R. L. A.

INDEX

	Page
Speed Schedule	Inside Front Cover
Portland to Bangor (Lower Road)	1
Bangor to Portland (Lower Road)	1
Royal Junction and Waterville (Back Road)	2
Rockland Branch	2
Rumford, Farmington, Skowhegan, Foxcroft, Harmony, Bingham and Lewiston Branches	3
Portland and St. Johnsbury	4
Quebec Junction and Beecher Falls	4
Calais, Bucksport, Eastport, Woodland and Howland Branches	5
Bangor and Vanceboro	6
Portland Terminal	7
Changes in, and Additions to Rules for the Government of the Operating Department	8
General Special Instructions	8-11
Portland Division Special Instructions	11-24
Eastern Subdivision Special Instructions	25-30
Portland Terminal Special Instructions	30-35
Examining Physicians	Inside Back Cover
Classification of Diesel Engines	Inside Back Cover

MAINE CENTRAL RAILROAD COMPANY AND PORTLAND TERMINAL COMPANY

TIME TABLE No. 8

FOR EMPLOYES ONLY

EFFECTIVE AT

12.01 A. M., SUNDAY

APRIL 29, 1962

SUPERSEDING
MAINE CENTRAL RAILROAD AND PORTLAND TERMINAL TIME TABLE NO. 7
AND ALL SUPPLEMENTS THERETO

R. E. BAKER.
GENERAL MANAGER

W. E. PIERCE.
ASSISTANT GENERAL MANAGER

A. N. TUPPER
SUPERINTENDENT
MAINE CENTRAL RAILROAD CO.

R. W. WILLIAMS
SUPERINTENDENT
PORTLAND TERMINAL CO.

SPEED SCHEDULE.

Time per Mile.	Miles per Hour.	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		

THIRD CLASS	EASTWARD—FIRST CLASS READ DOWN			Miles from Portland	Passing Sidings. Approximate Capacity Cars.	STATIONS.		WESTWARD—FIRST CLASS READ UP			THIRD CLASS
	1	9						8	2		
	Daily	Ex. Sat.						Daily	Ex. Sun.		
	P. M.	P. M.				*Rigby Yard*	T-D	P. M.	A. M.		
	11:10	8:10				*Commercial St. Sta.*	T	7:15	1:00		
				1.63		*Portland Sta.*	T				
	11:25	8:25		4.19		*Deering Junction*	T-X-D	6:57	12:48		
				6.56		**P. T. Limit**	T	6:54	12:45		
	11:32	8:32		11.07	E. 69	**Cumberland Center**					
	11:35	8:35		13.30		**Royal Junction**	T-N	6:47	12:38		
	11:37	8:37		15.09		**Yarmouth Junction**	T-N	6:44	12:35		
	11:44	8:44		20.64	46	**Freeport**	T-D	S 6:37 6:23	12:28		
	11:50	8:50		25.32	60	**Hillside**		6:17	12:22		
	11:55	8.55		29.21	117	**Brunswick**	T-X-D	S 6:10 6:03	12:16		
	12:10 [2]	9:04		33.05	112	**Cathance**		5:58	**12:11 12:06** [1]		
	12:15	9:09		36.90	52	**Bowdoinham**	T	5:53	12:02		
	12:20	9:14		40.58	58	**Harwards**		5:48	11:57		
	12:25	9:19		44.64	W.111	**Richmond**	T	5:43	11:52		
	12:30	9:24		48.23	72	**Dresden**		5:38	11:47		
	12:35	9:29		51.87	E 35	**Lawrence Mills—South Gardiner**	T	5:33	11:42		
	12:40	9:34		55.78	34	**Gardiner**	T-X-D	5:27	11:37		
				60.34		**Hallowell**					
	12:47	9:41		60.60		**Fuller**		5:19	11:30		
	S 12:50 1:05	S 9:44 9:54		62.48	YARD	**Augusta**	T-X-D	S 5:15 5:02	S **11:24 11:20**		
	1:12	10:01		66.33	50	**Kennebec**		4:55	11:13		
	1:17	10:06		70.09	35	**Riverside**		4:49	11:07		
	1:23	10:12		73.91	E. 105	**Vassalboro**	T	4:43	11:01		
	1:31	10:20		80.21	52	**Winslow**	X	4:34	10:54		
	S 1:35 1:53	S 10:24 10:34		81.76	YARD	**Waterville**	T-X	S 4:30 4:11	S 10:50 10:40		
				82.02		**Tower A**	T-N				
				83.43		**Keyes Crossover**	T				
				84.32	YARD	**Fairfield**	X	4:06	10:35		
				85.15		**Parkers Cressover**	T				
				89.14		**Canaan Road Crossover**	T				
	2:03	10:46		90.11		**Clinton**	T	3:58	10:27		
	2:10	10:53		95.41	E.112	**Burnham Jct.**	T-D	3:51	10:20		
	2:14	10:57		99.10	70	**Halfway**	T	3:47	10:16		
	S 2:18 2:41	11:01		102.48	240	**Pittsfield**	T-D	S 3:43 3:37	S 10:12 10:02		
				106.71		**Detroit**					
	2:50	11:14		109.49		**Newport Junction**	T-D	S 3:27 3:07	S 9:52 9:42		
	2:57	11:21		114.73	200	**Stetson**	T	3:00	9:35		
				117.87		**Etna**	T				
				121.82		**Carmel**	T				
	3:06	11:31		122.55	193	**Dabscook**	T	2:50	9:25		
	3:15	11:41		129.33		**Tower MD**	T-X-N	2:41	9:16		
	3:18	S 11:43 12:03		131.29	117-28	**No. Maine Jct.**	T-X-N	2:38	S 9:13 8:48		
				132.80		**Hammond Street Switch**					
				133.29		**Dow Airport**		2:35	8:45		
	3:25	12:10		136.33	YARD	**Bangor**	T-X-N	2:30	8:40		
	A. M.	A. M.						P. M.	P. M.		

NO. 9 IS SUPERIOR TO NO. 2 FREEPORT TO FULLER AND AUGUSTA TO WATERVILLE.

NO. 1 IS SUPERIOR TO NO. 2 FREEPORT TO FULLER AND AUGUSTA TO WATERVILLE.

M. C. Trains using Portland Terminal Company tracks will be governed by Portland Terminal Company timetable and rules, and assume corresponding schedules of that timetable.

THIRD CLASS.	EASTWARD TRAINS—READ DOWN				WESTWARD TRAINS READ UP	THIRD CLASS
333	Miles from Portland	Passing Sidings. Approximate Capacity Cars.	STATIONS.			
Ex. Sun.						
P. M.						
	13.30	E. 157	Royal Junction	T-N		
	21.28		Gray			
	25.84	155	New Gloucester			
	30.73		Danville Jct.	N		
	32.27	61	Rumford Jct.			
	36.29		Auburn	X		
	37.07		Lewiston	X-D		
	37.91	118	Fair Grounds	X		
	44.60		Greene			
	47.69	137	Leeds Jct.	X-D		
	50.66		Monmouth			
	56.67	W.16-W.62	Winthrop	X-D		
	62.34	E. 104	Readfield			
	70.24	W. 40	Belgrade			
3.00	79.23	W. 78	Oakland	X-D		
3.15	85.29	YARD	Waterville	T-X		
P. M.						

No. 333 loses right and schedule after 11.00 P. M.

PORTLAND DIVISION

	EASTWARD TRAINS READ DOWN	ROCKLAND BRANCH			WESTWARD TRAINS READ UP	THIRD CLASS
	Miles from Brunswick	Passing Sidings. Approximate Capacity Cars.	STATIONS.			324
						Ex. Sun.
						P. M.
	0.00	YARD	Brunswick	T-X-D		12.30
	4.33	25	Hardings			12.15
	5.28		Sanborns			
	8.74	43	Bath	X		s12.00
	9.87	28	Bayview	X		11.07
	13.66	32	Wrights			10.55
	16.44	18	Montsweag			10.50
	20.15	20	Wiscasset	X-D		s10.40
	27.17	E. 15	Newcastle	X		s10.10
	29.05	E. 43	Damariscotta Mills			9.47
	31.81		Nobleboro			9.37
	37.00	E. 27	Winslows Mills			s 9.15
	38.61		Waldoboro	D		s 8.50
	39.61	15	Allens			f 8.35
	45.36	E. 22	Warren			s 8.20
	49.80	11	Georges River			f 8.00
	52.54	E. 13	Thomaston	X		s 7.50
	56.71	YARD	Rockland	X-D		7.30
						A. M.

SKOWHEGAN BRANCH

EASTWARD READ DOWN — WESTWARD READ UP

Miles from Fairfield	Passing Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	YARD	Fairfield	X
3.04	41	Shawmut	
7.73		Hinckley	
15.26	YARD	Skowhegan	X-D

HARMONY BRANCH

EASTWARD READ DOWN — WESTWARD READ UP

Miles from Pittsfield	Passing Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	YARD	Pittsfield	T-X-D
3.92		West Palmyra	T
8.06	Frt.Track	Hartland	T-X
15.47		Mainstream	
17.47		Harmony	T-X

FOXCROFT BRANCH

EASTWARD READ DOWN — WESTWARD READ UP

Miles from Newport	Passing Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	Yard	Newport Junction	X-D
7.07	34	Corinna	X-D
9.52		Lincoln Mills	
15.35	23	Dexter	X-D
20.03	9	Silvers Mills	
24.17		Starbirds	
29.43	Yard	Foxcroft—Dover Foxcroft	X-D

LEWISTON BRANCH

EASTWARD READ DOWN — WESTWARD READ UP

Miles from Brunswick	Passing Sidings. Aqproximate Capacity Cars.	STATIONS.	
0.00	YARD	Brunswick	X-D
4.64	W 17	Pejepscot Mills	
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.	Passing Sidings. Approximate Capacity Cars.	STATIONS.		398 Ex. Sun.
					A. M.
	0.00	YARD	Leeds Junction	X-D	8.15
	2.53		Libbys Pit	X	
	7.26	E. 41	Centraltown—Leeds Center		8.00
	10.08		Littleboro—North Leeds		
	12.27	47	Stricklands		7.50
	15.02		Norlands—East Livermore		
	18.80		Shuy	X	
	20.14		Livermore Falls	X-D	s 7.30 6.45
	20.35		Otis	X	
	24.15		Rileys		
0.00		W. 31	Canton	X	
1.40	30.09		Whitney Brook	X	
	30.38		Gilbertville	X	
	35.03	32	Worthley		
	40.25	39	Dixfield	X-D	f5.55
	43.25		Lower Yard	X-D	
	44.77	Yard	Rumford	X	5.30 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	Passing Sidings. Approximate Capacity Cars.	STATIONS.	
0.00		Livermore Falls	X-D
0.21		Otis	X
5.62	W. 24	North Jay	
9.24	W. 9	Wilton	
11.56		Tyngston—East Wilton	
15.75	W. 17	Westville—W. Farmington	X
16.44	YARD	Farmington	X-D

BINGHAM BRANCH

EASTWARD READ DOWN — WESTWARD READ UP

Miles from Oakland.	Passing Sidings. Approximate Capacity Cars.	STATIONS.	
0.00	Yard	Oakland	T-X-D
13.04	19	Norridgewock	T-X
20.89	Yard	Madison	T-X-D
21.30	Yard	Riverview—Anson	X
25.26	W. 23	North Anson	T-X
33.84		Solon	T
39.98	Yard	Austin Junction	X
41.02		Bingham	T-D

WESTWARD TRAINS—THIRD CLASS.

Miles from Portland	Passing Sidings. Approximate Capacity Cars.	STATIONS.	378 Ex. Sun. P. M.
99.50	22-8	Quebec Junction X	
101.91		Waumbek Junction X	
111.36	E. 21	Lancaster X-D	
112.44	*Yard*	*Coos Jct. B.&M.R.R.* X	
117.56		*Northumberland* "	
121.33	*Yard*	*Groveton* " D-X	
132.02	17	North Stratford X-D	4.00
135.65	13	Georges	f 4.12
138.33	3	Cones	f 4.20
140.91	E. 30	Columbia Bridge	f 4.28
144.76	W. 15	Colebrook X-D	s 4.50
152.78	W. 16	West Stewartstown X	f 5.15
154.51	YARD	Beecher Falls X-D	5.20
			P. M

EASTWARD TRAINS—THIRD CLASS.

Miles from Beecher Falls	STATIONS.	377 Ex. Sun. A. M.
0.00	Beecher Falls X-D	9.00
1.73	West Stewartstown X	s 9.05
9.75	Colebrook X-D	s 9.30
13.60	Columbia Bridge	f 9.42
16.18	Cones	f 9.50
18.86	Georges	f 9.58
22.49	North Stratford X-D	s10.10
	Groveton B. & M. R. R.	
	Northumberland "	
	Coos Jct. "	
43.15	Lancaster X-D	No. 377 loses right and schedule after 6.30 P. M.
52.60	Waumbek Junction X	
55.01	Quebec Junction X	
		A. M.

NO. 377 IS SUPERIOR TO NO. 378 BEECHER FALLS TO NORTH STRATFORD.

WESTWARD READ DOWN	EASTWARD READ UP	Miles from Portland	Passing Sidings. Approximate Capacity Cars.	STATIONS.	THIRD CLASS 375 Ex. Sat. P. M.	373 Sat. Only A. M.
				Rigby Yard T-D	9.45	1.00
				Portland Station T		
				Mountain Jct. T	9.21	12.36
			48	*Thompsons Point*	9.18	12.33
				Cumberland Mills—Westbrook	9.08	12.23
		7.31		P. T. Limit	9.03	12.18
		10.86	E. 15	South Windham	8.57	12.12
		11.99	8	Newhall		
		16.74	E. 23	Sebago Lake	8.46	12.01
		24.63		Steep Falls D	8.33	11.48
		26.36		Mattocks		
		31.69	17	Cornish		
		33.42	11	West Baldwin	8.17	11.32
		36.82	20	Hiram	8.11	11.26
		43.27		Brownfield		
		49.81	E. 35	Fryeburg D	7.48	11.03
		54.30	E. 23	Conway Centre	7.32	10.47
		56.84	E. 11	Redstone	7.27	10.42
		59.33		North Conway		
		61.36		Intervale	7.19	10.34
		64.73	28	Glen—Glen and Jackson	7.13	10.28
		70.51	32	Bartlett X-D	f 7.03	f10.18
		74.79	26	Sawyers River	6.48	10.03
		80.88	E. 19	Willey House	6.24	9.39
		85.02	E. 28-27	Crawford Notch X	s 6.08	s 9.23
		89.09	W. 49	Fabyan	5.48	9.03
		93.53		Twin Mountain	5.38	8.53
		97.23	31	Carroll	5.28	8.43
		99.50	22-8	Quebec Junction X	f 5.23	f 8.38
		103.41		Diamond Crossing X	5.15	8.30
				Whitefield(B.&M.) X-D		
		103.57	11	Whitefield X	5.14	8.29
		109.27	33	Lunenburg	5.02	8.17
		111.17		Pages		
		111.54	W. 18	Gilman D	f 4.57	f 8.12
		113.50		Mayo—East Concord	4.53	8.08
		116.22		Miles Pond		
		119.67	21	Essex—No. Concord	4.41	7.56
		123.23		Concord	4.34	7.49
		131.26		St. Johnsbury X-W-D	4.15	7.30
					P. M.	P. M.

MAINE CENTRAL TRAINS OPERATE OVER B. & M. R. R. BETWEEN COOS JCT. AND GROVETON UNDER B. & M. R. R. RULES, TIMETABLE AND TRAIN ORDERS.

MAINE CENTRAL TRAINS OPERATE OVER C. N. RY. BETWEEN GROVETON AND NORTH STRATFORD UNDER C. N. RY. RULES, TIMETABLE AND TRAIN ORDERS.

M. C. Trains using Portland Terminal Co. tracks, will be governed by Portland Terminal Co. timetable and rules and assume corresponding schedules of that timetable.

CALAIS BRANCH

EASTWARD READ DOWN — WESTWARD READ UP

Miles from Bangor	Passing Sidings. Approximate Capacity Cars.	STATIONS.	
0.00		Bangor	T-X-N
1.11		Calais Jct.	T-X
1.85		Brewer Junction	T-X
7.45	17	Fishers	
11.25	⊙13	Holden	T
14.53		Lucerne in Maine	
17.95	⊙15	Green Lake	T
22.18	12	Nicolin	T
28.19	12	The Falls—	
29.78	E.8-E.12	Ellsworth	T-X-D
32.20	E. 12	Washington Junction	T-X
41.46	⊙13	Franklin	D
46.93	13	Schoodic	
48.92	⊙6	Tunk Lake	
51.78	48	Goodwins	
56.47	—	Unionville	T
60.93	13	Cherryfield	T-D
65.04	—	Dorman	
66.74	12	Harrington	T
70.51	⊙14	Addison	
72.17	—	Ward	
73.61	W. 5	Columbia Falls	T-D
77.78	⊙14	Jonesboro	T
85.35	⊙18	Whitneyville	
89.25	8	Machias	T-D
91.74	—	Machiasport	
93.65	⊙8	East Machias	T-D
94.62	12	Gardners	
95.11	—	Jacksonville	
99.75	12	McGeorges	
100.52	—	Ellis	T
106.86	⊙17	Marion	
111.18	E. 6	Dennysville	T-D
115.35	—	Robinson	
117.96	21	Ayers Junction	T-X
121.01	⊙16	Charlotte	T
130.52		St. Croix Junction	X
131.16		Campbells	X
132.01		Milltown	X
132.78		Salmon Falls	X
133.51	19	Indian Point	X
134.05		Calais Passenger Station	X-D

BUCKSPORT BRANCH

EASTWARD READ DOWN — WESTWARD READ UP

Miles from Brewer Jct	Passing Sidings. Approximate Capacity Cars.	STATIONS.	
0.00		Brewer Junction	X
1.91	⊙6	South Brewer	X
5.56		Orrington	
8.15		Mill Creek—So. Orrington	
12.97		Winterport Ferry	
16.20		Meddo	X
18.04	38	Bucksport	X-D

EASTPORT BRANCH

EASTWARD— READ DOWN — WESTWARD— READ UP

Miles from Ayer's Jct.	Passing Sidings. Approximate Capacity Cars.	STATIONS.	
0.00		Ayers Junction	X
3.45	⊙7	Pembroke	T
8.69	⊙6	Perry	
11.03		Pleasant Point	
13.06		Quoddy	
15.71		Eastport	X-

WOODLAND BRANCH

EASTWARD TRAINS—THIRD CLASS. WESTWARD TRAINS—THIRD CLASS.

Miles from Woodland	STATIONS.	439 Daily A. M.
0.00	Woodland T-X	9.00
6.56	Baring	
8.08	St. Croix Junction X	9.30 A. M.

Miles from St. Croix Junction	STATIONS.	438 Daily A. M.
0.00	St. Croix Junction X	6:30
1.52	Baring	
8.08	Woodland T-X	7:00 A. M.

HOWLAND BRANCH

EASTWARD READ DOWN — WESTWARD READ UP

Miles from Howland	Passing Siding. Approximate Capacity Cars.	STATIONS.	
0.00		Howland	
3.50		Enfield	X-D

⊙ Public Loading track.

EASTWARD TRAINS — READ DOWN								WESTWARD TRAINS — READ UP				
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS.		
908 C. P.	952 C. P.		42 C. P.	9	Miles from Bangor	Passing Sidings. Approximate Capacity Cars.	STATIONS.	4	41 C. P.	951 C. P.	334 M. C.	
Daily	Daily		Daily	Ex. Sun.				Ex. Sun.	Daily	Ex. Mon.	Ex. Mon.	
P. M.	A. M.		A. M.	A. M.				A. M.	P. M.	A. M.	A. M.	
				12.45	0.00		Bangor T-X-N	7.35				
					1.11		Calais Jct. T-X	7.30				
				12.53	4.50	⊙35	Veazie	7.25				
					7.88	20	Basin Mills					
				1.00	8.66	E. 60	Orono T-X-D	7.19				
					11.75		Great Works T-X					
				1.07	12.81	115	Oldtown T-X-D	7.12				
					13.68	26	Milford	7.09				
				1.15	18.63	⊙16	Costigan T	7.01				
				1.26	26.93	78	Olamon T	6.50				
				1.33	31.18		Passadumkeag T	6.43				
				1.40	35.69	W. 90	Enfield T-D	6.36				
				1.47	40.79	W. 24	Pollard Brook T	6.29				
				s 1.53 2.03	45.06	E. 22	Lincoln T-D	s 6.22				
				2.06	46.70	⊙22	Middletown—Lincoln Center T					
					49.83	—	Houstons—North Lincoln					
				2.13	50.58	38	Chamberlains T	6.13				
				2.20	55.86	⊙17	Winn T					
6.25	7.05		3.40	2.25	58.26	121	Keag—Mattawamkeag T-X-N	6.03	11.10	5.40	8.05	
6.35	7.15		3.45	2.30	61.90	55	Gordon T	5.57	11.03	5.31	7.57	
6.42	7.22		3.51	s 2.38	66.53	W.55-W.54	Kingman T	5.50	10.58	5.24	7.50	
			3.55	2.42	69.42		Drew T	5.45	10.54	5.19	7.45	
6.55	**7.35** 334		4.03	s 2.51	75.80	E. 65	Wytopitlock T	5.35	10.46	5.09	**7.35** 952 **7.05**	
7.00	7.40		4.07	2.56	78.95	W.53-W.54	Bancroft T	5.30	10.41	5.03	6.59	
7.07	7.47		4.13	3.02	83.30	55	Cherokee T	5.24	10.36	4.56	6.52	
7.14	7.54		Y 4.19	s 3.12	88.26	E.54-E.54	Danforth T-X-D	s 5.17	Y 10.30	4.48	6.44	
7.21	8.01		4.26	3.19	93.26	E. 54	Eaton T	5.10	10.24	4.40	6.36	
7.28	8.08		**4.31** 951	3.26	97.84	54-54	Forest T	5.03	10.18	**4.31** **4.25** 42	6.29	
7.34	8.14		4.36	3.32	102.12		Tomah T	4.57	10.13	4.19	6.23	
7.41	8.21		4.40	3.37	105.26	54	Todds Farm T	4.51	10.08	4.12	6.18	
7.49	8.29		**4.45** 4	3.43	109.33	62	Lambert Lake T	**4.45** 42 **4.38**	10.03	4.04	6.10	
7.55	8.35		4.52	**3.50** 951	114.34	—	Vanceboro Psgr. Sta. T-X-W-D	4.30	9.55	**3.55** 9	6.00	
P. M.	A. M.		A. M.	A. M.				A. M.	P. M.	A. M.	A. M.	

Y Will make flag stop for revenue passengers only.

NO. 9 IS SUPERIOR TO NO. 4.

NO. 4. TAKE SIDING AT LAMBERT LAKE FOR NO. 42.

⊙ Public Loading track.

WESTWARD TRAINS — FIRST CLASS.

Miles	STATIONS		M. C. 2 Ex. Mon.	B. & M. 4 Daily	B. & M. 16 Sat. Only	B. & M. 8 Daily	M. C. 8 Daily	B & M 12Ⓔ Sun. Only	THIRD CLASS M. C. 373 Sun. Only	M. C 375 Ex. Sat.
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
0.00	P. T. Limit (M. C. Port. Div.)	T	12.45				6.54			
2.37	Deering Jct.	T-D	12.48				6.57			
3.44	Woodfords	T								
4.99	Portland Station	T		7.05	12.45	3.20		6.50		
5.14	Tower X	T-N								
5.28	Mountain Jct.	T							12.36	9.21
5.44	Yard 8 East	T	12.55				7.10			
6.62	Commercial St. Sta.		1.00				7.15			
5.65	Fore River	T								
6.05	Oil Plant	T								
7.20	Tower Two	T-N		7.10	12.50	3.25		6.55	12.50	9.35
7.89	Rigby Yard	T-D							1.00	9.45
8.58	Tower One	T-N		7.12	12.52	3.27		6.57		
			A. M.	A. M.	P. M.	P. M	P. M.	P. M.	A. M.	P. M.

M. C. No. 2 Loses Right and Schedule Between Yard 8 East and Commercial St. Sta. after 1:15 A. M.
M. C. No. 8 Loses Right and Schedule Between Yard 8 East and Commercial St. Sta. after 7:30 P. M.
Ⓔ Also runs as an extra train May 30, July 4, September 3, October 12.

EASTWARD TRAINS — FIRST CLASS.

Miles	STATIONS		B. & M. 15Ⓔ Sat. and Sun.	B. & M. 7 Daily	B. & M. 9 Daily	M. C. 9 Ex. Sat.	M. C. 1 Daily	THIRD CLASS
			A. M.	P. M.	P. M.	P. M.	P. M.	
0.00	Tower One	T-N	10.27	2.32	7.18			
0.69	Rigby Yard	T-D						
1.38	Tower Two	T-N	10.29	2.34	7.20			
2.53	Oil Plant	T						
2.93	Fore River	T						
1.63	Commercial St. Sta.					8.10	11.10	
3.14	Yard 8 East	T				8.15	11.15	
3.30	Mountain Jct.	T						
3.44	Tower X	T-N						
3.59	Portland Station	T	a10.34	a 2.39	a 7.25			
5.14	Woodfords	T						
6.21	Deering Jct.	T-D				8.25	11.25	
8.58	P. T. Limit (M. C. Port. Div.)	T				8.28	11.28	
			A. M.	P. M.	P. M.	P. M.	P. M.	

M. C. No. 9 Loses Right and Schedule Between Commercial St. Sta. and Yard 8 East after 8:30 P. M.
M. C. No. 1 Loses Right and Schedule Between Commercial St. Sta. and Yard 8 East after 11:30 A. M.

WESTWARD TRAINS READ DOWN — EASTWARD TRAINS — READ UP

Miles from Mountain Jct.	Passing Sidings. Approximate Capacity Cars.	STATIONS		THIRD CLASS M. C. 373 Sun. Only	M. C. 375 Ex. Sat.
				A M.	P. M.
0.00		Mountain Jct.	T	12.36	9.21
0.97	48	Thompsons Point		12.33	9.18
4.27		Cumberland Mills—Westbrook	D	12.23	9.08
6.15		P. T. Limit (M. C. Mtn. Subdiv.)		12.18	9.03
				A. M.	P. M.

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT.

Rule 19. Following Sentence added:

On Budd rail motor cars, the built-in electric markers at rear of train, displaying red indication to the rear, and lighted, both day and night, may be used as markers. Display of standard oil marker lamps in addition is not required.

Following form of train order added—

—B—

Example (3)

Extra 594 West Run Ahead of No. 6 D Until Overtaken.

The first named train will run ahead of the second named train from the designated point until overtaken, and then arrange for the second named train to pass promptly.

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES.

ADDED:—Automatic Routing Signal.

Figure 18 D.

Flashing Red on Bottom light.

Indication—Proceed at Restricted Speed through Crossover or Turnout entering non-signaled territory.

ADDED:—SPECIAL HIGHWAY GRADE CROSSING SIGNAL.

Definition —A fixed signal interconnected with highway crossing protection and may restrict passage of a train or engine onto or over the crossing.

Description—A fixed signal mounted not higher than seven feet from ground designated by a black disc with yellow letter "X" in addition to the color aspect. Signal to be located to the right of the track as seen from an approaching train.

Aspect— Dark—No Restriction.
Red—Stop.

Note.—Trains making station stop must stop in approach to S. H. G. C. S.

When train is stopped in approach to crossing and S. H. G. C. S. indicates red, member of train crew must operate push button located in cut-out box in accordance with instructions located in box before proceeding over crossing.

Cut-out boxes controlling S. H. G. C. S. and locked with switch lock are provided on signals and as designated in Special Instructions.

In emergency signal may be passed only when crossing is protected by member of train crew.

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.

---

2. WATCH INSPECTION.

Watches that have been examined and certified to by a designated Watch Inspector must be used by Trainmasters, Train Dispatchers and Assistants; Train Directors; Conductors; Train Baggagemen; Trainmen; Flagmen; General Yardmasters; Yardmasters and Assistants; Station Agents; Operators and Towermen; Yard Conductors and Brakemen; Retarder Operators; Switchtenders; Road Foremen; Engineers; Firemen; Track, Bridge and Building and Signal Supervisors and Assistants; Track Foremen and Assistant Track Foremen; Bridge and Building Foremen and Assistant B. and B Foremen; Signal Construction Foremen; Leading Signalmen; Signalmen; Signal Maintainers and Motor Car Operators; and such other employees as may be designated by the head of their Department.

See General Order No. 2 Revised for requirements as to comparisons, inspection, cleaning, etc.

WATCH INSPECTORS.

G. W. IRVING, Office Asst. Genl. Time Inspector

Portland,	**Don's Jewelry**	**Skowhegan,**	**L. J. Eno**
Bangor,	**Geo. R. Townsend**	**Waterville,**	**F. J. Rossignol**
Brewer,	**Orman E. Pettengill**	**North Conway,**	**C. H. Bean**
Bingham,	**J. L. Andrews**	**St. Johnsbury,**	**Day's, Inc.**
Farmington,	**Geo. H. Brown**	**Foxcroft,**	**P. F. Day**
Lewiston,	**Henry Nolin**	**Dixfield,**	**C. G. Corrow**
Livermore Falls,	**George Botka**	**Calais,**	**J. W. Rutherford**
Rockland,	**C. E. Morse**		

3. STANDARD CLOCKS.

Telegraph Office, Lewiston.
Telegraph Office, Waterville Yard.
Engine House, Waterville.
Telegraph Office, Bangor.
Telegraph Office, C. P. R., St. Johnsbury.
Portland Tower "X".
Portland Com'l. St. Sta.
Engine House, Bangor.
Telegraph Office, Keag.
Telegraph Office, Vanceboro.
Telegraph Office, Calais.
Telegraph Office, Lower Yard.
Telegraph Office, Brunswick.
Rigby Yard, Telegraph Office.
Rigby Yard Engine Dispatchers' Office.

12. HEAD END — DIESEL SWITCH ENGINE, AND DIESEL ROAD SWITCHERS.

The end of Diesel switch engines, and Diesel Road switchers on which the letter "F" is stencilled on each side is the head or forward end.

14 (1). ENGINE WHISTLE SIGNAL APPROACHING PUBLIC CROSSINGS AT GRADE.

Enginemen, as required by law, shall cause crossing whistle signal to be sounded, in addition to ringing of the bell, for all crossings covered by whistle posts (marked W) but shall cause only the bell to ring for crossings covered by ring posts (marked R).

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.

PUBLIC CROSSINGS.

33.

Cars must not be left standing on sidetracks close to highway crossing, or where they prevent a clear view from the highway of approaching trains.

Protection By Member of Train Crew

Crossings so designated by Special Instructions, Bulletin Notices, or Orders, must be protected by member of train crew.

As a reminder an upper quadrant yellow arm is attached to whistle or ring posts at crossings where trains or engines moving over crossing on main tracks must be protected by member of train crew. These signs are to serve only as a reminder or warning to enginemen, and do not relieve employees from full compliance with General Rules, Special Instructions, Bulletin Notices, or Orders.

Protection by member of train crew shall be provided as follows: Before passing over crossing, train or engine shall come to FULL STOP. A member of the crew shall proceed to the crossing, warn highway traffic with red flag by day, or red lantern by night and when visibility is obscured. Trains may then proceed onto crossing at not exceeding 6 M.P.H. Stop may be omitted during switching movements when member of train crew is stationed at the crossing and highway traffic is stopped.

At Crossings where flashing light signals with or without gates are in service, manual protection by member of train crew will be considered as having been complied with when manual controls in "Manual Control Box" located adjacent to crossing have been properly operated.

Automatic Crossing Protection

Unless listed in Time Table Special Instructions, automatic operation of protective device will be provided only for through movements on main track, and in multiple track only with the current of traffic. All other movements, unless otherwise provided, must be protected by member of train crew.

Movements must not be made over crossing until signal has been operating for at least 20 seconds.

Gate hooks, locked with switch lock, are provided at automatic highway gates, for use only in an emergency, so that gates may be raised by members of train crew, and secured in that position. When manual protection is removed, gate hooks must be restored to normal and locked.

X/C posts are installed to mark the start of approach circuit for automatic crossing protection, or in the case of crossing having automatic cut-out, at a point beyond which crossing protection will operate continuously.

Unless otherwise provided, cars must not be left standing in approach to crossing between X/C post and crossing, except in an emergency, and then crossing must be protected by a member of the train crew. If more than one crossing is involved, such crossing, or crossings, must also be protected by member of train crew.

Crossings having manual cut-out device are listed in Special Instructions. Operation of manual cut-out in accordance with instructions posted inside the box will permit leaving cars in approach to crossing in area designated. When movement is resumed speed must not exceed slow speed until onto crossing, unless otherwise restricted.

Crossings having switch cut-outs are listed in Special Instructions. Operation of switch and performing switching moves will permit leaving of cars in approach to crossing to clearance point of switch. When movement is resumed speed must not exceed slow speed until onto crossing, unless otherwise restricted.

Crossings having automatic cut-out control are listed in Special Instructions. Through movements must approach crossings at as near maximum authorized speed as possible. Train moving in approach to crossing at slow speed or less must not accelerate above slow speed until onto crossing, unless otherwise restricted.

After performing switching in approach to crossing, when movement is to be resumed entire train must be in approach to X/C post, unless otherwise provided, before movement to crossing is made.

Cut-out and manual control boxes must be locked after using.

In multiple track territory, crossings which are signaled for either direction operation will be listed in Special Instructions. At all other crossings in multiple track territory, trains operating against the current of traffic must stop and then proceed at restricted speed over the crossing.

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.

99. —GENERAL INSTRUCTIONS FOR HANDLING OF WORK TRAINS AND OBSERVANCE OF RULE 99 WHEN WORKING WITH WRECKERS AND WORK TRAIN EQUIPMENT.

The following procedure must be carried through when flagmen are protecting Wreckers and Cranes, Ditchers and all other Work Train Equipment which may, or can, foul tracks other than the one occupied by the equipment:

1. Flagmen must go out in full compliance with Rule 99, place torpedoes, and permit no train or engine to pass them without first stopping and being fully advised as to the presence and location of work equipment unless called in by whistle signal or on personal advice of Conductor that line is clear for the passage of a train or trains.

2. The practice of sending out flagmen with instructions to let all scheduled trains by without flagging **must be discontinued. No Flagman is to accept such instructions.**

3. Torpedoes are not to be picked up to permit the unrestricted passage of any train, and exploded torpedoes must be immediately replaced. We do not want trains passing work equipment on adjacent tracks except at restricted speed.

4. Flagmen must definitely know that the whistle recall signal has been sounded, that it was their equipment sounding it, and that it was intended for them before withdrawing flag for the passage of a train or engine. They must immediately resume flagging behind train or engine and continue to do so until advised that flag protection is no longer required.

5. Conductors must when possible so arrange the work with Work Train Foreman as to clear up for schedule trains, and for other trains about which they have advice, without delay to those trains, and must arrange to give their flagmen notice of clearing in time to avoid stopping important trains.

6. Maintenance of Way Dept. Foreman is in charge of operation of cranes or any other work equipment which is being used, and a **definite understanding** must be reached whereby the conductor or yard foreman will notify M. of W. Dept. foreman, who will, in turn, see that equipment is cleared and secured for safe passage of trains. If, for any reason, this M. of W. Dept. foreman is away from this part of the job on which equipment is working, a definite understanding must be reached as to who the conductor or yard foreman should notify in the Foreman's absence.

7. It is the duty of Crane Operator when shutting down for meal periods, and/or when quitting work for the day to:

1. Tie down the crane.
2. Set all brakes.
3. Engage clamps at rear of crane fastening cab to frame of crane so that equipment cannot swing to foul adjacent tracks.

8. It is the duty of M. of W. Foreman to know that Crane Operator complies with the above instructions, and to notify Conductor in charge of work train, or protection, when it has been done, and crane secure.

9. Conductors assigned work equipment will not withdraw flag protection, or release themselves either for lunch periods, or at end of day, until they have been advised by M. of W. Foreman in charge that equipment is secured, and will not be used further.

10. Cranes secured as required in Paragraph 7 will not be unlocked and put into service until M. of W. Foreman has advised Conductor assigned that he is ready to go to work, and has been advised by Conductor that necessary protection is being provided.

When a train or yard crew is furnished in connection with the operation of self-propelled work equipment, the operator of the equipment must have permission of the work train foreman to move, and must then move only on direct hand signals given by conductor or other Operating man in charge.

104. When switching crews are working on both ends of double end classification tracks, the following rules will govern:

(1) Before kicking cars in on any double end track, a sufficient number of brakes must be set on cars standing on the track to hold cars from running when they are hit by cars kicked onto the track from either end.

(2) When crews are to shove in on any track to make room or to couple up cars, they must receive permission from the Yardmaster or the Conductor of the crew working on the opposite end of yard before coupling onto any of the standing cars on the track.

(3) Before coupling onto standing cars on double end tracks, stop must be made at least **two car lengths** away to make adjustment of knuckles before couplings are made.

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 ..... 35 M.P. H.

Engines	M.P.H.	Engines	M.P.H.
11- 17 inc	30	671-672 inc	60
301-312 inc	35	681-686 inc	60
313-317 inc	45	951-962 inc	35
331-335 inc	40	P. T. 1002-1008 inc. and	
551-581 inc	65	1101	35
801-802 inc	65	P. T. 1051-1054 inc	35
		P. T. 1055-1058 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.

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.

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 143 and 144 when equipped with a crane boom, and Boiler cars 166 and PT 199 must not be moved at a speed exceeding 25 miles per hour.

Relief Trains: 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 either 30 miles per hour or the maximum speed permitted for freight trains in territory operating. Also, wrecking cranes shall not exceed a speed of 20 miles per hour between Quebec Jct. and Lancaster.

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 AND

CALAIS JCT. INTERLOCKING.

Under direction of Operator at RD Tower.

Interlocking Signals at Railroad Street and Calais Jct. govern entrance to CTC Territory.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

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.

HIGH HEAD.

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 on bungalows at 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 Engineman shall immediately communicate with Operator at RD Tower for instructions.

920. Diesel Locomotives, must NOT be operated through water deeper than THREE (3) inches above the top of the rail.

Budd Rail Motor Cars must NOT be operated through water deeper than EIGHT (8) inches above the top of the rail.

Diesel Locomotives must NOT be operated in excess of FIVE (5) Miles Per Hour when passing through water over the top of the rail.

LIGHT ENGINES.

921.

1. When making movements with double-end multiple units, Engineer and Fireman will be in the leading cab except when making a switching move accompanied by a trainman riding leading end, and controlling move with hand signal.

2. When making Back-up movements with a single-end unit, Engineer must see where he is heading all the time, or know that his fireman can see, and have an O. K. to back up from his Fireman.

The Fireman is under instructions of the Engineer and may be required if the Engineer thinks advisable, to go to the leading end of the engine, use the signal system of the engine to communicate with the Engineer, and, in case of necessity, use the air brake valve to stop the move.

SCALE TRACKS.

Engines must not run over live rail of track scales equipped with dead rails. At points where there is no dead rail, engines must not run over track scales when avoidable.

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 engineman 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 engineman will be provided.

Signals will be communicated to the engineman of the train who will regulate its movements, except that in case of emergency requiring prompt action, stop to be made by use of air-brake valve located in the plow.

Electric bell or air signals used will be as provided in Book of Rules—Rule 16.

(a) 00 when standing—start.
(b) 00 when running—stop.
(f) 0000 when running—reduce speed.
(h) 00000 when running—increase speed.

The electric bell attached to cord is part of permanent equipment of wing snow plows, and in using these plows, bell and cord will be carried back and bell placed inside cab of engine in location provided, as means of communication from plow to engine.

Before starting on each trip, and oftener if necessary, test the electric bell to be sure it is connected and working properly.

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.

RADIO RULES.

Radio shall be used in accordance with "Railroad Radio, General and Operating Rules" of the American Association of Railroads, operations and Maintenance Department, operating—transportation Division, Communications Section. Only properly qualified personnel may use transmitters. Reporting of equipment not operating properly, or interference, Rules 1 and 10 shall be made jointly to Superintendent and Signal Engineer, the latter being the designated Railroad Official referred to in the above rules.

Mobile and Portable radios may be used for end to end, train to train, and train to wayside radio station communication.

Wayside Radio Stations may be used for wayside to train communication. In an emergency, when other communication has failed, a Wayside Radio Station may communicate with another Wayside Radio Station.

M. C. train to wayside radio station communication is in service between Portland and Bangor via either Brunswick or Lewiston and all other territories within radio range of a wayside radio station.

Yard Radio Communication is in service in Portland Terminal between engines and Rigby West Yard, Rigby General Yard Master, 230 Shanty or Yard 8.

Trains will normally contact wayside radio stations as follows:

	Wayside Radio Station
Portland to Bangor via Brunswick—	
Rigby to Hillside	Portland
Hillside to Dresden	Brunswick
Dresden to Riverside	Augusta
Riverside to Halfway	Waterville
Halfway to No. Maine Jct.	Tower MD
No. Maine Jct. to Bangor	Bangor
Royal Jct. to Waterville via Lewiston—	
Royal Jct. to Walnut Hill	Portland
Walnut Hill to New Gloucester	Brunswick
New Gloucester to Leeds Jct.	Lewiston
Leeds Jct. to No. Belgrade	Augusta
No. Belgrade to Waterville	Waterville

In other territories train may contact any wayside radio station which can be reached.

Direct two-way communications with a train within range of any wayside radio station is in service to Superintendent, Chief Dispatcher, Train Dispatchers at Portland.

CLEARANCES OF OVERHEAD STRUCTURES.

It must be understood that any car moving east from Bangor is an overheight car if it exceeds Fifteen Feet, Ten Inches (15' 10") above top of rail and must be released for movement by the Car Department. If in excess of this height, but within the published clearance of Seventeen Feet (17' 0") the Car Department will clear the shipment in the customary manner for over dimensioned loads and with the special requirement that the move be restricted to the main track only under the Bangor-Brewer Bridge.

RESTRICTIONS — ENGINEERING DEPT. WORK EQUIPMENT.

When moving Jordan Spreader (deadhead) wing tips must be pointed to rear.

Stacks must be removed from Maine Central Wrecking Crane 177 and Boiler cars Me. C. 166 and P. T. 199 when moved by train service to clear overhead structures.

Whenever DITCHERS 143 and 144 and CRANES Me. C. 163, 164 and 165 and P. T. 198 are moved in revenue freight trains, they should be made up next ahead of caboose with crane booms trailing.

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.

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, enginemen of Maine Central trains give one sound of whistle and enginemen of other roads give two sounds of whistle.

Royal Junction, enginemen of eastward trains running via Lower Road give one sound of whistle, trains running via Back Road give two sounds.

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.

YARMOUTH JCT.

Westward Trains delivering cars to C.N. Railway via West Wye must leave temporary crossing clear, which crosses C.N. Railway tracks at location 710 feet from West Switch to Me. C. Westward main track.

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	Gate	24 hours	Same
Main Street	Gates #	24 hours	Same
	# Operated from White Street		
WATERVILLE			
Lower College Ave.	Watchman	24 hours	Same
Upper College Ave.	Flashers	24 hours	Same
Main Street	Gates	24 hours	Same
Chaplin Street	Watchman	24 hours	Same
NEWPORT JCT.			
Spring Street	Gate	7:15 A.M. to 5:15 P.M.	Same

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	5:30 A.M. to 9:30 P.M.	Same
Whipple Street	Gates	5:30 A.M. to 9:30 P.M.	Same
BATH			
School Street	Flashers	8:30 A.M. to 4:30 P.M. or until departure of JR-1	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, Yard 3	Flag
Railroad St. — Tk. 21, 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

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
FREEPORT	
West St.	West side of crossing.
Bow and School Sts.	On case at Bow St.
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.
WINSLOW	
Brick Yard Crossing	At east end of Track 6. West of Sand Hill Crossing.
Sand Hill Crossing	On case at Temple St.
WATERVILLE	
Temple St.	On case at crossing.
FAIRFIELD	
River Rd. (Parkers Crossing)	West of crossing.
GRAY	
Sweetsir Road	On Shelter.
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.
LIVERMORE FALLS	
Depot & Main Sts.	At Depot Street.
Main Street	At Bridge Street.
Main & Bridge Sts.	On Station.
JAY	
State Road	At French's Falls Switch.
WILTON	
Wilton Road	On case at crossing.
HARDINGS	Near switch Track 6.
SANBORNS	
River Road	On case at crossing.
BATH	
York, Pearl & North Sts.	On case at York St. & at west switch to Passing Tk.
York and Pearl Sts.	On case at Pearl St.
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.
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.	On Station.
High St. on M.C. Tk.	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
YARMOUTH		
No. Elm St.	Tk. 5	Eastward
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
GRAY		
Sweetsir Road	West Sw. Tk. 3	Westward #
LEWISTON		
Middle St.	Track 3	Both #
Middle St.	West Sw. Tk. 60	Both #
WINTHROP		
Main St.	East Sw. Tk. 3 & 4	Eastward
MONTSWEAG	East Sw. Tk. 3	Eastward
NEWCASTLE		
Main St.	West Sw. Tk. 3 & 4	Westward #
ALLENS		
County Road	West Sw. Tk. 6	Westward #

After switching, when movement is resumed, speed must not exceed 6 M.P.H. until onto crossing.

CROSSINGS HAVING AUTOMATIC CUT-OUT.

DEERING JCT. TO BANGOR VIA BRUNSWICK.

Location	Direction
BRUNSWICK	
Church Road	Westward
Stanwood Street	Eastward & Westward
Union Street	Eastward
Maine St. & Park Row	Eastward & Westward
GARDINER	
Depot Street	Eastward & Westward
HALLOWELL	
Second St.	Eastward
Winthrop St.	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.
Oak St.	Eastward on Eastward Tk.
Bridge St.	Eastward on Eastward Tk.
EAST AUGUSTA	
Maple St.	Westward
Private Crossing of Kennebec Pulp & Paper Co.	Eastward
FAIRFIELD	
Burrill Ave.	Eastward on Eastward Tk.
Railroad St.	Eastward on Eastward Tk.
Lawrence Ave.	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.
Atwell Road	Eastward on Main Track Westward on Main & Passing Track #

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 Signals 1030 or S-1030 until an indication more favorable than approach (Fig. 5G or 5H respectively) is displayed by the governing signal.

NEWPORT JCT.	
Elm St.	Eastward & Westward

ROYAL JCT. TO WATERVILLE VIA LEWISTON.

AUBURN	
Adams St.	Westward
High St.	Eastward & Westward #
Elm St.	Eastward & Westward #
Court St.	Eastward
Spring St.	Westward #
LEWISTON	
Middle St.	Westward
MONMOUTH	
Main St.	Eastward & Westward
OAKLAND	
Oak St.	Either direction on main track and Westward on Track No. 10
Pleasant St.	Eastward & Westward

SKOWHEGAN BRANCH.

FAIRFIELD	
Route 201	Westward

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.

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.	Main Track on Station & approximately 300' west of station. Passing Track at East Switch. Tk. 5.

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.

ROYAL JCT.—	Greely Road
YARMOUTH JCT.—	North Elm St.
FREEPORT—	West, Bow and School Sts.
AUGUSTA—	Winthrop, Oak, Bridge and Maple Sts.
FAIRFIELD—	River Road (Parkers Crossing).
CLINTON—	Railroad St.

83. TRAIN REGISTER.

AUGUSTA. (For First Class Trains Only).

TOWER A. Saturday nights only, during period Third Trick Operator not on duty at Waterville Yard Office.

PITTSFIELD. For First Class Trains and Trains to and from Harmony Branch.

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

*NOTE: Westward trains or engines from Rockland Branch may move from home interlocking signal to east switch track 4 against superior trains on proper interlocking signal.

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. Capacity 117 cars.

Richmond.—South Siding west of station.

Gardiner. South Siding switches east and west of station. Capacity 34 cars.

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

Northern Maine Jct.—Westward Trains, use North Siding, between Crossover east of station and westerly switch at west end of yard, Capacity 157 Cars. **Eastward Trains,** use south siding known as No. 3 Track. Capacity 117 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. Capacity 118 Cars.

Leeds Jct.—South siding between east and west switches.

Winthrop.—South siding west of the station. Capacity 62 cars.

Wiscasset.—Use Track 4 (North Siding), between crossover west of freight house and west switch. Capacity 20 Cars.

Winslow Mills.—Use siding between Crossover and East Switch. Capacity 27 Cars.

Allens.—Use siding between Crossover and East Switch. Capacity 15 Cars.

Bartlett.—Use Track 3 east of station. Capacity 32 Cars.

Lancaster.—Use Track No. 4, North side, East of Mechanic St. Capacity 21 Cars.

93. YARDS, LIMITS DEFINED BY YARD LIMIT BOARDS.

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

P. T. Limit and Bangor via Brunswick,
Brunswick
Gardiner
Augusta
Tower MD—Northern Maine Jct.

Royal Jct. Waterville via Lewiston,
Auburn—Lewiston—Fair Grounds
Leeds Jct.
Winthrop
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.,

LIVERMORE FALLS. A sign reading, "FARMINGTON BRANCH MAIN TRACK ENDS HERE" is located at Otis.

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 1500 feet west of the west switch of sidetrack 3, Bingham. This derail to be kept in derailing position and locked at all times when not being used by crews.

DOVER-FOXCROFT. Maine Central R. R. trains or engines must not foul or operate on Bangor & Aroostook R. R. main track and Bangor & Aroostook R. R. trains or engines must not foul or operate on Maine Central R. R. main track without permission from the Agent or his representative and then ONLY UNDER FULL FLAG PROTECTION.

Main track at Dover-Foxcroft from Bangor & Aroostook R. R. connection east of the station to signs located east of Mechanic Street is discontinued. A sign reading "END OF MAIN TRACK — ALL TRACKS EAST ARE YARD TRACKS AND YARD RULES GOVERN" is located east of Mechanic St. The switch leading to spur track, known as the passenger car track must always be left set for the spur track. This in order to prevent cars running foul of the Bangor & Aroostook R. R. main track.

SKOWHEGAN. A sign reading, "Main Track Ends Here" located opposite American Woolen Switch.

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 passing siding) over East cross over (East of station) provided switches are lined for passing 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 passing sidings, will stop back of Block Signal 1314 until Eastward train enters the switch leading to the passing 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 Fig. 2B 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 and as modified by the next paragraph 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.

TRACKS DESIGNATED AS JOINT BANGOR & AROOSTOOK RAILROAD-MAINE CENTRAL RAILROAD INTERCHANGE TRACKS.

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.

WHITEFIELD, N. H. Maine Central Trains may move over Boston & Maine R. R. main track between Diamond Crossing and Passenger Station complying with the following:

There is an electrically operated Home Signal located about 2,600 feet south of Diamond Crossing on Boston & Maine main line, and governing northward Boston & Maine movements. Switch controlling this signal is located in Cabin at Diamond Crossing. There is also in the Cabin a Repeator Indicator of the semaphore type, which repeats actual position of the signal.

Maine Central Conductor, or Trainman designated by Conductor, of a train about to use Boston & Maine track will first operate switch from "N" position (which holds signal "clear") to "R" position which sets signal in "stop" position, observe actual movement of repeator semaphore from "clear" to "stop" position, wait three minutes and then proceed if no opposing train movement is in evidence. All movements are to be made at restricted speed.

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

When train or engine is clear of Boston & Maine track, switch must be restored to "N" (clear) position and indicator observed to go to clear.

If indicator fails to go to "stop" position upon proper manipulation of switch, Maine Central train or engine must be fully protected as required by Rule 99 before entering, and while occupying Boston & Maine main track.

During hours telegraphers are on duty at Whitefield Station, Me. C. crews will obtain an "all right" motion from station employee before setting the home signal—this to avoid delays to B. & M. train which may be approaching.

When moves are completed, Home Signal must be returned to "Proceed" position.

B. & M. dispatchers telephone is installed in booth at diamond.

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, WAUMBEK 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 THE CURRENT 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 Junction. Waumbek Junction. Danville Junction. 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.

103. AUGUSTA.

Air will be coupled up and in use on all trains, or Switcher movements, between Augusta Station and East Augusta.

BATH.

Air brakes must be coupled up and used 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 coupled up and working, and a brakeman with riding hose on top of 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.

DETROIT.

Air must be coupled up on all cars and air brakes in use while switching the new tracks installed for the Eastern States Farmers' Exchange.

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.

104. SPRING SWITCHES HAVING AUTOMATIC SIGNALS AT SIDINGS.

(Rules 513a and 513c Apply).

New Gloucester — East end passing siding.
Bangor — West end pulling out Yard track.

SPRING SWITCHES HAVING AUTOMATIC SIGNALS AT END OF DOUBLE TRACK.

(Rules 513b and 513c Apply).

Freeport — Eastward movements from westward track.
Fuller — Westward movements from eastward track.
Augusta — Eastward movements from westward track.
Clinton — Eastward movements from westward track.

DUAL CONTROL SWITCHES.

Royal Jct.
Waterville east.
Pittsfield — East and West end of Passing Track.
Stetson — East and West end of Passing Track.
Dabscook — East and West end of Passing Track.

Operation of Dual control switches shall be in accordance with Rules 266, 267, 269, 271, 271a and 271c.

104. LOCATION OF SPRING SWITCHES AND SPEED RESTRICTIONS APPLYING.

Freeport — 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.
New Gloucester — East End Passing siding.

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.

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.

109. BULLETIN BOARDS

Augusta.

Waterville Yard Office and Engine House.

Bangor Yard and Engine House.

Lewiston Lower Engine House
Lewiston Station.

Livermore Falls.

Rumford Lower Yard and Engine House.

Lancaster.

Beecher Falls.

St. Johnsbury.

Rockland.

110.

SPEED RESTRICTIONS—MAIN TRACK DEERING JUNCTION TO BANGOR VIA BRUNSWICK

		Direction	Passenger Miles Per Hour	Freight Miles Per Hour
Maximum Speed	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	"	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:				
	Brunswick, Church Road and Jordan Ave., Mileage 28.0 and 29.8	"	40	....
	Gardiner, between east end of freight house and Cobbosseecontee 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	....
	Waterville, Lower College Ave. Crossing through Interlocking plant Tower A	"	20	20
	Fairfield, Kennebec River Bridge 84.50	Both	45	....
	Clinton through lead at east end of Double Track	Westward	40	....
	Through Spring Switch For engine and entire train.	Eastward	30	30
	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 some emergency.

SPEED RESTRICTIONS—MAIN TRACK.

For Mail-Merchandise Trains when consisting of both passenger and freight train equipment.

DEERING JUNCTION TO BANGOR VIA BRUNSWICK

	Direction	Miles Per Hour
East Yard Limit Sign Deering Jct. and MD Tower MAXIMUM	Both	50
RESTRICTED:		
Cumberland Center, Mileage 10.8 and 11.2	"	40
Yarmouth Diamond, Mileage 15.08	"	40
Brunswick, Church Road and Jordan Avenue, Mileage 28.0 and 29.8	"	40
Cathance reverse Curves, Mileage 33.3 and 34.0	"	40
Curves East of Bowdoinham, Mileage 36.9 and 37.4	"	40
Ferry Road Crossing and Railroad Street, South Gardiner, Mileage 45.6 and 51.9	"	40
Yard Limit Gardiner and Cobbosseecontee Switch, Mileage 55.2 and 56.5	"	30
Hallowell and Augusta, Mileage 60.29 and 62.42	"	40
Augusta and West End Kennebec River Bridge, Mileage 62.42 and 62.7	"	15
West End Kennebec River Bridge and End of Double Track, Mileage 62.7 and 63.2	"	25
Reverse Curves, Riverside, Mileage 69.4 and 70.4	"	40
Reverse Curves, Vassalboro, Mileage 74.25 and 76.0	"	40
M.P. 80.0 Winslow and Lower College Avenue, Waterville, Mileage 80.0 and 81.6	"	30
Waterville — Lower College Avenue Crossing through Interlocking Plant Tower A	"	20
Tower A Interlocking Plant, Waterville and East End Fairfield Bridge, Mileage 84.9	"	40
Clinton through Lead at East End Double Track	Westward	40
Clinton through Spring Switch	Eastward	30
Newport Jct. Curve East of Station, Mileage 109.61 and 109.87	Both	45
Reverse Curves West of Etna Mileage 115.87 and 116.53	"	45
Reverse Curves East of Hermon Pond, Mileage 126.34 and 126.77	"	45
MD Tower and West End Bangor Yard Mileage 135.61	"	40

MAIL-MERCHANDISE TRAINS CONSISTING OF PASSENGER TRAIN EQUIPMENT ONLY WILL BE GOVERNED BY PASSENGER TRAIN SPEED.

ROYAL JCT. TO WATERVILLE VIA LEWISTON

		Direction	Passenger Miles Per Hour	Freight Miles Per Hour
Maximum Speed	Royal Jct. to New Gloucester	Both	60	40
	New Gloucester to M.P. 68 West of Belgrade	"	55	40
	M.P. 68 to Main Street, Waterville	"	60	40
RESTRICTED:				
	Royal Jct., Back Road Trains through crossovers and 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
	Readfield Station, Mileage 61.80 to 62.34, Curve	"	45	....
	Reverse Curves, East of Belgrade Mileage 72.90 to 73.20	"	45	....
	Oakland approaching Oak St. and Pleasant St., Track No. 10	"	6	6
	Waterville Main St. Crossing, through Inter-locking Plant Tower A	"	20	20

RUMFORD BRANCH.

	Leeds Jct. to M.P. 66 located 1.83 miles west of Livermore Falls Maximum	Both	35	30
	M.P. 66 to Mileage 68.00 Livermore Falls Maximum	"	10	10
	Livermore Falls to Lower Yard Switch Maximum	"	30	30
RESTRICTED:				
	Livermore Falls, Crossings at Depot, Maine and Bridge Streets	"	....	6
	Chisholm Yard, Curves at East End and West End of Androscoggin River 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 1½	"	6	6

	Direction	Passenger Miles Per Hour	Freight Miles Per Hour
FARMINGTON BRANCH.			
Livermore Falls to M.P. 68 located 0.17 mile east of Livermore Falls ..... Maximum	Both	10	10
M.P. 68 to Farmington ..... Maximum	"	25	25
RESTRICTED:			
Tyngston Highway Crossings Mileage 79.42 and 79.59	"	10	10
LEWISTON LOWER BRANCH.			
Brunswick to Lewiston Lower ..... Maximum	Both	25	25
RESTRICTED:			
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	40	30
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	"	35	....
McKenney's, Mileage 43.67 to 44.15, Reverse Curves	"	35	....
Birch Point, Track 7	"	....	6
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	....
Newcastle, Curve at Academy St., Overhead Bridge, Mileage 56.09	"	30	....
Umberheims, Mileage 63.20 to 63.52, Curves	"	35	....
Allens, Mileage 68.58 to 68.76, Curve	"	35	....
East Waldoboro to Warren, Mileage 71.17 to 73.72	"	35	....
Nigger Meadow Curve, Mileage 77.49 to 77.60	"	35	....
Georges River, Bridge and Curve, Mileage 79.17 to 79.38	"	30	....
Ledge Cut Curve, Mileage 80.00	"	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	....
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
HARMONY BRANCH.			
Pittsfield to Harmony ..... Maximum	Both	25	25
RESTRICTED:			
West Palmyra, Highway Crossing, Mileage 106.31	Both	10	10
Hartland, Sebasticook Bridge, 111.80	"	10	10
Mainstream Bridge, 117.52	"	10	10
FOXCROFT BRANCH.			
Newport Jct. to Foxcroft ..... Maximum	Both	25	25
RESTRICTED:			
St. Albans Crossing about one and one-half miles east of Newport Jct., Mileage 110.77	Both	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

	MOUNTAIN SUBDIVISION. Direction	Passenger Miles Per Hour	Freight Miles Per Hour
	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
Maximum Speed	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	25
	North Stratford to Beecher Falls	"	30	20
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
North Conway, Curve, Mileage 59.00 to 59.20	"	35	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
Willey 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	....
Mileage 131.01 to Passenger Station at St. Johnsbury	"	5	5
Lancaster, Israels River Bridge, 110.24	"	10	10
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	30	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.

On trains with engines so equipped, the dynamic brake shall be used wherever possible between St. Johnsbury and Crawford Notch, and during at least one such operation, the fireman will check the trailing unit or units to ascertain that such units are doing their share of the braking as indicated by their transition meter.

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,

Excepting:

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. Enginemen 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 or 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.

Enginemen 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 its getting loose.

D-151. DOUBLE TRACK.

P. T. Limit to Freeport.

Fuller to Augusta.

Tower A, Waterville to Clinton.

208a. AT WATERVILLE YARD OFFICE.—During the hours, no operator on duty on Third Trick, train requiring train orders and clearance (Form A) will get them at TOWER A.

AT BANGOR, all trains must obtain clearance (Form A) before leaving.

AT ST. JOHNSBURY, all trains must obtain clearance (Form A) before leaving.

211a. Train Order Transmitters, are located at Royal Jct., Brunswick, Gardiner, Pittsfield and Tower MD.

211b. Exception:—At Royal Jct. **Eastward Trains** may accept as compliance with Rule 211b a Yellow Light or Flag displayed outside front Window of Interlocking Tower in connection with picking up train orders or Clearance Form A from the delivery device.

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 Harmony Branch, will be governed by the EASTWARD Train Order Signal.

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

AT WHITEFIELD. — All Maine Central Trains are governed by Train Order Signal at Boston & Maine Station.

Northward Signal governs Maine Central Eastward Trains at Diamond Crossing.

Southward Signal governs Maine Central Westward Trains at Diamond Crossing, except that such trains moving to the station will be governed by the signal at the station.

D-225. 45 Degree Indication.

Third position has been added to Train Order Signals at:

Royal Jct.—(Governing Eastward trains via Lower Road and Westward trains from Lower Road and Back Road.)

Freeport—(Westward).

EASTWARD TRAINS receiving 45 Degree Indication on Train Order Signal at Deering Jct., will proceed to Royal Jct. under the rule.

Yarmouth Jct. is not equipped with third position train order signal, therefore a 45 Degree Indication or Yellow Light at Freeport will allow Westward Trains to proceed to Royal Jct. under the rule, and a 45 Degree Indication or Yellow Light on Eastward Train Order Signal at Royal Jct. will allow trains to proceed to Freeport under the rule.

MISCELLANEOUS.

BRUNSWICK WEST YARD.

During time no yard clerk on duty in yard office, westward trains, stopped on main line account crippled cars, engine trouble or engine unable haul train over hill, a member of the crew, should when possible without unnecessary delay, communicate with the operator at Brunswick station and report the trouble to the dispatcher.

WESTWARD TRAINS before opening main track switches to haul out of freight yard, should communicate with the operator at Brunswick station, to learn if any westward freight trains nearby in order to avoid stopping them unless otherwise directed.

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 the switchman at High-Head Bangor West Yard 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.

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 as specified below:

BETWEEN
WATERVILLE (TOWER A) AND WATERVILLE EAST

Under direction of Towerman at Waterville Tower

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 interlocking signals approximately 575 feet west of west switch to Track 4, Pittsfield.

Pittsfield Passing Track — Movements in either direction on passing track.

Stetson Passing Track — Movements in either direction on passing track.

Dabscook Passing Track — Movements in either direction on passing track.

271a. HAND THROW SWITCHES

At the following hand throw switches in C T C territory which are equipped with a pipe connected derail, 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.**

PITTSFIELD —Spur Tracks Nos. 13 and 20.
DETROIT —Spur Track No. 3.
NEWPORT JCT. —Spur Track No. 13.
HERMON POND—Spur Track No. 3.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Maine Line via Lower Road, between P. T. Limit and Bangor.

Back Road. Between Royal Jct. and Waterville.

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

Between Signal R355, 2700 feet east of Mile Post P35 and Signal R396, 50 feet west of east yard limit sign at Bath.

Between Signal R485, 100 feet west of west yard limit sign at Wiscasset and Signal R528, 700 feet west of Mile Post P53.

Rumford Branch. Between Leeds Jct. and 6,100 feet east.

513. ELECTRIC LOCKED SWITCHES.

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

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.
*Carmel —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.

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

Location	Signal Number	Clearing Time
Waterville, Lower Road siding	S816	*3 minutes
Fairfield, Skowhegan Branch	SB844	3 minutes 20 seconds
Newport Jct., West end Track 4	S1090	8 minutes
Northern Maine Jct., B.&A. connection	S1313	3 minutes
Bangor, West end pulling out Yard Track	S1356	*3 minutes
West end Crossover A—High Head	S1361	*3 minutes
New Gloucester, East end passing siding	S257	3 minutes
Leeds Jct., Rumford Branch	RB476	3 minutes
Waterville, Back Road siding	S850	*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
†Freeport	S207	3 minutes 20 seconds
Fuller	S606	‡3 minutes 30 seconds
Augusta	S631	1 minute 20 seconds
Clinton	S901	3 minutes

†Signals will be cleared for through movements by operator at station.

‡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.

513d. AUTOMATIC ROUTING SIGNALS.

Location	Type	Signal Number	
Bangor	Color Light	1355	Governs either over new crossover east of Dutton St. or old crossover east of High-Head.
Leeds Jct.	Color Light	B477	

NORTHERN MAINE JCT.

521.

Switching Signals at East End of Yard.

Switching signals located on south side of Main Track, 77 feet east of switch leading from Main Track to B. & A. R. R. Track, and 565 feet east of Mile Post P-132 at Northern Maine Jct. East Yard, to be used in backing off cars into B. & A. R. R. Yard.

Each signal has back-to-back signal units giving indications both to east and west and has a black disc with letter "S" in yellow thereon indicating it is a switching signal and NOT an AUTOMATIC SIGNAL governing through main line movements.

Signals are NOT track circuited and give no indication of approaching main line trains and CONFER NO RIGHTS WITH RESPECT TO TRACK OCCUPANCY.

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.

Indications for these switching signals are as follows:

RED ..... STOP
YELLOW ..... PROCEED (Eastward switching movement).
YELLOW over RED Back Up (Westward switching movement).

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 train or enginemen only in EMERGENCY when normal control through Switchman cannot be arranged.

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

INDICATORS.

Freeport — At switch leading from eastward main track to westward main track, west of station.
At west end of passing track.

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

Vassalboro — ||At west end of passing track.

Clinton — On Signal 901 bracket post.

Waterville — At Hollingsworth & Whitney switch.
At mill track east of Ticonic bridge.
At west end of new Crossover, Fairfield.
At Skowhegan Branch switch, Fairfield.

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 — ||"Color Lights" At east switch leading to track 4 (Passing track opposite station.)
||"Color Lights" At west switch of crossover F.
||"Semaphore Type" At west switch of crossover E.

Leeds Junction — ||At crossover switch west of Leeds Junction station leading from passing track south of main track to main track.

Winthrop — ||Color Lights — at west switch leading to Track No. 5.

Readfield — ||Color Lights — At west switch leading to Track No. 4.

Oakland — ||Color lights — at west switch leading to Track No. 10.

||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.

605. INTERLOCKING SIGNALS

BACK ROAD

ROYAL JCT. INTERLOCKING

Royal Jct. interlocking between eastward Home Signals L07 and L02 located about 300 feet east of Mile Post P-13 on main track, and westward Home Signal R010 located about 1,350 feet west of Mile Post P-16 on Back Road, constitutes one continuous interlocking and movements will be made in either direction on signal indication under interlocking rules. (See Rule 605).

Westward Back Road Inferior Trains will be considered as complying with Rules S-87, S-88 and S-89 if they can arrive at Home Signal R010 located at east end of interlocking limits at time required under the provisions of Rules S-87, S-88 and S-89.

No signal protection on the passing siding at Royal Jct. between Dwarf Signal RDO3 at west end and Dwarf Signal LD08 at east end.

605. LOCATION OF INTERLOCKING SIGNALS

(See interlocking signal rules).

MAIN LINE — LOWER ROAD.

Royal Jct.
Yarmouth Jct.
Brunswick*
Waterville, Tower A.
Waterville East.
Pittsfield —Approximately 575 feet West of West switch.
Pittsfield —East and West ends Passing Track.
Stetson —East and West ends Passing Track.
Dabscook—East and West ends Passing Track.
Tower MD

*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, enginemen may proceed at restricted speed as provided in Rule S509.

OTHER INTERLOCKING SIGNALS, NORMAL INDICATION OF WHICH IS PROCEED.

To protect trains or engines entering a main track or in making a crossover movement (see General Rule D-152) signals must be set to display most restrictive indication, then wait three minutes before lining switches.

When stop is indicated by these signals, trains or engines must not proceed on hand signals until a flagman has been sent ahead and ascertained the full situation. They may then proceed on signal from flagman. (See General Rule 663b).

Such signals are located at the following points:

MAIN LINE —LOWER ROAD.

Waterville (Signals at Lower College Ave.).

Waterville (Signals at Main St.).

BACK ROAD.

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.

SHAWMUT

802. 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.

DIESEL TONNAGE RATINGS PER UNIT

	556-557 801-802	551-555 561-569 571-581 681-686 671AB-672AB	331-335	301-303 311-317 PT. 1051-1058	953-962 PT. 1005-1008 1101	951-952 PT. 1002-1004	11-17
Rigby to Waterville, Both Routes	2585	2400	2400	1700	1350	1100	700
Waterville to Bangor	2655	2575	2575	1600	1250	1210	640
Bangor to Northern Maine Jct.	1850	1650	1650	1200	1000	800	400
Northern Maine Jct. to Waterville	3000	2750	2750	1450	1250	940	550
Waterville to Rigby via Augusta	3000	2750	2750	1450	1250	940	550
Waterville to Rigby via Lewiston	2500	2200	2100	1400	1100	820	400
Rigby to Bartlett	1800	1650	1650	1300	1030	850	450
Bartlett to Crawford Notch	800	800	600	460	400	270	160
Crawford Notch to Lancaster	2800	2500	2200	2100	1880	1620	890
Lancaster to Quebec Jct.	1500	1320	1050	950	830	610	350
Quebec Jct. to St. Johnsbury	1770	1650	1540	1110	880	830	430
St. Johnsbury to Quebec Jct.	1300	1200	1200	690	600	450	260
Quebec Jct. to Crawford Notch	1150	1050	820	610	530	410	220
Crawford Notch to Rigby	3000	2700	2700	2000	1500	1200	400
Livermore Falls to Rumford	2300	2100	2100	1630	1300	1200	630
Rumford to Livermore Falls	2600	2350	2350	1800	1400	1270	680
Livermore Falls to Farmington	1800	1620	1620	1400	1050	910	520
Farmington to Livermore Falls	1800	1620	1620	1400	1050	910	520
Livermore Falls to Leeds Jct.	2800	2500	1920	1480	1170	1020	570
Leeds Jct. to Livermore Falls	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	2300	1900	1600	1600	1400	1300	600
Bath to Wiscasset	1800	1500	1200	1200	1000	900	400
Wiscasset to Rockland	1350	1150	1000	1000	800	700	300
Rockland to Allens	1500	1300	1100	1100	850	750	350
Allens to Bath	1800	1450	1250	1250	1000	900	400
Bath to Brunswick	2200	1800	1500	1500	1200	1100	500
Waterville to Skowhegan	2330	2160	2160	1800	1430	1350	700
Skowhegan to Waterville	2200	1950	1950	1630	1300	1250	630
Pittsfield to Hartland	2300	1900	2350	1350	1200	1100	600
Hartland to Pittsfield	2100	1800	1200	1200	1100	1000	475
Hartland to Harmony	—	—	—	—	600	550	300
Harmony to Hartland	—	—	—	—	950	900	400
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

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.

MAINE CENTRAL DIESEL ENGINES PERMITTED ON MAIN TRACK, PASSING TRACKS AND RUNNING TRACKS.

	ROAD ENGINES	* SWITCHERS	REFERENCES.
Portland-Bangor, either route	ALL	ALL	* — Special Restrictions on side tracks will be issued by Superintendent.
Rockland Branch	ALL	ALL	
Lewiston Lower Branch	ALL	ALL	
Cobbossecontee Branch	NONE	DS-1a	
Rumford Branch	ALL	ALL	
Farmington Branch	ALL	ALL	
Bingham Branch	ALL	ALL	
Skowhegan Branch	ALL	ALL	
Pittsfield-Hartland	ALL	ALL	
Note: Engines heavier than those permitted between Hartland and Harmony must not be operated East of Pleasant Street Grade crossing, mileage 111.20, east of Hartland.			
Hartland to Harmony	NONE	DS-1a-2d-3ab	
Foxcroft Branch	ALL	ALL	
Portland-St. Johnsbury	ALL	ALL	
Quebec Jct.-Lancaster	ALL	ALL	
Coos Jct.-Groveton (B. & M. R. R.)	ALL	ALL	
No. Stratford-Beecher Falls	ALL	ALL	
Groveton-No. Stratford (C. N. Ry.)	ALL	ALL	

DIESEL LOCOMOTIVE RESTRICTIONS ON SIDE TRACKS

LOCATION	RESTRICTIONS	CLASS POWER
Libby Pit	Cannot operate on tracks 12 and 14 beyond west end of loading tower	ALL
Livermore Falls	Cannot operate over Coal Pit on Track No. 5	ALL Except DS-1
Jay	Track No. 4 (Can operate on Westerly 350 feet only)	ALL
Canton	Keep off Track No. 5 spur west of station	ALL Except DS-1, 2, 3
Rockland Cement Plant	Track No. 8 (can operate on westerly 300 ft. only)	ALL
	Track No. 40 (can operate on westerly 150 ft. only)	
	Tracks 10 and 12 (can operate only as far as signs located near east end of Machine Shop)	
	Track No. 26 (can operate on westerly 600 ft. only to warehouse awning)	ALL
	Track No. 28 (can operate on westerly 425 ft. only to silo)	
	Track No. 30 (can operate on westerly 330 ft. only to silo)	
Rockland	Tracks No. 2½ and No. 8 speed limit 10 M.P.H. entire length of tracks	ALL
Bath	Keep off Track No. 12 Commercial Street	DP-1, DF-3, 4
Bath	Track No. 89 cannot operate beyond east door at Hyde Windlass Plant and Track No. 61 cannot operate into building all account of close clearances	ALL
Madison	Keep off track No. 8. Permitted engines must operate very carefully	ALL Except DS-1
Good Will Farm	Keep off Track No. 4	ALL Except DS-1
Dexter	Track 12 cannot operate on trestle	ALL Except DS-1
Lunenburg	Keep off Track 12, Turntable Track	ALL
St. Johnsbury	Keep off Track 7, 8, 10, 12, industrial and spur tracks	ALL Except DS-1, 2, 3
Colebrook	Cannot operate on Track 12 or easterly 220 ft. of Track No. 6	ALL Except DS-1, 2, 3
Lewiston Lower	Cannot operate on Track No. 3	DP-1, DF-3, 4

Note: In any territory, diesel engines not shown above may operate only on order from Superintendent.

RESTRICTIONS APPLYING TO WRECKING CRANES.

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

Crane 179 cannot operate on Cobbosseecontee Branch or East of Hartland.

Crane 180 cannot operate on Cobbosseecontee Branch, East of Hartland or between North Stratford and Beecher Falls.

Chief Train Dispatchers: T. J. EARLS A. F. LANE E. P. OTIS R. C. WEDGE

Train Dispatchers: A. K. BURDWOOD C. W. HANDY T. J. WILEY C. W. REDSTONE L. A. FERGUSON R. J. COFFIN D. M. BRAGDON H. L. FOWLER C. E. GALLANT

Extra Train Dispatchers: J. E. OBERG D. J. WILSON R. C. BURDWOOD E. A. WAKEFIELD

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	Sundays
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
DENNYSVILLE			
Milwaukee Rd.		Station Crew when on duty.	

CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

BANGOR TO VANCEBORO

Location	Protection
BANGOR	
Front Street — Track 31	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
KEAG	
Depot Street — Track 20	Flag

HOWLAND BRANCH

ENFIELD	
Hammett Road — MP 172.39	Flag
State Road — MP 174.42	Flag
State Road — MP 174.61	Flag
Mill Road — MP 174.85	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

BANGOR	
Washington Street — Track 32	Flag
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.		
BREWER JCT.		
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.		
BREWER JCT.		
Wilson Street	Track 8	Eastward #
Cars may be left West of X/C post 220' West of Wilson St. on Bucksport Branch.		

After switching, when movement is resumed, speed must not exceed 6 M.P.H. until onto crossing.

CROSSINGS HAVING AUTOMATIC CUT-OUT.

Location	Direction
BREWER JCT.	
Center Street	Eastward #
EAST MACHIAS	
Town Road	Westward
Route 1	Eastward
BANCROFT	
County Road	Eastward

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	
Pine Street, Middle Street, Water Street	On Station.
Middle Street, Water Street	At North Main St., Webster.
WEBSTER	
North Main Street	On Orono Station.
Crosby Street	At North Main Street.
ENFIELD	
Hammett Road	On southwest flasher.
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:

OLDTOWN siding extends from crossover "B," just west of GREAT WORKS station, 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 90 cars. The normal position of Switch to Howland Branch 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	Eastport
Bangor Engine House	Brownville Jct.	Calais
Keag		

110. SPEED RESTRICTIONS.

MAIN TRACK.

CALAIS JCT. AND KEAG.	Direction	Pass.	Freight
Calais Jct. and Keag, Maximum Speed	Both	45	35

RESTRICTED.			Direction	Miles per Hour Pass.	Freight
Great Works Curve	Mileage	148.	Both	35	35
Old Town Bridge	"	149.31	"	10	10
Milford Bridge	"	149.56	"	10	10
Keag Yard C.P.R. Main Line—West end Track 16 to Station			"	20	20

KEAG AND VANCEBORO.			Direction	Miles per Hour 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 Wytopitlock	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
Curves east of Todds Farm to east of Lambert Lake	"	242.50 to 246.35	"	50	45
Vanceboro, second crossing, east of Station			East	6	6

SPEED RESTRICTIONS — MAIN TRACK.

For Mail-Merchandise Trains when consist of both passenger and freight train equipment.

CALAIS JUNCTION AND VANCEBORO.

	Direction	Miles Per Hour
Calais Jct. and Vanceboro MAXIMUM	Both	45
RESTRICTED:—		
Calais Jct. and Milford, Mileage 137.5 and 150.0	"	35
Old Town Bridge	"	10
Milford Bridge	"	10
Reverse Curves, Olamon, Mileage 162.7 and 163.4	"	35
Reverse Curves, Winn, Mileage 191.8 and 192.4	"	35
Keag Yard and Station, Mileage 194.2 and 194.6	"	20
Keag to Vanceboro—Time Table Speeds for Freight Trains		

MAIL-MERCHANDISE TRAINS CONSISTING OF PASSENGER TRAIN EQUIPMENT ONLY WILL BE GOVERNED BY PASSENGER TRAIN SPEED.

BETWEEN KEAG AND VANCEBORO.

THE FOLLOWING CANADIAN PACIFIC LOCOMOTIVES MAY OPERATE OVER JOINT TRACK BETWEEN KEAG AND VANCEBORO WITHOUT RESTRICTIONS:

Locomotives A1, A2, D4, D6, D9, D10, F1, G1, G2, G5, J3, M3, M4, N4, A, B, and all diesel engines.

No other CP locomotives may be operated between Keag and Vanceboro without special permission of the Chief Engineer of the Maine Central Railroad.

110. SPEED RESTRICTIONS.

CALAIS BRANCH.

CALAIS JCT. AND WASHINGTON JCT.			Direction	Miles per Hour Pass.	Freight
Maximum Speed			Both	30	30
WASHINGTON JCT. AND CALAIS.					
Maximum Speed			"	35	30
RESTRICTED.					
Calais Jct. to Wilson St., Brewer			"	15	15
Wilson St. Crossing, Brewer			"	15	15
Brewer Jct. reverse curves Mileage 138.40 to 138.91 east of Wilson St.			"	25	25
Fisher's second curve east	Mileage	144.61 to 144.73	"	30	25
Bagaduce Crossing first curve west	"	145.75 to 145.90	"	30	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.	"	168.44 to 168.52	"	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
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 252.13	"	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

HOWLAND BRANCH.

Enfield and Howland			"	15	15

BUCKSPORT BRANCH.

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

EASTPORT BRANCH.

Ayers Junction and Eastport			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.

St. Croix Junction and Woodland

Maximum Speed			Both	30	20
Baring, Engines pushing cars over Highway Crossing			"	6	6
Baring, Curve at east end Baring Bridge			"	15	15

208a. At Bangor, all trains whose initial terminal is Bangor must obtain clearance (Form A) before departing.

All trains must obtain Clearance (Form A) before leaving Calais and Vanceboro.

211a. Train Order Transmitter is located at Danforth.

221. TRAIN ORDER SIGNALS.

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

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-1396, two miles East of Brewer Jct.

513. ELECTRIC LOCKED SWITCHES

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

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

Tomah—East switch of track 4.

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
Gordon,	West end passing track	S1980	5 minutes
	East end passing track	S1985	5 minutes
Kingman,	West end Track 4	S2022	5 minutes
	East end Track 4	S2027	5 minutes
	East end Track 3	AS2029	5 minutes
	West end Track 3	S2024	5 minutes
	East end Track 6, house track	BS2029	5 minutes
Wytopitlock,	West end of siding	S2122	5 minutes
	East end of siding	S2127	5 minutes
Bancroft,	East end Track 4	AS2151	5 minutes
	East End Track 3	BS2151	5 minutes
	East end House Track	S2153	5 minutes
	West end Track 3	BS2146	5 minutes
	West end Track 4	AS2146	5 minutes
Cherokee,	East end of siding	S2199	5 minutes
	West end of siding	S2194	5 minutes
Danforth,	West end of Track 3	S2244	5 minutes
	West end of Track 5	AS2246	5 minutes
	West end of Track 4	BS2246	5 minutes
	West end of Siding 7	CS2246	5 minutes
	West end of Siding 6	S2248	5 minutes
	East end of Siding 7	S2251	5 minutes
	East end of Siding 6	S2253	5 minutes
Eaton,	West end of Track 3	AS2296	5 minutes
	West end of Siding 4	BS2296	5 minutes
	East end of Siding 4	S2301	5 minutes
Forest,	West end of Siding 3	AS2336	5 minutes
	West end of Siding 4	BS2336	5 minutes
	East end of Siding 3	AS2341	5 minutes
	East end of Siding 4	BS2341	5 minutes
	East end of Track 5	S2343	5 minutes
Tomah,	West end of Siding 4	S2382	5 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: Signal S2027 will not clear for movement from siding Track No. 4 to House Track No. 6. It may be passed at Stop for this move only after it is known that crossover switches are set straight, that track is clear, and that House track derail is off of track.

Signal AS2151 will not clear for movement from siding Track 4 to House Track No. 6. It may be passed at stop for this move only after it is known that crossover switches are set straight and that track is clear.

Signal S2248 will not clear for movement from Siding 6 to Track 4. It may be passed at Stop for this move only after it is known that crossover switches are set straight and that track is clear.

Signal AS2341 will not clear for movement from Siding 3 to Track 5. It may be passed at Stop for this move only after it is known that crossover switches are set straight and that track is clear.

Westward signal BB1384 will normally indicate "STOP." When movement to Calais Branch is to be made, member of train crew must operate button in "Manual Control" box located 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.

513d. AUTOMATIC ROUTING SIGNALS.

Location	Type	Signal Number	
Bangor	Color Light	1355	Governs either over new crossover east of Dutton St. or old crossover east of High Head.

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.

605. LOCATION OF INTERLOCKING SIGNALS.

(See Interlocking Signal Rules).

MAIN LINE.

*Keag.

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

SPECIAL RESTRICTIONS APPLYING TO WRECKING CRANES.

Crane 179 and Crane 180 cannot operate on the Eastport Branch.

CLEARANCES.

BANGOR YARD.

When placing cars on new track for Dunham & Hanson just west of Kenduskeag Bridge, Bangor, Trainmen should watch out for close clearance between side of car and bridge girder.

MISCELLANEOUS

VEAZIE.—Trains operating on Track 7 (Bangor-Hydro Spur) and on Track 9 must have air brakes coupled up and in use.

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

McGEORGES.—When taking cars from Track 3 (Pit Track) air must be coupled up and in use on all cars handled.

EASTPORT.—In placing coal to be unloaded on Track 23 Sea Street, extreme care must be used and when setting coal, Switcher will not handle more than four cars.

When switching or handling cars at Sea St. air brakes must be coupled up and in use. This rule applies when handling cars between station and Sea St.

WOODLAND.—Air Brakes must be coupled up and in service on all cars when making any movement on Track 30 at Paper Mill. Conductors and Enginemen will be held responsible for seeing that this requirement is carried out.

MEDDO.—(Mileage 154.38). Air brakes must be used when switching cars at this location.

Eastward Trains having cars for MEDDO, will handle them through to Bucksport, if unable to set off at MEDDO, for placement on their return.

MAINE CENTRAL DIESEL ENGINES PERMITTED ON MAIN TRACKS, PASSING TRACKS AND RUNNING TRACKS

	ROAD ENGINES	SWITCHERS
Bangor-Vanceboro	All	All
Bangor-Bucksport	All	All
Bangor-Washington Jct.	All	All
Washington Jct.-Calais	All	All
Eastport Branch	None	DS-la
Woodland Branch	All	All
Howland Branch	All	All

Note: In any territory diesel engines not shown above may operate only on orders from Superintendent.

LOCOMOTIVE RESTRICTIONS ON SIDE TRACKS

LINCOLN.—Locomotives must not operate on Tracks 6 and 26.

KEAG.—C. P. Engines of the G-3, P-1, and P-2 Class must not go in on freight house track No. 18 on account of close clearance and sharp curvature of track.

MILLTOWN.—Track 20 Salmon Falls Bridge. Maximum speed for all equipment is 10 M.P.H.

WOODLAND.—Engines must not go on Trestle, Track 8 and no cars or engines are to be operated on Track 32 or on the Trestle, Track No. 12.

DIESEL TONNAGE RATINGS PER UNIT

	556-557 801-802	551-555 561-569 571-581 681-686 671AB-672AB	331-335	301-303 311-317	951-952 953-962	11-17
Bangor to Veazie	1700	1500	1500	1000	850	440
Veazie to Keag	1800	1600	1600	1200	1120	550
Keag to Vanceboro	1800	1600	1400	1100	770	330
Vanceboro to Keag	2300	2100	2000	1500	1000	480
Keag to Enfield	2400	2300	2200	1800	1300	620
Enfield to Bangor	2850	2700	2700	2200	1450	720
Bangor to Bucksport	2180	2000	2000	1400	1100	540
Bucksport to Bangor	2000	2000	1400	1400	1100	540
Washington Jct. to Calais	1600	1500	1500	1300	850	410
Calais to Washington Jct.	1650	1550	1500	1300	850	410
Washington Jct. to Bangor	1380	1300	1300	1100	750	360
Bangor to Washington Jct.	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.

LOCATION OF DISPATCHER'S TELEPHONE LINE JACK BOXES BETWEEN BANGOR AND KEAG.

Mileage		
P-140	On W. U. Pole	
P-142	" " " "	
P-143.2	" " " "	
P-146	" " " "	at Vinal Hill Crossing.
P-176	" " " "	
P-180	" " " "	
P-183	" " " "	
P-184	" " " "	
P-188	" " " "	
P-189	" " " "	
P-191	" " " "	

LOCATION OF DISPATCHER'S PHONE WIRES, BETWEEN KEAG AND VANCEBORO.

Pole line south side of track. Two wires on next to Top Crossarm nearest to track.

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 M. C. irregular trains from freight yards eastward via Maine Central, Portland Division, going beyond Deering Junction and requiring train orders, will get them at Rigby yard office unless otherwise instructed.

Train orders required by Boston & Maine R. R. trains to run in sections over Portland Terminal Company-Boston & Maine R. R. Boston Division, between Portland Station and Tower One, will be issued over signature of Superintendent, Boston R. R., Boston Division.

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 (MeC-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), enginemen 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 engineman will omit signal 14 (c) except in unusual emergency conditions. In sounding signal 14 (g) engineman must use judgement and hold whistle blasts to a minimum.

33. CROSSINGS PROTECTED BY CROSSING TENDER.

Location	Protection	Hours Protected Week Days	Sunday
Revere Street Woodfords Street	Gates * Gates	24 hrs.	Same
	*Operated from Woodfords St.		
Saunders Street Forest Avenue	Gates * 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
Riverside Street	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
Private Crossing across Union Branch and Tracks 32 and 39, at the end of Cove St., servicing C. B. Cole Co.	Flag
Plowman Street, ML-Tk. 43	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

Manual Control Switches are provided 100 feet west, 35 feet east and 165 feet east of crossing to start or stop flashers.

Exception — Trains or engines proceeding toward Commercial Street Station on main track will actuate highway signals after passing XC post located 550 feet from crossing.

Trains or engines proceeding away from Commercial Street Station on main track must stop at "STOP" sign located on west switch leading to track 51.

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 or Summer Street	Flag
Elm Street	Flag
Forest Avenue	Flag
Chestnut Street	Flag
Pearl Street	Flag
Buttonwood Street	Flag
Commerce Street	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.	On case at Forest St.
Lamb and Seavey Sts.	On case at Seavey St.
Seavey St.	On station.
Main St.	On station. 250 feet west of crossing.

CROSSINGS HAVING AUTOMATIC CUT-OUT.

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

On westward track trains or engines having stopped in approach to crossing must, when movement is resumed, protect crossing by member of train crew.

83. REGISTERING STATIONS.

Tower "X"	All B. & M. first class trains and passenger extras.
Commercial St. Station	For trains originating and terminating at Commercial Street Station.
Deering Jct.	For trains originating and terminating at Commercial Street Station.
Rigby Yard	All except passenger trains.
Portland Yard 8.	For freight 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 One and Deering Jct. 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 yard limit about 3,950 feet 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 go to the nearest telephone and 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 old westward main track between Crossover "B" at Tower One and Crossover "Q" at Tower Two is designated as track No. 2, north side of main track, and will be used exclusively as a make-up track for outward trains and will not be used as a receiving track unless specifically authorized by 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:—

Between Deering Jct. and Tower One, extra trains may be run without train orders.

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.

103b. OBSTRUCTING CROSSINGS.

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

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.

In interest of safety and protection of highway crossings, it is desired to avoid if possible, leaving any cars on sidetracks so close to highway crossings that there will not be reasonably good view from approach to the crossing of approaching trains.

At Thompsons Point the road leading to the shops 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.

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 the 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.

104. When switching crews are working on both ends of double end classification tracks in RIGBY YARD and YARD 8, the following rules will govern:

1. Before kicking cars in on any double end track, a sufficient number of brakes must be set on cars standing on the track to hold cars from running when they are hit by cars kicked onto the track from either end.
2. When crews are to shove in on any track to make room or to couple up cars, they must receive permission from the Yardmaster or the Conductor of the crew working on the opposite end of yard before coupling on to any of the standing cars on the track.
3. Before coupling onto standing cars on double end tracks, stop must be made at least **two car lengths** away to make adjustment of knuckles before couplings are made.

104g. 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.

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.

Commercial St. station.

Portland Yard 8.

Telegraph Office, Rigby Yard.

Engine Dispatcher's Office, Rigby Yard.

110. SPEED RESTRICTIONS.

		Direction	Miles Per Hour Pass.	Freight
	Tower One and Oil Plant	Both	40	20
	Oil Plant and Park Avenue Bridge	"	30	20
Maximum Speed	Park Ave. Bridge 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

RESTRICTED.

	Direction	Miles per Hour Pass.	Freight
Over Morrill Street Crossing, just west of Deering Jct. Station	Both	30	25
Tower One—Westward on Track 1, westward color light dwarf Signals	"	15	15
Rigby Yard, through crossover "B" east of Tower One and first crossover east of Skunk Hill Bridge—all movements	"	15	15
Rigby Yard, all trains entering east and west yards from main lines	"	15	15
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	
Between Deering Jct. and Westbrook-Gorham Line, Old W. N. & P. Route, movements over all crossings	Both	6	6
In Yard 7, all street crossings	"	6	6
In Yard 3, South Portland, Broadway or Summer St. crossing	"	6	6
Cumberland Mills, S. D. Warren's tracks crossing Warren Ave., Morton St. and Raymond St.	"		5

SPEED RESTRICTIONS.

For Mail-Merchandise Trains when consist of both passenger and freight train equipment.

	Direction	Miles Per Hour
Commercial Street Station and Yard 8 East	Both	Yard Speed
Fore River Bridge and East Yard Limit, Deering Jct., Mileage P 1.0 and P 4.9	"	30

111. 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.

To and from Yard No. 3, when cars are being pushed ahead of engine.

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 P. T. Limit sign east of Deering Jct.

208a. CLEARANCE CARD.

AT RIGBY YARD, all Me. C. Trains must obtain clearance (Form A) before leaving.

When there are no orders for Me. C. trains, the issue of clearance (Form A) must be authorized by train dispatcher; except when wires not working, the operator may issue it without authority and must notify dispatcher as soon as communication is restored.

221. TRAIN ORDER SIGNALS.

LOCATED AT DEERING JCT., AND AT CUMBERLAND MILLS.

D-225. 45 DEGREE INDICATION.

Third Position added to Train Order Signals at:
Deering Jct.

265. CENTRALIZED TRAFFIC CONTROL SYSTEM.

(C. T. C.)

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

BETWEEN

TOWER TWO AND TOWER ONE.

Under direction of Operators at Tower One or Tower Two.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Between Tower One and P. T. Limit sign East of Deering Jct.

On Mountain Sub-Division between Mountain Jct. and Signal M-23.

513. ELECTRIC LOCK SWITCHES.

Controlled by Operator at TOWER X.

OIL PLANT—Switch leading to Yard 6.

TRACK 19—Crane Company.

TRACK 30—Delano Mills.

521. RIGBY EAST YARD.

Switching Signals at East End of East Yard.

Switching signals, displaying aspects in both directions and designated by Black disc with Yellow letter "S", are 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.

Signals are NOT an AUTOMATIC SIGNAL, are NOT TRACK CIRCUITED and give NO indication of main line trains and CONFER NO RIGHTS WITH RESPECT TO TRACK OCCUPANCY.

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.

Indications displayed by these switching signals are as follows:

Red —Stop.
Yellow —Proceed (Eastward switching movement).
Yellow over Red—Back Up (Westward switching movement).

Before proceed or Back Up indication can be displayed on switching signal, proper interlocking signals governing movements through interlocking at Tower No. 2 must display a Proceed Aspect.

605. LOCATION OF INTERLOCKING SIGNALS.

TOWER ONE.

TOWER TWO.

TOWER X—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.

RIGBY EAST YARD.

TOWER ONE INTERLOCKING.

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 derailers are to be placed on the track by Foreman at Wharf One, and no cars on these tracks shall thereafter be switched until the derailers 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 — 1002-1004	(660 HP)
DS3b — 1005-1008 and 1101	(660 HP)
DS4b — 1051-1058	(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 1002 to 1008 and 1101 ONLY may be operated on Tracks, 2, 3, 4 and 5.

MAXIMUM WEIGHT — on Track No. 1 maximum weight 169,000 pounds. This represents a 50-ton car loaded to the load limit.

On Tracks Nos. 2, 3, 4 and 5 — Maximum allowable load 210,000 pounds which represents a 70-ton car loaded to its load limit.

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

WHARF NO. 3

Following restrictions are in effect on the wharf portions of Tracks Nos. 154, 156 and 158 of Yard No. 8:

Locomotives and loaded cars may not be set or operated over wharf portions of Tracks Nos. 154, 156 and 158 of Yard No. 8. These tracks are for the storage of empty cars only.

BURMA ROAD.

Following restrictions will be in effect on Burma Road:

LOCOMOTIVES—Engine operation will be RESTRICTED to all classes, P. T. and Me. C., SINGLE diesel switchers including SINGLE Road Switchers.

MAXIMUM WEIGHT—Maximum weight of cars 198,000 pounds on four axles.

BUDD RAIL MOTOR CARS.

Single unit Budd cars operating on Portland Terminal Co. MUST be manually blocked between Tower 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.

AT CUMBERLAND MILLS IN S. D. WARREN YARD

Following restrictions are in effect on Trestle Track No. 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.

Following restrictions are in effect on Trestle Track No. 82:

LOCOMOTIVES—On Concrete portion of Trestle Track No. 82 which portion ends opposite bunter on Track No. 84, Locomotives DS-1, DS-2, and DS-3 ONLY are permitted to operate. NO locomotives are permitted to operate beyond the concrete portion.

MAXIMUM WEIGHT—Maximum gross car weight 136,000 pounds permitted on Trestle Track No. 82 beyond concrete portion. Maximum gross car weight permitted on concrete portion is 210,000 pounds.

PERSONAL SAFETY MEASURES

Employes are required to look after their own safety and to exercise caution to avoid injury to fellow employes. They must inform themselves respecting the location and clearance of all structures and obstructions (including stock corrals, mail cranes, water cranes, bridges, etc.) along the line which will not clear them when on top or sides of engines or cars.

The needs of the business require that structures of various kinds be placed beside the track and employes must be constantly on the lookout for such structures and must so conduct themselves in their work that they will not be in danger of being injured by them.

Any yardman or trainman using engine footboards or pilot steps during cold weather will see that they are properly cleared of snow and ice.

Defective grab irons or other safety appliances found by yardmen must be immediately reported to the conductor, who will in turn make prompt report to the Yard Master.

Employes are warned not to use the side ladders of cars when passing through bridges or on the sides of cars next to buildings or cars when switching in yards.

Account men working alongside running tracks at repair yard, Rigby, have bell ringing while passing this point.

The use of engine bell in and around stations should not be extended beyond the requirements of the rules and for safety.

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 641 is in operation at Portland Terminal House and 642 at Wharves One and Two. When either of the alarms are sounded, switching crews will immediately go to the Terminal House or Wharves, 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.
Commercial St. Station.
Wharf One Office Building.
General Yard Master's Office Building, Rigby.
Eastbound Yard Office.
Westbound Yard Lobby.
Deering Junction Office.
Cumberland Mills Office.

M. F. O'BRIEN,
Assistant Superintendent.

A. C. LENNON,
Trainmaster.

CLASSIFICATION OF DIESEL ENGINES

Class	M. C. R. R.	P. T. Co.
DP 1a	705–708	
DF 4a	671A–671B-672A-672B and 681–686	
DRS 1b	551–555	
DRS 1d	556–557	
DRS 1f	801–802	
DRS 3a	561–569	
DRS 3b	571–580	
DRS 3d	581	
DS 1a	11– 17	
DS 2d		1002–1004
DS 3a	951–952	
DS 3b	953–962	1005–1008 and 1101
DS 4b	301–303	1051–1058
DS 4d	311–317	
DS 5a	331–335	

MAINE CENTRAL RAILROAD COMPANY

EXAMINING PHYSICIANS

Dr. CHARLES L. CRAGIN,
831 Congress Street,
Portland, Maine.

Dr. E. ALLAN McLEAN,
29 Deering Street,
Portland, Maine.

Dr. ELLIOTT D. TURNBULL,
301 Allen Avenue,
Portland, Maine.

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

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

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

Dr. HERBERT C. SCRIBNER,
259 Union Street,
Bangor, Maine.

Dr. JOHN R. SULLIVAN,
340 No. Main Street,
Brewer, Maine.

Dr. SAMUEL R. WEBBER,
136 Main Street,
Calais, Maine.

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

Dr. GEORGE E. YOUNG,
Skowhegan, Maine.

Dr. G. H. SHEDD,
North Conway, N. H.

PORTLAND TERMINAL COMPANY

EXAMINING PHYSICIANS

Dr. CHARLES L. CRAGIN,
831 Congress St., Portland.

Dr. E. ALLAN McLEAN,
29 Deering St., Portland, Maine.

Dr. ELLIOTT D. TURNBULL,
301 Allen Ave., Portland, Maine.





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"



