15
Machias, curve at State Road Crossing East	" 225.72 to 225.82	Both	25	25

SPEED RESTRICTIONS.

CALAIS BRANCH.

	Direction	Miles per Hour	
		Pass.	Freight
RESTRICTED.			
Curve at Machiasport	"	227.92 to 228.06	" 25 25
Reverse curves east of Machiasport	"	228.88 to 229.13	" 25 25
East Machias Second Crossing West to First Highway Crossing East	"	229.52 to 230.03	" 15 15
Jacksonville, curve about one-half mile east	"	231.84 to 231.98	" 25 25
Marion, curve about one mile east	"	244.25 to 244.42	" 25 25
Robinson's reverse curves east	"	251.97 to 252.11	" 25 25
Ayers Jct. reverse curves about one mile east	"	255.14 to 255.84	" 25 25
Curves from 500 feet east of M.P. 268 west of Milltown to Calais Station	"	268.16 to 270.38	" 25 25
Milltown, Bridge Street Crossing	"	268.32	" 6 6
Calais, west end of cut west of overhead bridge and station	"		" 6 6

BUCKSPORT BRANCH.

	Direction	Miles per Hour	
		Pass.	Freight
Maximum Speed	Both	30	30
RESTRICTED.			
Brewer Jct. to South Brewer	"	15	15
Brewer Jct. Sidetrack No. 4 approaching Wilson St. Crossing	"	4	4
Orrington, Mileage 142.87	"	25	25
Reverse Curves east of Hinck's Landing, Mileage 148 to 149	"	20	20
Bucksport, in approach to Kennedy's Crossing, Mileage 154.38	"	15	15
Bucksport between east end of turntable track and the east end of main track	"	6	6

EASTPORT BRANCH.

	Direction	Miles per Hour	
		Pass.	Freight
Maximum Speed	Both	20	20
Bridge Mileage 254.74 Ohio Stream .....		.45 miles east of Ayers Jct.	" 15 15
Bridge Mileage 262.98 Little River .....		.08 miles west of Perry	" 15 15
Eastport, Middle, Key, High and Washington Streets	"	4	4
Maximum speed between Eastport and Sea St., 10 miles per hour.			

WOODLAND BRANCH.

	Direction	Miles per Hour	
		Pass.	Freight
Maximum Speed	Both	30	20
Baring, Engines pushing cars over Highway Crossing	"	6	6
Baring, Curve at east end Baring Bridge	"	15	15

111a. USE OF AIR BRAKES WHILE SWITCHING.

MACHIAS. — Freight Trains when switching and handling cars in Machias Yard, must have air brakes in use.

211a. Train Order Transmitters are located at Danforth and for CPR trains at Mattawamkeag.

221. TRAIN ORDER SIGNALS.

At all telegraph stations except Ellsworth, Calais, Bucksport, Vanceboro and Bangor.

221b. CLEARANCE FORM A

All trains must obtain Clearance Form A before leaving the following stations:

BANGOR CALAIS VANCEBORO

265. CENTRALIZED TRAFFIC CONTROL SYSTEM (C.T.C.)

Train or engine movements may be made on signal indication in either direction between —

Calais Jct. and 3 unit signal governing Westward movements located approximately 5742 feet east of Calais Jct. under direction of towerman at RD Tower.

271a. HAND THROW SWITCHES.

At the following hand throw switches in C.T.C. territory, trains must hold the main track to do work and permission to use the hand throw switch including time and working limits, is not required. **Trains must not clear the main track at these switches.**

Calais Jct.—East and West Switches of Track 36.

272. ELECTRICALLY LOCKED SWITCHES

Instructions for operation of electric lock are located inside of cover on electric lock, and electric locks are located as follows:

Tomah—East switch of track 4.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Main Line. Between Bangor and Signal 1396 located 2,775 feet east of Mile Post P139.

Main Line. Between Lincoln St. Crossing at Winn Station and C. P. R. signal territory at St. Croix River Bridge, Vanceboro.

Calais Branch. Between Calais Jct., and Signal H-1400, two miles East of Brewer Jct.

512. SWITCH INDICATORS.

Keag— ||At west end north siding. At west end south siding.
||At crossover leading from C.P. Yard to Me. C. main line.

||Double Indicators.—Indicator marked WEST at stop indication will indicate that the main line west of switch is occupied and indicator marked EAST will indicate that the main line east of switch is occupied.

513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS OR FROM BRANCH LINES.

	Location	Signal Number	Clearing Time
Bangor,	West end pulling out Yard track	S1356	*3 minutes
	West end Crossover "A" High Head	S1361	*3 minutes
Brewer Jct.,	Bucksport Branch	BB1384	*3 minutes
	Calais Branch	H1384	*3 minutes

*Time locking in effect before signal will clear following any change of route. No approach indicator lights (Rule 513c) at these locations.

Note: The following signals may be passed in stop position for movement on side track when it is known that switches are set straight and that track is clear —

- Kingman —Signal S2027 at east end Track 4
- Bancroft —Signal AS2151 at east end Track 4
- Danforth —Signal S2248 at west end Track 6
- Forest —Signal AS2341 at east end Track 3

Brewer Jct.—Signal BB 1384 will normally indicate "STOP". When movement to Calais Branch is to be made, member of train crew must operate button in "Manual Control" box opposite Signal BB1384, then proceed to and reverse the Junction Switch. Signal will clear three minutes after operating push button if the Junction Switch has been reversed within this time.

605. LOCATION OF INTERLOCKING SIGNALS.

(See Interlocking Signal Rules).

*Keag.

*Circuits for C. P. Eastward and Westward Home Interlocking Signals includes switch at west end of Freight House Track 18.

**MISCELLANEOUS.
RUDD**

Trains having cars to set off at RUDD (I.M.C. Yard) will set them off on either Tracks 5 or 7 from which point the I.M.C. crew will handle them. Cars to be picked up by trains will be placed on Tracks 5, 7, or 13 by I.M.C. crew and these tracks will be designated as the Interchange Tracks.

Maine Central trains must stop at a point approximately 280 feet from the west switch to Track No. 7 and a train crew member proceed ahead of the move beyond that point to make sure that the track is clear and switches properly lined for the move.

Switches which both MC and I.M.C. crews will be required to use will be locked with a bar with an MC switch lock on one end and an I.M.C. lock on the other end. These switches must be kept locked when not being used.

A sign on both sides of the track (Track No. 3) leading from our main track approximately 280 feet west of the west switch to Track No. 7 which facing our main track reads: "Stop. Member of train crew precede move beyond this point", and on the opposite or I.M.C. Plant side reads: "I.M.C. crews will not operate beyond this point".

DIESEL TONNAGE RATINGS PER UNIT

	251-263	556-557 801-802	553-554 561-569 571-581	331-335	301-303 311-317	953-962	11-17
Bangor to Veazie	2000	1700	1500	1500	1000	850	440
Veazie to Keag	2900	1800	1600	1600	1200	1120	550
Keag to Vanceboro	2000	1800	1600	1400	1100	770	330
Vanceboro to Keag	2500	2300	2100	2000	1500	1000	480
Keag to Enfield	2500	2400	2300	2200	1800	1300	620
Enfield to Bangor	3000	2850	2700	2700	2200	1450	720
Bangor to Bucksport	2300	2180	2000	2000	1400	1100	540
Bucksport to Bangor	1800	1700	1550	1400	1400	1100	540
Washington Jct. to Calais	1500	1600	1500	1500	1300	850	410
Calais to Washington Jct.	1700	1650	1550	1500	1300	850	410
Washington Jct. to Bangor	1700	1380	1300	1300	1100	750	360
Bangor to Washington Jct.	1700	1375	1300	1300	1100	750	360
Ayers Jct. to Eastport	—	—	—	—	—	—	410
Eastport to Ayers Jct.	—	—	—	—	—	—	410
St. Croix Jct. to Woodland	—	2150	2100	2100	1700	1250	610
Woodland to St. Croix Jct.	—	2150	2100	2100	1700	1250	610

Note.—When units of different tonnage ratings are coupled together, the unit with the lowest tonnage rating must govern the rating for each unit in the train, except when multiple-unit operated with the 251-263, then the tonnage may be added together.

**MAINE CENTRAL ENGINES AND CRANES PERMITTED ON MAIN , AND AUXILIARY TRACKS
WITH MAXIMUM ALLOWABLE CAR WEIGHTS IN POUNDS**

LOCATION	MAXIMUM WEIGHT OF CAR AND LADING	ENGINES			CRANES	REMARKS
		Road	Switcher			
Eastport Branch	169,000	None	DS-1		All ex. # 160, 179 & 180	
Woodland Branch	232,000	All ex DRS4	All		All except #160	
Bangor-Calais	263,000	All	All		All	
Campbells - Track 3	200,000	None	DS 1,2,3		All ex. # 160, 180	Restriction is live rail of scale.
Bangor-Keag	240,000	All	All		All	
Bridge 145.09 Orono		All	All		All	Crane 160 — 20 M.P.H.
Mattawamkeag - Track 3½	240,000	None	None		All except #160	Restriction is live rail of scale.
Vanceboro - Track 28½	240,000	None	None		None	Restriction is live rail of scale.
Keag-Vanceboro	263,000	All	All		All	
Bangor-Bucksport	263,000	All	All		All	
Brewer Jct. - Track 21	263,000	None	None		None	Operated by industry only.
So. Brewer - Track 25	263,000	All exc. DRS 3a DRS 4	All		None	O.H. Conveyor 534 ft. from switch.
Bangor Yard						
Bangor (West Yard) Track 5½	200,000	None	None		All ex. #160, 180	Restriction is live rail of scale.
Hampden Yard - Track 23	263,000	None	None		None	Oil rack 259 ft. from switch — 10,000 gal. cars only.
Hampden Yard - Track 37	263,000	None	None		None	Oil rack 217 ft. from switch — 10,000 gal. oil cars only.

LOCATION OF MESSAGE PHONE WIRES BETWEEN BANGOR AND VANCEBORO.

Bangor to Old Town — Pole line north side of track — 2 wires on track side.
 Old Town to Keag — Pole line south side of track — 2 wires on field side.
 Keag to Vanceboro — Pole line south side of track, 2 track wires, second arm.

LOCATION OF DISPATCHERS' PHONE WIRES BETWEEN BANGOR AND VANCEBORO.

Bangor to Old Town — Pole line north side of track — 2 wires field side.
 Old Town to Vanceboro — 2 wires on track side.
 Note: If only 2 arms on pole between Keag and Vanceboro — Message phone 2 wires on field side.
 Dispr. phone 2 wires on track side.

PORTLAND TERMINAL CO. — SPECIAL INSTRUCTIONS

The Rules of the Operating Department are printed separately in book form.

Trains and engines of the Boston and Maine Railroad and the Maine Central Railroad while running on Portland Terminal tracks will be governed by the Operating Rules, Special Rules and Time Tables of the Portland Terminal Company.

All Maine Central trains from Rigby Yard requiring train orders will get them at Rigby Yard Office or Tower 2 unless otherwise instructed.

Train orders required for movements between Mountain Jct. and Cumberland Mills, not authorized by time table, will be issued over signature of Superintendent, Maine Central R. R., Portland Division.

4. TIME TABLES.

Trains of the B. & M., Boston Div., and P. T. Co. will assume corresponding schedule at Tower One.

Trains of the M. C. and P. T. Co. will assume corresponding schedule at P. T. Limit.

B. & M. employes will send receipts for M. C. and P. T. time table to their Superintendent.

14. WHISTLING RULES.

The use of locomotive whistle will not be permitted West of P. T. Limit (McC-Port. Div.) or East of M. P. 4 (Mt. Sub.-Div.) except:

1. To call in flag. See Note.
2. As necessary, in emergency to avoid accident.

Note:—When trains, switcher drags, or engines stop within the restricted territory under conditions requiring flag protection (Rule 99), engineers will, when ready to proceed, sound whistle signal 14 (g), instead of 14 (d) or (e), as a signal for flagman to return to train, and will wait a reasonable time to permit his return. Compliance with the provisions of Rule 99 without whistle signal 14 (c) is required in this territory, and engineers will omit signal 14 (c) except in unusual emergency conditions. In sounding signal 14 (g) engineers must use judgment and hold whistle blasts to a minimum.

30. DIESEL LOCOMOTIVES.

Account men working alongside running tracks at Car Shop, Rigby East Yard, engineers have bell ringing while passing this point and when coming out of engine house near 230 shanty.

33. CROSSINGS PROTECTED BY CROSSING TENDER.

Location	Protection	Hours Protected	
		Week Days	Sunday
Saunders Street	Gates *		
Forest Avenue	Gates	24 hrs.	Same

*Operated from Forest Avenue

CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

OLD W. N. & P. ROUTE.

Location	Protection
Forest Avenue	Flag
CUMBERLAND MILLS	
Warren Avenue, Tks. 50-52-56-58-60	Flag
Morton Street, Tk. 52	Flag
Raymond Street, Tk. 58	Flag
Cumberland Street	Flag
Main Street	Flag
Rochester Street	Flag
Haskell Street	Flag
WESTBROOK	
Stroudwater Street	Flag
Pleasant Street	Flag
Spring Street	Flag
Church Street	Flag
Brackett Street	Flag
Central Street	Flag
Mechanic Street	Flag
Saco Street	Flag
Longfellow Street	Flag

PORTLAND STATION - YARD No. 7—(UNION BRANCH).

Winslow Street, Track 6	Flag
Deering Oaks Crossing	Flag
Forest Avenue	Flag
Marginal Way, Track 20	Flag
Brattle Street	Flag
Parris Street	Flag
Kennebec Street — (Two Crossings)	Flag
Hanover Street, ML—Tk. 5-9-10-20-22	Flag
Alder Street, Tk. 5-9	Flag
Preble Street, Tk. 5-9-8-66-20-22	Flag
Preble Street M. L.	Flag
Somerset Street, Track 66-9	Flag
Elm Street, Track 9-70	Flag
Chestnut Street, Track 9	Flag
Pearl Street, Track 9	Flag
Wilmot Street, Track 9	Flag
Franklin Street, ML-Tk. 9-27-56	Flag
Diamond Street, ML-Tk. 44	Flag
Cove Street, ML-Tk. 32-39	Flag
Plowman Street, ML-Tk. 42	Flag

YARD 5 — PORTLAND.

WEST COMMERCIAL ST. RAMP

ALL movements over this crossing, except light engines, will be protected by member of train crew. Light engine movements restricted to 4 miles per hour

YARD 8 AND WATERFRONT.

WEST COMMERCIAL ST.

ALL movements over this crossing, except light engines, will be protected by member of crew. Light engine movements restricted to 4 miles per hour.

GAS HOUSE CROSSING

Flashers to be operated by member of train crew.

Commercial Street

All tracks in or across all or a part of the street Flag

YARD 6 — SOUTH PORTLAND.

Location	Protection
Main Street—Track 13	Flag

YARD 3 — SOUTH PORTLAND.

Broadway	Flag
Elm Street	Flag
Forest Avenue	Flag
Chestnut Street	Flag
Pearl Street	Flag
Buttonwood Street	Flag
Waterman Drive	Flag
Ocean Street	Flag
Cottage Road	Flag
Mussey Street	Flag
Harriet Street	Flag
Pine Street	Flag
Sawyer Street	Flag
Stanford Street	Flag

**CROSSING SIGNALS ON DOUBLE TRACK
FOR EITHER DIRECTION OPERATION.**

ALLEN AVENUE — WESTWARD MAIN TRACK ONLY. Eastward moves at not exceeding 6 miles per hour.

CROSSINGS HAVING MANUAL CUT-OUT DEVICE.

Crossings	Location Cut-Out Box
WOODFORDS— Walton St.	At switch near northeast corner of Read St. Deering Jct.
DEERING JCT.— Read St.	At switch near northeast corner of crossing.
CUMBERLAND MILLS— Forest and Lamb Sts. Lamb and Seavey Sts. Seavey St. Main St.	On case at Forest St. On case at Seavey St. On station. On station. 250 feet west of crossing.

CROSSINGS HAVING AUTOMATIC CUT-OUT.

Location	Direction
DEERING JCT.— Read St.	Westward on westward track.
DEERING JCT.— Allen Ave.	Eastward on both main tracks.

Eastward movements on westward track having stopped in approach to Allen Ave. must, when movement is resumed, protect crossing by member of train crew.

Riverside St. Westward

CROSSINGS HAVING CONTROLLED SIGNAL CUT-OUT

Trains that are required to stop account the 3 unit signals, located as listed below, displaying STOP aspect may pass x/c post in approach to crossing and proceed to the signal.

Location	Direction
DEERING JCT.	Westward
FALMOUTH	Eastward

83. REGISTERING STATIONS.

Rigby Yard	All except passenger trains.
Portland Yard 8.	All trains moving from or to that yard.
Cumberland Mills.	All trains.

Note:—All switchers or light engines moving from one station to another must be registered in register books where provided for the route used, except between Portland and Rigby.

The arriving time of a freight train at terminal is time train stops in clear on receiving track unless crew is released by yardmaster prior to that time.

In case train and engine crews are released by yard or emergency crews when train standing on main line within yard limits, conductors so released will register their train as having arrived at the time they are released.

83c. CONDUCTORS OF EASTWARD TRAINS, starting from CUMBERLAND MILLS ENROUTE TO YARD 8 PORTLAND, will report the arrival of their train at MOUNTAIN JCT. to the OPERATOR at TOWER X, by telephone from MOUNTAIN JCT., in addition to registering their train at YARD 8.

86. Exception:—

Between Tower Two and Falmouth inferior trains and engines may precede first class trains if proceed signals are displayed.

93. YARD LIMITS.

Portland Yards include all tracks in Portland and South Portland within yard limits located at:

Home Interlocking Signals on Boston & Maine R. R. about 1775 feet west of Pleasant Ave. Overhead Bridge No. 110.78.

Near Stroudwater Crossing (Mountain Road Route).

About 2,075 feet east of Brighton Ave.

Cumberland Mills—Westbrook are included in one yard within yard limits located at:

Portland Terminal Limit, 1,624 feet west of Mile Post P-7 and 1,155 feet east of Mile Post P-5 on Mountain Subdivision.

4,932 feet west of former Westbrook Station at Terminal Line.

Deering Jct. Yard includes all tracks from P. T. Limit sign east of station to yard limit just west of Read St.

93. YARDS.

Yard No. 1.—All Terminal Freight House tracks.—Wharves 1 and 2 and other tracks between Portland Bridge and Gas House crossing.

Yard No. 2.—All tracks on Commercial Street and adjacent wharves, except track No. 8 on Wright's wharf.

Yard No. 3.—All tracks in South Portland, Turners Island to Wye connection switch Rigby Yard and Burma Road.

Yard No. 4.—All tracks in the old B. & M. yard, between easterly side of Clark Street arch and Maple Street, including track No. 8 on Wright's wharf.

Yard No. 5.—Old B. & M. yard from Danforth Street Overhead to easterly side of Clark Street arch.

Yard No. 6.—All tracks from Danforth Street Overhead to east switch of crossover east of Tower Two.

Yard No. 7.—All tracks in Preble Street yard from St. John Street bridge.

Yard No. 8.—All tracks between Yard 8 EAST and the Gas House Crossing, south of Commercial Street, including Wharf No. 3.

Yard No. 9.—All tracks in Fore River yard east of the Sluiceway to Old Canal Basin.

Yard No. 10.—All tracks in Thompsons Point yard, west of the Sluiceway of old Canal Basin to Congress Street, Stroudwater.

Yard No. 11.—All tracks in Deering Junction yards.

Yard No. 12.—All tracks in Cumberland Mills and Westbrook yards.

Rigby Yard.—All tracks at Rigby west of the east switch of crossover east of Tower Two and west of Wye connection switch.

Portland Station Yard.—All tracks between Yard 8 EAST and Yard Limit east of Brighton Ave., including the Union Branch to St. John Street bridge.

93. RIGBY YARD.

Operators at Tower One shall not give a Boston & Maine Train, or Operators at Tower Two, give a Maine Central Train a signal to enter the Freight Yard until permission is received by him from the responsible Yardmaster for the train to enter the Yard.

The above also applies to yard engines when making inter-yard moves with cars.

At the outward engine house tracks a color light dwarf signal has been installed at a point about 200 feet east of switch leading to track 75 and will govern movements from engine house tracks.

Track 75, between Tower Two and Crossover "O" is a single running track for movements in both directions.

Switching crews, when to work within these limits, will first get permission from Tower Two, and when work completed and track clear for normal operation, will so inform Tower Two. Light engine movements, within these limits, must first get permission from Tower Two, except engines from Engine House that are governed by bell system and dwarf signal, and engine movements from main line to track 75, which are governed by interlocking at Tower Two.

When eastbound Maine Central freight trains are ready to depart Head Brakeman will so advise Tower Two, and get OK before train proceeds.

Except in case of short trains where it is possible for conductor and brakemen to be in close touch with each other, all freight crews with long trains will be governed by the following: As soon as conditions permit after engine is attached and train is ready to go, the head brakeman and flagman will communicate with each other, and in no case shall the train start until the head brakeman has been advised that the conductor is on hand and ready for the train to proceed. If necessary the conductor will telephone to the head brakeman.

When eastbound freight trains are approaching Tower ONE from B. & M. and prior to their arrival there, Towerman will communicate with Rigby Yard, who will advise him as to whether they are prepared to take the train in or not, and what track they are to use in the receiving yard.

A blackboard is installed with an electric light to reflect upon same on the outside of Tower One, near the second story window, and Operator will mark the track number with white chalk for the information of train and engine crews.

It is to be understood that this is not intended to change in any way the existing rules or responsibilities in connection with trains hauling in to yard tracks.

The former westward main track between Crossover "B" at Tower One and Crossover "Q" at Tower Two is designated as Track No. 2 and will be used exclusively as a make-up track for outward trains.

The former eastward main track between west end of Track No. 3 and Tower Two is designated as Track No. 1 and will be used exclusively as a make-up track for outward trains. Neither Tracks 1 or 2 will be used as a receiving track unless specifically authorized by the General Yardmaster.

During Hours of Darkness.

Enginemen of Boston & Maine trains shall not proceed on Tracks 3 or 5 to foul Crossover R, or enter any track, other than Tracks 3 or 5, until a "proceed" motion given with a Green light by a man on the ground is received.

Enginemen of Maine Central trains shall not proceed on Tracks 4 or 6 to foul Crossover M, or enter any track other than Tracks 4 or 6 until a "proceed" motion given with a Green light by a man on the ground is received.

The above is nothing more than a precautionary arrangement and DOES NOT relieve anyone from full compliance with all applicable General Rules and Special Instructions.

97. EXCEPTION:—

Extra trains may be run without train orders between Falmouth and Tower Two.

102a. EASTWARD TRAINS OR ENGINES entering MAIN TRACK at MOUNTAIN JCT. will STOP before clearing the INTERLOCKING, and notify OPERATOR AT TOWER X, IF THEIR TRAIN OR DRAFT IS NOT COMPLETE.

103. OBSTRUCTING CROSSINGS.

All moves of engines and cars from Yard One to Yard Four will be protected by one member of the crew preceding the forward end around the corner of building, 493 Commercial Street. This member of the crew should be far enough ahead to take position where he may exchange signals and at the same time have a view of conditions beyond in the direction his draft is moving.

103b.

On account fire protection railroad crossing between freight house and Wharf No. 1 must be left open at all times excepting when cars are being switched and one member of crew must flag crossing when moves to be made over same.

At Thompson's Point the road leading to the industries across tracks must be kept clear.

Attention is called to blocking crossing at foot of Morrill St. Deering Jct. Crossing must not be blocked against travel beyond the permitted time and trains must in all cases split, regardless of travel when engine for any reason is disconnected for switching or otherwise, leaving train on crossing.

103c.

In order to allow travel and sufficient width for fire apparatus to pass through, whenever cars are left standing on Commercial St. the entrance to the several wharves must be protected by leaving an open space of at least 100 feet.

104b. LOCATION SPRING SWITCHES.

At RIGBY:

- (a) At OUTWARD Engine House Tracks, at Junction of Tracks 75-109; 115-113.
- (b) At INWARD Engine House Tracks, at Junction of Tracks 75-91.
- (c) EAST YARD — at Junction of Tracks 71-91.

Trains or engines trailing through a switch must not exceed a speed of 20 miles per hour until the leading wheels have passed through the switch.

109. BULLETIN BOARDS.

- Tower "X" For Portland Terminal and B. & M. only.
- Portland Yard 8.
- Telegraph Office, Rigby Yard.
- Engine Dispatcher's Office, Rigby Yard.

110. SPEED RESTRICTIONS.

	Direction	Miles Per Hour	
		Pass.	Freight
MAIN TRACK			
Tower Two and Oil Plant	Both	40	20
Oil Plant and Woodfords	"	30	20
Woodfords and Yard Limit Sign East of Deering Jct.	"	40	25
Mountain Jct. and Thompson Point	"	20	20
Thompsons Point and Cumberland Mills	"	40	25

	Direction	Miles per Hour	
		Pass.	Freight
RESTRICTED.			
Over Morrill Street Crossing, just west of Deering Jct. Station	Both	30	25
Portland Yard 8, freight trains over crossovers and leads and entering receiving tracks	"	6	6
At Cumberland Mills, (Mountain Road Route)			
Mile Post 5 to Main St.	Westward	20	20
Presumpscot River Bridge to Forest St.	Eastward	20	20
In Yard 3, South Portland, Broadway crossing	"	6	6
Cumberland Mills, S. D. Warren's tracks crossing Warren Ave., Morton St. and Raymond St.	"		5

111a AIR BRAKES WHEN SWITCHING.

Air brakes must be coupled and in use in making yard moves at following locations:

RIGBY.

To and from Yards 6-7-8-9, Thompson's Point, Deering Jct., Cumberland Mills and Portland Station.

YARD No. 3

To and from Rigby when cars are pushed ahead of engine and during all switching moves.

YARD No. 8.

To and from Yards 6-7-9, Thompson's Point, Deering Jct., and Cumberland Mills.

To and from Commercial St., when cars are being pushed by engine.

When making straight delivery to or from the Canadian National Railways via Commercial St.

D-151. DOUBLE TRACK.

Between Tower Two and Falmouth.

211a. Train Order Transmitter is located at Tower Two, Rigby.

221. TRAIN ORDER SIGNALS.
LOCATED AT DEERING JCT., AND AT CUMBERLAND MILLS.

221b. CLEARANCE FORM A.
AT RIGBY YARD, all Me. C. Trains must obtain Clearance Form A before leaving.

265. CENTRALIZED TRAFFIC CONTROL SYSTEM.
(C. T. C.)
Train or engine movements may be made on signal indications between locations as specified below:

FALMOUTH TO P.T. LIMIT — EASTWARD
P.T. LIMIT TO ALLEN AVE. — WESTWARD

Under direction of Towerman at Tower X.

271a. HAND THROW SWITCHES
At the following hand throw switches in C T C territory, trains must hold the main track to do work and permission to use the hand throw switch, including time and working limits, is not required. TRAINS MUST NOT CLEAR THE MAIN TRACK AT THESE SWITCHES.
FALMOUTH Tracks 10 and 39

272. ELECTRICALLY LOCKED SWITCHES.
Instructions for operation of electric lock are located inside of cover on electric lock and electric locks are located as follows:
† OIL PLANT — Switch leading to Yard 6.
†*TRACK 19 — Crane Company.
†*TRACK 30 — Delano Mills.
*DEERING JCT. — Track 6, Milliken-Tomlinson.
†Controlled by Operator at Tower X.
*Switch operates a pipe connected derail.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.
Between Tower Two and P. T. Limit sign East of Deering Jct.
On Mountain Sub-Division between Mountain Jct. and Signal M-23.

521. SWITCHING SIGNALS.
Rigby East Yard, located as follows:
South side of track opposite interlocking switch leading to Track No. 75.

South side of Eastward main track 65 feet East of Westward Home Signal, Tower No. 2.

Control of signals, with instructions for operation is located in an iron box fitted with standard padlock, on post, near switch leading to Track No. 35.

See Signal Aspects for indications.

Before Move Forward or Move Backward indication can be displayed on switching signal, proper interlocking signals governing movements through interlocking at Tower No. 2 must display an indication to proceed.

605. LOCATION OF INTERLOCKING SIGNALS.

***TOWER ONE**

TOWER TWO

TOWER X — Control extends from eastward interlocking signals at Oil Plant to westward interlocking signals east of Park Avenue Bridge and includes Yard 8 wye.

EASTWARD TRACK is signaled for movements in either direction.

WESTWARD TRACK is signaled for movements in either direction between Mountain Junction and east end of interlocking, and for westward movements only between Mountain Junction and west end of interlocking.

FALMOUTH

***Switch Circuit Control Box at West Switch, Crossover "D" East Yard Rigby.** This switch is locked with switch lock and **MUST NOT** be operated without permission from **OPERATOR AT TOWER ONE.** Telephone is located at this switch.

805. CONDUCTORS' REPORTS.

Conductors handling freight cars between stations account Portland Terminal should show "Portland Terminal" on wheel report sent to Car Accountant in order that he may distinguish between Portland Terminal and Maine Central or Boston & Maine trains.

862. CONDUCTORS DELIVERING WAY BILLS IN ORDER AS CARS STAND IN TRAIN.

Conductors of all freight trains arriving in Terminal yards will arrange to deliver the waybills to local yard office in order of cars as they stand in their trains, or in draft that they are to set off.

DERAILS.

Target Derailers will be used at west end of Tracks 9 and 10, Wharf One.

These derailleurs are to be placed on the track by Foreman at Wharf One, and no cars on these tracks shall thereafter be switched until the derailleurs have been removed by the person who placed them on track, who will before removing them know that all skids or bridges between cars, and between cars and wharf shed have been taken up.

**PORTLAND TERMINAL COMPANY
LOCOMOTIVE CLASSIFICATION.**

Diesel:

DS2d — 1003-1004	(660 HP)
DS3b — 1005-1008 and 1101	(660 HP)
DS4b — 1051-1063	(1000 HP)

HEAVIEST ENGINES PERMITTED.

Union Branch — St. John St. Bridge and Yard 7:

All classes diesel switchers including Road Switchers permitted in any combination. Speed Limit 10 M. P. H. St. John St. Bridge.

MAINE STATE PIER.

Following restrictions will be in effect on WHARF PORTIONS of Tracks at State Pier in Portland:

LOCOMOTIVES must not be operated on Track No. 1

P.T. Co. Locomotives 1003 to 1008, and 1101, Maine Central Locomotives 953 to 962, and Boston and Maine Locomotive 1176 ONLY may be operated on Tracks 2, 3, 4 and 5.

On Tracks Nos. 2, 3, 4 and 5 — Maximum allowable load 210,000 pounds on four axles.

MAXIMUM WEIGHT — on Track No. 1 maximum weight 169,000 pounds on four axles.

Any cars with heavier loads than outlined above will require special permission before placing on Wharf portion of these tracks.

91. PASSENGER TRAINS INCLUDING RAIL MOTOR CARS

Passenger trains, including Rail Motor Cars, operating on Portland Terminal Co. MUST be manually blocked between Towers 1 and 2.

Cumberland Mills.

Switchlights will not be lighted on that portion of the old W. N. & P. Route between Terminal limit west of Westbrook and east end of Cumberland Mills Yard.

A stop sign has been installed on the south side of the track 1200 feet east of Mile Post 5 on the old WN&P main track between Cumberland Mills and the Maine Turnpike. Cars and engines should not operate beyond this point.

AT CUMBERLAND MILLS IN S. D. WARREN YARD

Following restrictions are in effect on Trestle Tracks No. 82 and 84:

LOCOMOTIVES—DS-1, DS-2, and DS-3 ONLY are permitted to operate on this Trestle.

MAXIMUM WEIGHT—Maximum Gross car weight permitted on Trestle is 210,000 pounds.

MISCELLANEOUS.

Do not leave cars or engines fouling leads.

Placarded tank cars must not be cut off while in motion unless the car or draft of cars is properly protected by a rider, and must be coupled carefully and all unnecessary shocks must be avoided

At any of these locations where electric lanterns are not supplied by the Oil Co. they must be procured at Yard Office.

When cars are stored at Wharf Three arrange to make openings opposite the three hydrants, so that Fire Department will have quick access to wharf structure should the occasion require.

Fire alarm box 642 is in operation at Portland Terminal Wharf One. When alarm is sounded, a switching crew will immediately go to the Wharf, to protect against damage and give other assistance. Yardmasters will also give this condition their first attention.

First Aid Kits are located at the following points:

Portland Yard 7.

Portland Yard 8.

Wharf One Office Building.

General Yard Master's Office Building, Rigby.

Eastbound Yard Office.

Westbound Yard Lobby.

Deering Junction Office.

Cumberland Mills Office.

R. E. MACLEARN
Assistant Superintendent.

R. J. THOMPSON
Trainmaster

A. C. P. LENNON,
Assistant Superintendent.

**MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
EXAMINING PHYSICIANS**

Dr. ROBERT E. McAFEE,
18 Bramhall Street
Portland, Maine

Dr. E. W. HARLOW,
Professional Bldg.,
Waterville, Maine.

DR. L. G. MIRAGLIUOLO
10 Maple Street, Bangor, Maine

DR. ANTHONY L. D'ANDREA
131 State Street
Portland, Maine

Dr. EDWARD L. REEVES,
179 Sabattus Street,
Lewiston, Maine.

Dr. HAZEN C. MITCHELL,
178 Union Street,
Calais, Maine.

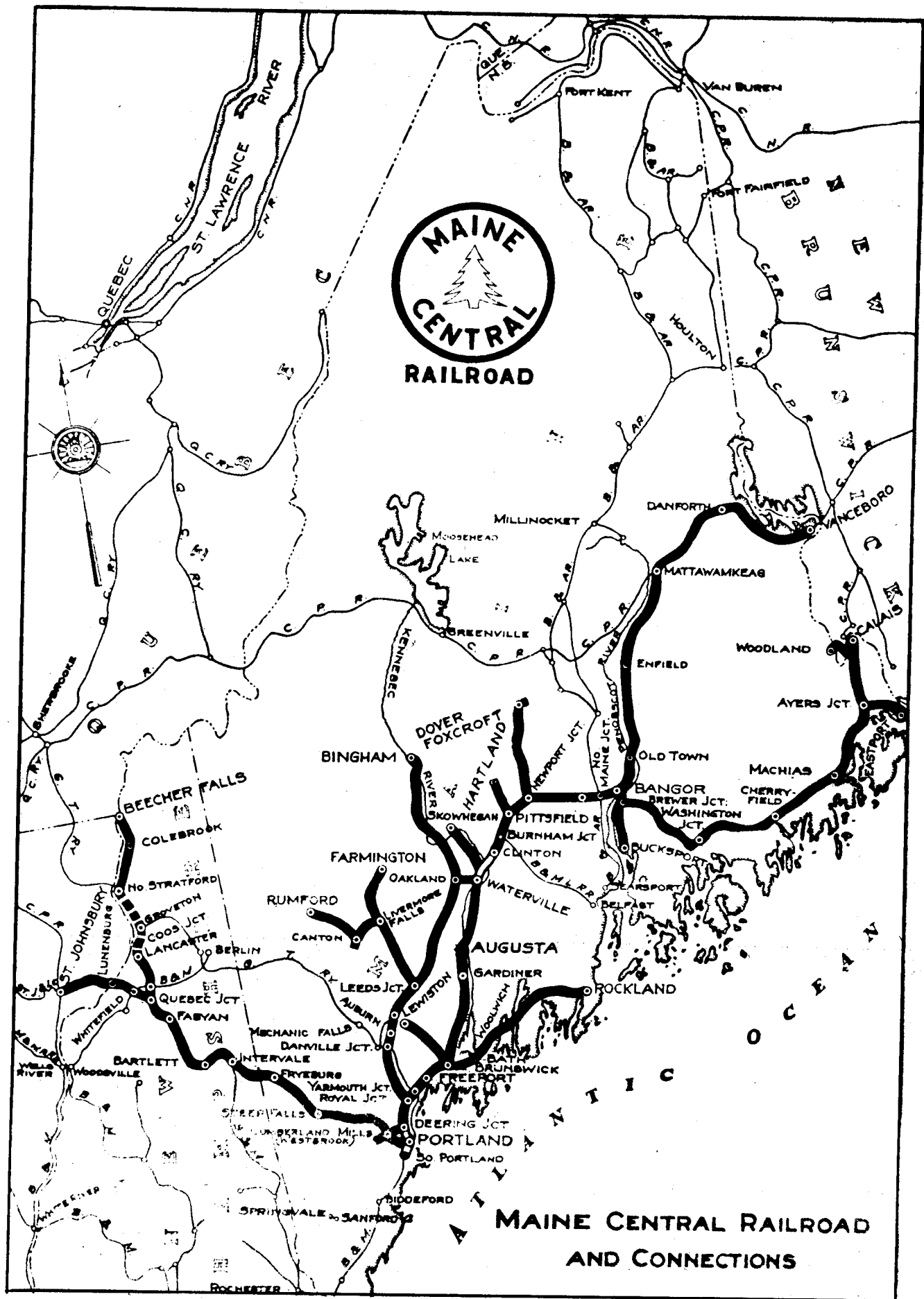
Dr. EDWARD A. McFARLAND,
159 Maine Street,
Brunswick, Maine.

Dr. ORAM R. LAWRY, Jr.,
96 Lime Rock Street
Rockland, Maine.

Dr. ALBERT P. ROYAL, Jr.,
Rumford, Maine.

Dr. CHARLES E. TOWNE,
18 Common Street,
Waterville, Maine.

Dr. CHARLES E. SMITH,
Main Street
Conway, N.H.



**MAINE CENTRAL RAILROAD
AND CONNECTIONS**

SAFETY FIRST—
friendliness too!

SAFETY FIRST—
friendliness too!

— **COURTESY** —

Courtesy Costs Nothing—
but pays big dividends in
Satisfied Customers

Satisfied Customers come again
The more customers -- the more jobs

A gentleman smiles and always says

“Thank You”

SAFETY FIRST—
friendliness too!

SAFETY FIRST—
friendliness too!