

1961

# Maine Central Railroad and Portland Terminal Company Time Table No.6, April 1961

Maine Central Railroad

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# MAINE CENTRAL RAILROAD COMPANY AND PORTLAND TERMINAL COMPANY

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## TIME TABLE No. 6

FOR EMPLOYEES ONLY

EFFECTIVE AT

12.01 A. M., SUNDAY

APRIL 30, 1961

SUPERSEDING

MAINE CENTRAL RAILROAD AND  
PORTLAND TERMINAL TIME TABLE No. 5  
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				WESTWARD—FIRST CLASS READ UP				THIRD CLASS
		1		9	Miles from Portland	Passing Sidings. Approximate Capacity Cars.	STATIONS.		8	2
		Daily		Ex. Sat.					Daily	Ex. Sun.
		P. M.		P. M.					P. M.	A. M.
		11.15		8.10			Rigby Yard T-D			
					1.63		Commercial St. Sta. T	7.15		1.00
		11.32		8.27	4.19		Portland Sta. T			
					6.56		Deering Junction T-X-D	6.57		12.43
							P. T. Limit T	6.54		12.40
		11.39		8.34	11.07	E. 69	Cumberland Center			
		11.42		8.37	13.30		Royal Junction T-N	6.47		12.33
		11.44		8.39	15.09		Yarmouth Junction T-N	6.44		12.31
		11.51		8.46	20.64	46	Freeport T-D	6.37 6.23		12.24
		11.57		8.52	25.32	60	Hillside	6.17		12.18
		<sup>s</sup> 12.02 <sub>12.22</sub>		<sup>s</sup> 8.57 <sub>9.01</sub>	29.21	24-117	Brunswick T-X-D	<sup>s</sup> 6.10 6.03		12.12 <sup>1</sup>
		12.27		9.06	33.05	112	Cathance	5.58		12.07
		12.32		9.11	36.90	52	Bowdoinham T	5.53		12.02
		12.37		9.16	40.58	58	Harwards	5.48		11.57
		12.42		9.21	44.64	W. 111	Richmond T	5.43		11.52
		12.47		9.26	48.23	72	Dresden	5.38		11.47
		12.52		9.31	51.87	E. 35	Lawrence Mills—South Gardiner T	5.33		11.42
		12.57		9.36	55.78	34	Gardiner T-X-D	<sup>s</sup> 5.27		11.37
					60.34		Hallowell			
		1.04		9.43	60.60		Fuller	5.19		11.30
		<sup>s</sup> 1.07 <sub>1.22</sub>		<sup>s</sup> 9.46 <sub>9.54</sub>	62.48	YARD	Augusta T-X-D	<sup>s</sup> 5.15 5.02	<sup>s</sup> 11.19 11.16	
		1.29		10.01	66.33	50	Kennebec	4.55		11.08
		1.34		10.06	70.09	35	Riverside	4.49		11.02
		1.40		10.12	73.91	E. 105	Vassalboro T	4.43		10.56
		1.48		10.20	80.21	52	Winslow X	4.34		10.49
		<sup>s</sup> 1.52 <sub>2.10</sub>		<sup>s</sup> 10.24 <sub>10.34</sub>	81.76	YARD	Waterville T-X	<sup>s</sup> 4.30 4.11	<sup>s</sup> 10.45 <sub>10.35</sub>	
					82.02		Tower A T-N			
					83.43		Keyes Crossover T			
					84.32	YARD	Fairfield X	4.06		10.30
					85.15		Parkers Crossover			
					89.14		Canaan Road Crossover T			
		2.20		10.46	90.11		Clinton T	3.58		10.22
		2.27		10.53	95.41	E. 112	Burnham Jct. T-D	3.51		10.14
		2.31		10.57	99.10	70	Halfway	3.47		10.10
		<sup>s</sup> 2.35 <sub>2.58</sub>		11.01	102.48	240	Pittsfield T-D	<sup>s</sup> 3.43 3.37	<sup>s</sup> 10.06 9.56	
					106.71		Detroit			
		3.07		<sup>v</sup> 11.14	109.49		Newport Junction T-D	<sup>s</sup> 3.27 3.07	<sup>s</sup> 9.46 9.27	
		3.14		11.21	114.73	200	Stetson T	3.00		9.20
					117.87		Etna T			
					121.82		Carmel T			
		3.23		11.31	122.55	193	Dabscook T	2.50		9.10
					126.22		Hermon Pond T			
		3.32		11.40	129.33		Tower MD T-X-N	2.41		9.01
		3.35		<sup>s</sup> 11.43 <sub>12.03</sub>	131.29	117-28	No. Maine Jct. T-X-N	2.38	<sup>s</sup> 8.58 8.38	
					132.80		Hammond Street Switch			
					133.29		Dow Airport	2.35		8.35
		3.43		12.10	136.33	YARD	Banger T-X-N	2.30		8.30
		A. M.		A. M.				P. M.		P. M.

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

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

v Stops to load milk when instructed by Superintendent.



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.														
	No. 333 loses right and schedule after 11.00 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	14	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					
						59.52		Maranacook							
						62.34	E. 104	Readfield							
	3.00						70.24	W. 40	Belgrade						
	3.15						79.23	W. 78	Oakland	X-D					
	P. M.						85.29	YARD	Waterville	T-X					

## 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.	
						0.00	YARD	Brunswick	T-X-D				P. M.	
						4.33	25	Hardings					12.30	
						5.28		Sanborns					12.15	
						8.74	43	Bath	X				\$12.00	
						9.52		Woolwich	X					
						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				\$10.40	
						27.17	E. 15	Newcastle	X				\$10.10	
						29.05	E. 43	Damariscotta Mills					9.47	
						31.81		Nobleboro					9.37	
						37.00	E. 27	Winslows Mills					\$ 9.15	
						38.61		Waldoboro	D				\$ 8.50	
						39.61	15	Allens					f 8.35	
						45.36	E. 22	Warren					\$ 8.20	
						49.80	11	Georges River					f 8.00	
						52.54	E. 13	Thomaston	X				\$ 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	
		6.33		Good Will Farm	
		7.73		Hineckley	
		15.26	YARD	Skowhegan	X-D

 EASTWARD  
READ DOWN

 HARMONY  
BRANCH

 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
		11.70		Wild Goose Club	
		15.47		Mainstream	
		17.47		Harmony	T-X

 EASTWARD  
READ DOWN

 FOXCROFT  
BRANCH

 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	
		11.64		Moodys	
		15.35	23	Dexter	X-D
		20.03	9	Silvers Mills	
		24.17		Starbirds	
		29.43	Yard	Foxcroft—Dover Foxcroft	X-D

## LEWISTON BRANCH

 THIRD CLASS  
EASTWARD  
READ DOWN

 THIRD CLASS  
WESTWARD  
READ UP

	327	Miles from Brunswick	Passing Sidings. Approximate Capacity Cars.	STATIONS.	328
	Ex. Sun.				Ex. Sun.
	A. M.				P. M.
	6.00	0.00	YARD	Brunswick	X-D 1.30
		4.64	W 17	Pejepscot Mills	
		5.99	Mill Spur	Simpsons	
	6.40	8.22	Yard	Little River—Lisbon Falls	X-D 11.00
		11.72	Frt.Track	Lisbon	X
		14.80		Crowleys	X
	8.30	19.63	YARD	Lewiston Lower	X 10.15
	A. M.				A. M.

No. 327 is superior to No. 328, Brunswick to Lewiston Lower.

## 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.
			0.00	YARD	Leeds Junction	X-D A. M. 8.15
			2.53		Libbys Pit	X
			4.39		Curtis Corner	
			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 7.30
			20.35		Otis	X 6.45
			24.15		Rileys	
		0.00		W. 31	Canton	X
		1.40	30.09		Whitney Brook	X
			30.38		Gilbertville	X
			35.03	32	Worthley	
			36.86		Peru	
			40.25	39	Dixfield	X-D 5.55
			43.25		Lower Yard	X-D
			44.77	Yard	Rumford	X 5.30
						A. M.

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

 EASTWARD  
READ DOWN

 FARMINGTON  
BRANCH

 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-D
		33.84		Solon	T
		39.98	Yard {	Austin Junction	X
		41.02		Bingham	T-D



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.



EASTWARD READ DOWN				WESTWARD READ UP			
CALAIS BRANCH							
	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	X			
	7.45	17	Fishers				
	11.25	⊙13	Holden				
	14.53		Lucerne in Maine				
	17.95	⊙15	Green Lake				
	22.18	12	Nicolin				
	28.19	12	The Falls—				
	29.78	E.8-E.12	Ellsworth	X-D			
	32.20	E. 12	Washington Junction	X			
	41.46	⊙13	Franklin	D			
	46.93	13	Schoodic				
	48.92	⊙6	Tunk Lake				
	51.78	48	Goodwins				
	56.47	—	Unionville				
	60.93	13	Cherryfield	D			
	65.04	—	Dorman				
	66.74	12	Harrington				
	70.51	⊙14	Addison				
	72.17	—	Ward				
	73.61	W. 5	Columbia Falls	D			
	77.78	⊙14	Jonesboro				
	85.35	⊙18	Whitneyville				
	89.25	8	Machias	D			
	91.74	—	Machiasport				
	93.65	⊙8	East Machias	D			
	94.62	12	Gardners				
	95.11	—	Jacksonville				
	99.75	12	McGeorges				
	100.52	—	Ellis				
	106.86	⊙17	Marion				
	111.18	E. 6	Dennysville	D			
	115.35	—	Robinson				
	117.96	21	Ayers Junction	X			
	121.01	⊙16	Charlotte				
	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			

  

EASTWARD READ DOWN				WESTWARD READ UP			
BUCKSPORT BRANCH							
	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			

  

EASTWARD READ DOWN				WESTWARD READ UP			
EASTPORT BRANCH							
	Miles from Ayer's Jct.	Passing Sidings. Approximate Capacity Cars.	STATIONS.				
	0.00		Ayers Junction	X			
	3.45	⊙7	Pembroke				
	8.69	⊙6	Perry				
	11.03		Pleasant Point				
	13.06		Quoddy				
	15.71		Eastport	X-D			

  

WOODLAND BRANCH							
EASTWARD TRAINS—THIRD CLASS.				WESTWARD TRAINS—THIRD CLASS.			
Miles from Woodland	STATIONS.	439 Daily A. M.		Miles from St. Croix Junction	STATIONS.	438 Daily A. M.	
0.00	Woodland	X	9.00	0.00	St. Croix Junction	X	6.00
6.56	Baring			1.52	Baring		
8.08	St. Croix Junction	X	9.30 A. M.	8.08	Woodland	X	6.30 A. M.

  

EASTWARD READ DOWN				WESTWARD READ UP			
HOWLAND BRANCH							
	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. S n.					Ex. Sun.	Daily		Daily		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	7.50						
					1.11		Calais Jct.	T-X	7.44						
				12.53	4.50	⊙35	Veazie		7.39						
					7.88	20	Basin Mills								
				1.00	8.66	E. 60	Orono	T-X-D	7.33						
					11.75		Great Works	T-X							
				1.07	12.81	115	Oldtown	T-X-D	7.26						
					13.68	26	Milford								
				1.15	18.63	⊙16	Costigan	T	7.15						
				1.26	26.93	78	Olamon	T	7.04						
				1.33	31.18	⊙24	Passadumkeag	T	6.57						
				1.40	35.69	W. 90	Enfield	T-D	6.50						
				1.47	40.79	W. 24	Pollard Brook	T	6.43						
				<sup>s</sup> 1.53	45.06	E. 22	Lincoln	T-D	<sup>s</sup> 6.36						
				2.06	46.70	⊙22	Middletown—Lincoln Center	T							
				2.09											
					49.83	—	Houstons—North Lincoln								
				2.15	50.58	38	Chamberlains	T	6.26						
				2.22	55.86	⊙17	Winn	T							
4.05	6.55		3.30	2.27	58.26	121	Keag—Mattawamkeag	T-X-W-N	6.15	11.10		4.48		7.55	
4.15	7.05		3.37	2.32	61.90	55	Gordon	T	6.09	11.03		4.40		7.47	
4.22	7.12		3.43	<sup>s</sup> 2.40	66.53	W.55-W.54	Kingman	T	6.02	10.58		4.33		7.40	
			3.47	2.44	69.42		Drew	T	5.57	10.54		4.28		7.35	
4.35	7.25 <sup>334</sup>		3.55	<sup>s</sup> 2.53	75.80	E. 65	Wytopitlock	T	5.47	10.46		4.18		<sup>7.25</sup> <sup>7.05</sup> <sup>362</sup>	
4.40	7.30		3.59	2.58	78.95	W.53-W.54	Bancroft	T	5.42	10.41		4.12		6.59	
4.47	7.37		4.05 <sup>361</sup>	3.04	83.30	55	Cherokee	T	5.36	10.36		<sup>4.05</sup> <sup>3.52</sup> <sup>42</sup>		6.52	
4.54	7.44	<sup>v</sup> 4.11	<sup>s</sup> 3.14	3.14	88.26	E.54-E.54	Danforth	T-X-W-D	<sup>s</sup> 5.29	<sup>v</sup> 10.30		3.44		6.44	
5.01	7.51		4.18	3.21	93.26	E. 54	Eaton	T	5.22	10.24		3.36		6.36	
5.08	7.58		4.24	3.28 <sup>361</sup>	97.84	54-54	Forest	T	5.15	10.18		<sup>3.28</sup> <sup>3.10</sup> <sup>9</sup>		6.29	
5.14	8.04		4.29	3.34	102.12		Tomah	T	5.09	10.13		3.04		6.23	
5.21	8.11		4.33	3.39	105.26	54	Todds Farm	T	5.04	10.08		2.57		6.18	
5.29	8.19		4.38	3.45	109.33	62	Lambert Lake	T	4.58	10.03		2.49		6.10	
5.35	8.25		4.45 <sup>4</sup>	3.52	114.34	—	Vanceboro Psgr. Sta.	T-X-W-D	<sup>4.50</sup> <sup>42</sup>	9.55		2.40		6.00	
P. M.	A. M.		A. M.	A. M.					A. M.	P. M.		A. M.		A. M.	

<sup>v</sup> Will make flag stop for revenue passengers only.

NO. 9 IS SUPERIOR TO NO. 4.

NO. 42 IS SUPERIOR TO NO. 4.



### THIRD CLASS

⑤Also runs as an extra train May 30, July 4, September 4.

THIRD  
CLASS

M. C. No. 1 Loses Right and Schedule Between Commercial St. Sta. and Yard 8 East after 11.35 P. M.

## EASTWARD TRAINS—READ UP THIRD CLASS

						Miles from Moun- tain Jct.	Passing Sidings. Approximate Capacity Cars.	STATIONS	M. C. 373 Sun. Only	M. C. 375 Ex. Sat.
						0.00	43	Mountain Jct. T	A M.	P. M.
						0.97		Thompsons Point	12.36	9.21
						4.27		Cumberland Mills—Westbrook D	12.33	9.18
						6.15		P. T. Limit (M. C. Mtn. Subdiv.)	12.23	9.08
									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-signalized 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.—Restrictive indication may be removed by operating control button at signal or other location.

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 Baggage-men; 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, Bangor, Brewer, Bath, Brunswick, Bingham, Farmington, Lewiston, Livermore Falls, Rockland,	Val's Jewelry Geo. R. Townsend Orman E. Pettengill A. G. Page & Co. Treworgy Co. J. L. Andrews Geo. H. Brown Henry Nollin George Botka C. E. Morse	Rumford, Skowhegan, Waterville, North Conway, St. Johnsbury, Lancaster,  Foxcroft, Dixfield, Calais,	Val's Jewelry L. J. Eno F. J. Rossignol C. H. Bean Day's, Inc. H. J. Whitcomb and Sons P. F. Day C. G. Corrow J. W. Rutherford
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### 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.

5. EXCEPTION:—On single track, schedule time applies at the station, or where traffic is received or discharged.

Time used in Form (S-E) train orders, applies at the switch where the opposing train clears.

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

The end of Diesel switch engines, and of 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.

### 33. PUBLIC CROSSINGS.

Before passing over any crossing protected by a member of the train crew, each train or engine shall come to a full stop and after stopping, a member of the crew shall proceed to the crossing and warn highway traffic with Red Flag (or a Disc if available) during the Day, providing visibility is not obscured by the weather (sunrise to sunset) and Red Lantern when weather obscures visibility and during the hours sunset to sunrise, and shall signal train or engine to proceed over crossing when satisfied that such movement may be made without risk to highway traffic.

An upper quadrant yellow arm has been attached to Whistle or ring post at all crossings where trains or engines moving over crossing on main track are to stop and protect, or stop and proceed, as designated in Special Instructions.

These signs are intended to act as a reminder, or warning to enginemen, and do not relieve employees from compliance with provisions of General Rules, Special Instructions, or Bulletin notices, or orders.

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

### AUTOMATIC CROSSING PROTECTION.

At public crossings where more than one track crosses protected only by crossing protection operating automatically a member of the crew must protect travel over all tracks while switching is being done.

At such protected public crossings, manually protect as follows:

When movements over public crossings are required to be protected by trainmen, they will protect with Red Flag (or a Disc if available) during the Day, providing visibility is not obscured by weather (sunrise to sunset) and Red Lantern when weather obscures visibility and during the hours sunset to sunrise.

When a siding is used over a highway crossing protected by Automatic Signals movement over crossing must be protected unless otherwise provided by Time Table Special Instructions.

Movements requiring protection by a member of the train crew on tracks over crossings with automatic signal protection for main line movements shall be protected as above unless the automatic signal is equipped with a manual control device, in which case highway traffic shall be controlled by use of the automatic signal instead of by use of flag, lantern or disk.

Note: All flashing light signal and automatic gate installations are equipped with a manual control device mounted on relay case adjacent to crossing.

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



When a train stops on a circuit that keeps an automatic crossing signal or bell operating or automatic crossing gate down, a member of crew should protect this crossing against highway traffic being unnecessarily held up, or crossing under the false assumption the standing train is the only one working the signal, when a train from the opposite direction might be approaching.

Gate hooks, locked with switch lock, are provided at automatic roadway 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 with switch lock.

Certain highway crossings, as listed in the Special Instructions of each Division and Portland Terminal Co. have "cut-out" devices in control box located at or in approach of crossing. These cut-outs must be operated as required to prevent unnecessary operation of automatic highway crossing protection. Instructions as to movements, and the operation of the cut-outs, are inside control box, and these instructions must be carefully observed when trains are switching or standing in the circuit.

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

Except when cut-out used, train crews will, so far as possible, avoid leaving their train or performing switching operations so as to cause automatic crossing signals to operate when train is not to immediately pass over the crossing.

In addition, at crossings protected by automatic gates, every effort must be made to avoid stopping unnecessarily in the approach operating circuit for the gates. Wherever possible, any required stop should be made with entire train beyond crossing. Work trains, or equipment, must not work within automatic gate approach circuits unless it is known that arrangements have been made to manually protect crossing.

In double track territory, trains operating against the current of traffic must stop, and then proceed at restricted speed over highway crossings protected by automatic signals which are not operative for reverse movements.

Crossings in multiple track territory which are signaled for either direction operation will be listed in the Special Instructions of each division and Portland Terminal Co.

At crossings protected by automatic crossing signals of any kind, such protection at most locations does not cover reverse movements after train has passed over the crossing, but has not passed out of the operating circuit for reverse movements. Therefore, when necessary to make reverse movements after a train or engine passes over the crossing, the crossing must be protected by a member of the crew as flagman, unless a crossing tender is on duty, or unless it is known that the crossing signals are in operation protecting the crossing.

"Posts, similar to whistle posts, except to display  $\frac{X}{C}$  instead of W, are being installed as bulletined to mark the start of the normal direction operating circuit for automatic highway crossing gates and automatic highway flasher signals or in the case of crossing having automatic cut-out at the point where signals cannot be cut out.

## 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 REFERENCE 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 Mileage 135.61 West End Bangor and the lead at West End of Double Track.....	25 miles per hour
Between West End of Double Track and West End of Kenduskeag Bridge.....	20 miles per hour
Between East End of Double Track and Calais Jct....	15 miles per hour
Over Kenduskeag Stream Bridge and through the lead at east end of Double Track.....	15 miles per hour
Through Spring Switch at West End of Double Track and until entire train has cleared the Spring Switch..	20 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 1101	35
551-581 inc.....	65	P. T. 1051-1054 inc.....	35
801-802 inc.....	65	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****WEST END OF KENDUSKEAG BRIDGE AND WEST END OF DOUBLE TRACK BANGOR YARD.**

Under direction of Operator at RD Tower.

Westward Track—between West End of Kenduskeag Bridge and West End of Double Track.

Eastward Track—between Railroad St. and West End of Kenduskeag Bridge.

Signals at West end of Kenduskeag Bridge displaying Interlocking Dwarf Signal indications govern entrance to CTC territory.

**268. CROSSOVER “H” EAST OF RD TOWER.**

Permission to unlock Crossover “H” must be obtained from Operator at RD Tower in accordance with provisions of Rule 268. Time interval is three (3) minutes, Rules 93a and 513 modified accordingly.

**505. AUTOMATIC BLOCK SIGNAL SYSTEM.**

Movement of trains and engines west of West End of Double Track 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 West End of Double Track 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 West End Kenduskeag Bridge except on authority of signal indication or permission from Operator at RD Tower.

**SWITCHING MOVEMENTS.****HIGH HEAD.**

Switching movements at High Head west of double track switch originating east of double track switch 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 west of Kenduskeag Stream Bridge governing westward moves on eastward main track.

**605. LOCATION OF INTERLOCKING SIGNALS.**

(See interlocking signal rules).

West end double track (controlled from RD Tower).

Railroad St. (RD Tower).

Calais Jct.

At West End of Double Track Special Signal will display a Flashing Lunar White Aspect when spring switch is to be hand thrown by a member of train crew for an eastward movement on Westward Main Track. At all other times signal will remain dark. Movement onto Westward Main Track shall not be made until proper proceed aspect is displayed by Interlocking Dwarf Signal.

At Railroad St. permission to occupy the Main Track for switching (drilling) moves will be given by Operator at RD Tower by simultaneously clearing signals into and out of yard. While any portion of the cut of cars is occupying track between Interlocking Signals, Rule 670 shall not apply. Upon instructions from Operator, or at the specified time, Main Track must be cleared and switch normalized.

Horn is provided on bungalow at Railroad St. 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.

At Calais Jct. “Restricting” (Red—red—yellow) indication when displayed on eastward 3 light Main Line Home Interlocking Signal or on westward 1 light Calais Branch Dwarf Interlocking Signal (yellow) for eastward move on main line at Calais Jct. permits movements to be made at Restricted Speed and ONLY as far as the new westward Home Interlocking Signal 900 feet east of Bangor Water Works private crossing. Movements under this indication east of this signal to end of block may be made only in accordance with Rule S-509 and as train order or time table rights permit.

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.

## 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 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 engine-man 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 or 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.

Except in an emergency, trains will contact wayside radio stations as follows:

### Territory:

#### Portland to Bangor via Brunswick—

	Wayside Radio Station
Rigby to and including Yarmouth Jct. ....	Portland
East of Yarmouth Jct. to but not including Dresden.	Brunswick
Dresden to and including Riverside. ....	Augusta
East of Riverside to and including Halfway. ....	Waterville
East of Halfway to and including No. Maine Jct. ....	Tower MD
East of No. Maine Jct., to Bangor. ....	Bangor

#### Royal Jct. to Waterville via Lewiston—

Royal Jct. to and including Gray. ....	Portland
East of Gray to and including Leeds Jct. ....	Lewiston
East of Leeds Jct. to but not including Readfield. ....	Augusta
Readfield to Waterville. ....	Waterville

In other territories and in an emergency in the above territories, train may contact any wayside radio station which can be reached.

Direct two-way communication 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 over height car if it exceeds Fifteen Feet, Ten Inches (15'-10") above top of rail, and must be released for movement by Car Department if in excess of this height, but within the published clearance of Seventeen Feet (17') only with the special requirement that it be moved under Bangor-Brewer Bridge on Track No. 5. Restriction to be protected by Car Department in same manner as any over dimension car is protected.

### 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.

## MAINE CENTRAL RAILROAD

J. E. BOUCHARD, Trainmaster

A. C. LENNON, Trainmaster

C. T. CLARK, Asst. Trainmaster



## 5. LOCATION WHERE TIME APPLIES.

Time shown in the Timetable at Bangor applies at the West End of Double Track.

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.

Movements on Track 6 (Pole Yard Track), in either direction, over Sligo Road Crossing, must be made at speed not exceeding 6 miles per hour, and crossing must be flagged by trainman on the ground in Sligo Road before any part of the train, car or cars, is within 50 feet of the line of the road.

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.

## FREEPORT

Movements on Track 4, in either direction over Bow Street, must be made at a speed not exceeding 6 miles per hour, and crossing must be flagged by a man on the ground in the street, before any part of the train, car or cars, is within 50 feet of the lines of the street.

Westward trains stopping for any cause, when Telegraph operator is not on duty will stop east of crossing signal circuit, which is indicated by a sign "Crossing Signal." If, after picking up cars, head end of train is west of crossing signal circuit sign, then the train should be backed out of crossing signal circuit before proceeding.

To avoid unnecessary operation of West Street Crossing signal, while work is being done, eastward local freight trains having more cars than can be held between West Street and end of double track, and having work to do, will take siding instead of opening West Street Crossing and leaving train on eastward track.

## BRUNSWICK

Church Road Crossing formerly called Bunganuc Road Crossing located 300 feet west of M. P. 28 in west end Brunswick Yard. All trains standing on yard tracks in vicinity of this crossing and all cars left at this location must clear the crossing easterly at least 300 feet.

Stanwood St. Crossing protection will operate automatically in either direction on main track and on sidetrack No. 4.

Member of train crew must advise crossing watchman at Union Street of switching movements to be made on main track west of Union Street and must notify him when train is ready to proceed over Stanwood Street. Track section between Stanwood Street and point 300 feet west of Spring Street bridge cannot be cut out by crossing watchman at Union Street.

Automatic crossing protection operating distances are as follows:

Main Track Eastward	—	2075 feet
Main Track Westward	—	1825 feet
Sidetrack No. 4 Eastward	—	396 feet
Sidetrack No. 4 Westward	—	563 feet

## SPEED RESTRICTION.

All trains on sidetrack No. 4 must not exceed 10 miles per hour approaching the crossing between operating points shown above. Cars must not be left standing on track 4 between points 563 feet east and 396 feet west of Stanwood Street crossing, except after having made a move over the crossing and not having gone beyond the 563 or 396 feet points, they may be left on the off-going side of crossing within the above distances.

## MANUAL SWITCH.

Crossing protection signals will not operate automatically for movements over the crossing on tracks 26 and 28. A box marked "Manual Control" containing a manual switch and fitted with a standard switch padlock has been installed on side of steel case on southwest corner of crossing. When a movement is to be made over the crossing on either of these tracks, this switch must be used by a member of train crew to operate Flasher Signals. Movements must not be made over crossing until Flasher Signals have been operating for at least twenty (20) seconds.

South crossing gate at Union Street does not protect tracks, 27, 29 and 31 (1st, 2nd, 3rd tracks from the freight house).

All switching, train, engine, and hoister movements on these tracks, in either direction, over Union Street, must be protected by a member of the crew making the move.

(Lewiston Branch) Pleasant and Cedar Street Crossings; all train, engines and hoisters will come to a full stop before moving over these crossings and must be protected by a member of crew making the move by flagging on the ground in the street.

## HALLOWELL

All switching over Greenville Street Crossing, must be protected by a member of the train crew.

Westward trains when switching at station may leave cars between Winthrop St. and  $\frac{X}{C}$  post at station. Capacity 3 cars.

## EAST AUGUSTA

Grade crossing leading to Kennebec Pulp and Paper Company's mills, Maple Street, must not be blocked by freight trains or switchers. Main line between this crossing and Bridge Street will hold 50 cars.

## WINSLOW

Shifting engines proceeding east or west over Brick Yard or Sand Hill Crossings, in either direction, must not exceed a speed of 5 miles per hour.

## FAIRFIELD

Lawrence Ave.—Trains or engines having stopped in approach to Signal SB 844 must consume at least 20 seconds after passing Signal SB 844 before occupying crossing.

Lawrence Ave.—Engines or cars when moving to the Skowhegan Branch must wait west of the XC post 440 feet west of Railroad St. until switches are lined and waiting time has expired.

Parkers Crossing—Movements on Track 3, in either direction, over Pleasant Street, must be made at a speed not exceeding 6 miles per hour, and must be flagged by train crews.

## FAIRFIELD -- SKOWHEGAN BRANCH

All Trains and Engines must stop before passing over Elm Street Crossing, mileage P 84.48, and member of train crew will protect the movement over the crossing with a red flag by day and a lighted red lantern by night.

## PITTSFIELD

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.

## BANGOR — DOW AIRPORT

Movement on Track 4, leading to airport, over Hammond Street, must be made at a speed not exceeding 6 miles per hour.

## AUBURN

Eastward trains must not be operated onto Court Street crossing with cars ahead of engine.

## MONMOUTH

Eastward moves on Tracks 4 and 6 in approach to crossing shall be protected by member of train crew. Automatic protection will be provided after passing "F" post.

A train or engine having stopped in approach to the crossing must, when movement is resumed, proceed to the crossing at not exceeding slow speed.

Switching moves over crossing shall be protected by member of train crew unless it is known that crossing protection is operating.

"F" post located on the South side of main track west of Main St. governs the use of Tracks 4 and 6.

## WINTHROP

To provide clear view of crossing, cars must not be left standing on Track 8 between east switch to Track 10 and Main St., or between Main St and Purington Bros. coal shed.



## OAKLAND

To provide clear view of Pleasant St. Crossing, Mileage 79.41, cars must not be left standing on Track 18. (Scale Track).

## LISBON FALLS

Speed of all train and car movements over Main Street crossing must not exceed 6 miles per hour and all switching movements over this crossing on both main line and side tracks must be protected by a member of train crew on the ground in the street; other train movements on main line to be protected by automatic signal.

## LEWISTON LOWER

All train and switching movements over Cedar Street and Chestnut Street crossings will be protected by a member of train or switching crew on the ground with a red flag in his hand by day and a lighted red lantern by night and All Trains and Engines will come to a Full Stop before Passing over the Crossing.

All trains and engines will stop and protect South Avenue Crossing mileage P 47.07 near west end Lewiston Lower Yard by member of train crew on the ground using red flag by day and lighted red lantern by night.

## BRUNSWICK

State Road Crossing, Mileage 31.50 at Brunswick Airport. All train and engine movements over this crossing must be protected by a member of the train crew, in accordance with provisions of General Special Rule 33 (Second paragraph) shown in current timetable.

## BATH

In Bath Iron Works Yard, at each end of the building known as "The Blacksmith Shop," are driveways. The view of Track 89 (Running Track) from these driveways is restricted.

As an aid to safety, switching crews moving easterly on this track will stop before engine or cars reach the driveway at east end of building and on westerly moves before engine or cars reach driveway at west end of the building, unless a member of crew is in the driveways to warn of approaching engine or cars.

Air brakes must be coupled up and used when switching Track 89 (leading to Hyde Windlass Building).

Crossings are protected by automatic highway crossing protection, manually controlled by Crossing Tender in Tower at Washington Street, during the hours as follows:

	<b>Week Days</b>
SCHOOL STREET.....	7.30 A. M. to 3.30 P. M.
WASHINGTON STREET.....	OR until departure of
WATER STREET.....	NR-2
	<b>Sundays</b>
	NONE

During the hours that Water, Washington and School Streets are NOT manually protected by Crossing Tender in Tower and during ALL HOURS at CENTER STREET, ALL movements on side track over any crossing, or from side track to Main Track, at CENTER STREET, must be protected by MEMBER OF THE TRAIN CREW, operating manual control switch located at the respective crossings.

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 brake in case of emergency. Movements on this track must be made at speed not exceeding 6 miles per hour, in either direction.

## WISCASSET—BIRCH POINT.

Movements on Track 7, in either direction, over Town Road, must be made at a speed not exceeding 6 miles per hour.

## WISCASSET.

Trains occupying Track 3 (Transfer Track) to clear westward trains, will in no case open the switch to haul out, or move out beyond the fouling point, until the westward train cleared has passed out of the crossing signal circuit, which is about 530 feet west of Main Street Crossing.

Cut-Out and Cut-In switches for main track, and switch marked "Manual Control for Sidetrack" are located in control box to stop or start the operation of signals when shifting on main track or side track.

## WARREN.

Westward freight trains having to do switching west of station, unless required to take siding, will stop back of automatic crossing signal circuit marker, "East End Crossing Signal Circuit," located about 1870 feet east of the crossing. After switching is completed and train coupled up, entire train must be east of marker sign before proceeding west, so crossing signal will operate to protect westward move over the crossing.

## THOMASTON.

All trains and engines must stop before passing over GREEN STREET, MECHANIC STREET AND ELLIOTT STREET CROSSINGS AT THOMASTON and member of train crew protect these crossings using red flag by day and red lantern by night.

## 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.

## CANTON.

All train and engines will come to a full stop before passing over Elm St. crossing and all movements over this crossing will be protected by a member of the train crew on the ground.

## NORRIDGEWOCK.

All trains shall come to a full stop before proceeding over Main St. crossing and all train and switching movements over this crossing will be protected by a member of the train crew on the ground.

## NORTH ANSON.

All train and switching movements over Elm St. crossing must be protected by member of the crew on the ground and all trains shall come to a full stop before proceeding over crossing.

## INTERVALE, N. H.

Cut-out located on post at West switch leading to Track No. 3 must be operated by member of train crew when trains or cars are left standing in approach to the crossing, between XC post located 1774 feet and XC post located 450 feet east of the crossing. When train is ready to proceed to crossing, automatic operation must be restored by operation of the cut-in button.

## WHITEFIELD — B. & M. TERRITORY.

Littleton Road Highway Crossing, just south of B. & M. station is protected by Automatic Light Signal.

To avoid false indications on this crossing, when SOUTHBOUND TRAINS are standing at the station, a "Cut-Out" switch located in a box on the North end of the station, equipped with double switch lock, to be used by pushing button marked "To CUT-OUT" in box marked "S".

20 seconds before train starts SOUTH to pass over Littleton Road Crossing, Push the Button in the same box marked "TO CUT-IN".

The "CUT-OUT" switch is operated by station force when on duty, balance of time to be operated by train crews.

When switching movements are made within the limits of the crossing signal circuit, and movements are made over the crossing, a member of the crew making the move, will flag the crossing.

A sign marked "CROSSING SIGNAL" is located at SOUTH END of the crossing signal circuit.

Trains or engines moving from NORTH END of side track onto crossing, will NOT operate crossing signal until train is about 30 feet from crossing, and when moving from sidetrack, a member of crew will flag the crossing.

Carroll Street Crossing, located between Diamond Crossing and B. & M. Station.

Trains must NOT back over Carroll Street Crossing at a speed in excess of 6 Miles Per Hour, and such moves must be protected by a man on the ground.

## ST. JOHNSBURY.

All movements over Portland Street, Mileage 131.08, must be made at a speed not exceeding 5 miles per hour, and must be protected by a member of the train crew.

## LANCASTER TO GROVETON — B. & M.

All trains and engines, including switching movements, must stop within 50 feet of highway crossings specified below and a member of the crew protect crossing.

Northumberland, N. H.  
Groveton

Baker's Crossing  
Church and Main Streets

## NORTH STRATFORD

Baldwins Crossing 0.32 miles east of North Stratford; the connecting track between the Maine Central R. R. Main Track and the Canadian National Ry., Main Track, is not track circuited for automatic operation, except over the highway itself. All trains in either direction must stop before reaching crossing and member of train crew must operate the Manual Switch to start the crossing signals flashing. Upon completion of movement over highway, manual switch must be restored to its normal position, and box must be closed and locked.

## COLEBROOK

Colby Street, public grade crossing, just west of the station, all movements over this crossing including train, engine or self-propelled car must be protected in accordance with provisions of General Special Rule 33 (Second paragraph) shown in current timetable.



## CROSSINGS PROTECTED BY FLAGMAN OR MANUAL GATES.

Includes Crossing Signals Having Manual Supervision.

### DEERING JCT. TO BANGOR VIA BRUNSWICK.

Location	Protection	Hours Protected Week Days	Sundays
<b>YARMOUTH JCT.</b>			
Silgo Road, Tk. No. 6....	Flagged by train crew...	Day and Night	Same
Pole Yard Track			
<b>FREEPORT</b>			
Bow St. Tk. No. 4 .....	Flagged by train crew...	Day and Night	Same
<b>BRUNSWICK</b>			
Cedar St. on Wye .....	Flagged by train crew...	Day and Night	Same
Cedar St. on Branch .....	Flagged by train crew...	Day and Night	Same
Union St. Main Lines,			
Tks. 11, 13, 39.....	Gates .....	24 hours	Same
Union St. Tks. 27,			
29, 31.....	Flagged by train crew...	Day and Night	Same
Maine St.....	Gates .....	24 hours	Same
Park St.....	Gates #.....	24 hours	Same
	# Operated from Maine St.		
<b>RICHMOND</b>			
Depot St.....	Flashing Light Signals#.	24 hours	Same
Pleasant St.....	Gates #.....	24 hours	Same
White St.....	Gates .....	24 hours	Same
Main St.....	Gates #.....	24 hours	Same
	# Operated from White St.		
<b>WINSLOW</b>			
Benton Ave. and Sand			
Hill Road.....	Watchman #.....	8.30 A. M. to 4.30 P. M.	Same
	# Automatic protection when watchman not on duty.		
<b>WATERVILLE</b>			
Temple St. Tk. No. 27....	Flagged by train crew...	Day and Night	
Lower College Ave.....	Watchman .....	24 hours	Same
Upper College Ave.....	Signal lights.....	24 hours	Same
	(Manually controlled by watchman)		
<b>FAIRFIELD</b>			
Pleasant St.			
Warren Bros. Track...	Flagged by train crew...	Day and Night	
<b>NEWPORT JCT.</b>			
Spring St.....	Gate .....	7.15 A. M. to 5.15 P. M.	Same
<b>BANGOR</b>			
Hammond St.....	Manual Control Switches are provided 50 feet east and 50 feet west of cross- ing to start flashing light signals operating.		
<b>ROYAL JCT. TO WATERVILLE VIA LEWISTON.</b>			
<b>AUBURN</b>			
High St.....	Gates .....	24 hours	Same
Elm St.....	Gates .....	24 hours	Same
School St.....	Gates #.....	24 hours	Same
Hampshire St.....	Gates .....	24 hours	Same
Spring St.....	Gates #.....	24 hours	Same
	# Operated from Hampshire St.		
<b>LEWISTON</b>			
Middle St.....	Gates .....	24 hours	Same
Main Line, Tks. 6, 60			
Holland St..	Automatic Signals and Gates .....	24 hours	Same
Whipple St.....	Automatic Signals and Gates .....	24 hours	Same
	Above protection is manually supervised by crossing tender 5.30 A. M. to 9.30 P. M. Daily.		
<b>WATERVILLE</b>			
Main St.....	Gates .....	24 hours	Same
Chaplin St.....	Watchman .....	24 hours	Same
<b>COBBOSSEECONTEE BRANCH</b>			
<b>GARDINER</b>			
Main Ave.....	Flagged by train crew...	Day and Night	Same
Bridge St.....	Flagged by train crew...	Day and Night	Same
Winter St.....	Flagged by train crew...	Day and Night	Same

### LEWISTON LOWER BRANCH.

<b>BRUNSWICK</b>			
Cedar St.....	Flagged by train crew...	Day and Night	Same
Cedar St. on Wye .....	Flagged by train crew...	Day and Night	Same
Pleasant St.....	Flagged by train crew...	Day and Night	Same
<b>LEWISTON</b>			
South Ave. ....	Flagged by train crew...	Day and Night	Same
Lisbon St. (Bleachery Track).....	Flagged by train crew...	Day and Night	Same
Cedar St.....	Flagged by train crew...	Day and Night	Same
Chestnut St.....	Flagged by train crew...	Day and Night	Same

### RUMFORD BRANCH.

<b>LIVERMORE FALLS</b>			
Bridge St. Tracks (#8 and #20).....	Flagged by train crew...	Day and Night	Same
<b>CANTON</b>			
Elm St. ....	Flagged by train crew	Day and Night	Same
<b>RUMFORD--Railroad Street--</b>			
Track No. 1 1/4-- Yard 3....	Flagged by Train or Yard crew.....	Day and Night	Same
Track No. 21-- Yard 2....	Flagged by Train or Yard crew.....	Day and Night	Same

### FARMINGTON BRANCH.

<b>WILTON</b>			
Depot St. track 6 ....	Flagged by train crew	Day and Night	Same

### ROCKLAND BRANCH.

<b>BATH</b>			
School St.....	Automatic signals .....		
Washington St.....	Automatic signals and gates .....		
Water St.....	Automatic signals		
	Above three protections are manually supervised by Crossing tender at Washington St..... Weekdays... 7.30 A. M. to 3.30 P. M. or until departure of NR-2.		
	Sundays... None		
Water St., Bath I. W. Track.....	Flagged by train crew...	Day and Night	Same
<b>THOMASTON</b>			
Green St.....	Flagged by train crew...	Day and Night	Same
Mechanic St.....	Flagged by train crew...	Day and Night	Same
Elliot St.....	Flagged by train crew...	Day and Night	ame
<b>ROCKLAND</b>			
New County Road.....	Flagged by train crew...	Day and Night	Same
Broadway.....	Flagged by train crew...	Day and Night	Same
Union St., Track 34.....	Flagged by train crew...	Day and Night	Same

### ROCKLAND WHARF BRANCH.

<b>ROCKLAND</b>			
So. Main St.....	Flagged by train crew...	Day and Night	Same

### BINGHAM BRANCH.

<b>NORRIDGEWOCK</b>			
Main St.....	Flagged by train crew...	Day and Night	Same
<b>MADISON</b>			
Main St.....	Flagged by train crew...	Day and Night	Same
<b>NORTH ANSON</b>			
Elm St.....	Flagged by train crew...	Day and Night	Same
<b>BINGHAM</b>			
Main St. (Main Line)...	Flagged by train crew...	Day and Night	Same
State Highway (Tk. 29) (Quimby Tk.).....	Flagged by train crew...	Day and Night	Same

### SKOWHEGAN BRANCH.

<b>FAIRFIELD</b>			
Elm Street Crossing, Mileage P 84.48.....	Flagged by train crew....	Day and Night	Same
County Road, Tk. No. 17.	Flagged by train crew...	Day and Night	Same

### FOXCROFT BRANCH.

CORINNA			
Main St.....	Flagged by train crew...	Day and Night	Same
DEXTER			
Liberty St. Mileage 123.59	} Flagged by train crew	Day and Night	Same
Main St. Mileage 123.61			
Grove St. Mileage 124.53			
Dam St. Mileage 124.63			
FOXCROFT			
Mechanic St.....	Flagged by train crew...	Day and Night	Same
North St.....	Flagged by train crew...	Day and Night	Same
Spring St.....	Flagged by train crew...	Day and Night	Same
Summer St.....	Flagged by train crew...	Day and Night	Same



## PORTLAND TO ST. JOHNSBURY

## BARTLETT

Albany Ave.....	Flagged by train crew....	7.30 A. M. to 5.30 P. M.	
Poster St., Tk. No. 11...	Flagged by train crew...	Day and Night	Same
Albany Ave., Tk. No. 15...	Flagged by train crew...	Day and Night	Same
Central Ave., Tk. No. 15...	Flagged by train crew...	Day and Night	Same

## WHITEFIELD

Carroll St. (Between diamond and B. & M. Station).....	Flagged by train crew when backing over crossing	Day and Night	Same
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## ST. JOHNSBURY

Portland St.....	Flagged by train crew...	Day and Night	Same
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## QUEBEC JCT. TO BEECHER FALLS.

## NORTHUMBERLAND

Bakers Crossing B. & M....	Flagged by train crew...	Day and Night	Same
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## GROVETON

Church St., B. & M....	Flagged by train crew...	Day and Night	Same
Main St., B. & M....	Flagged by train crew...	Day and Night	Same

## COLEBROOK

Colby St. Crossing.....	Flagged by train crew...	Day and Night	Same
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## CROSSINGS HAVING MANUAL CUT-OUT DEVICE

Crossings	Location Cut-out Box
FREEPORT—West St., Bow and School Sts.,	On post west side of crossing. On case at Bow St.
BRUNSWICK—Church Road, Stanwood St.	On steel case at crossing. On Crossing Watchman's Cabin at Union St.
BOWDOINHAM—Center and Main Sts.,	East end of station.
SOUTH GARDINER—Church St.,	Relay case at crossing.
GARDINER—Central Maine Power Co., Private Crossing,	On Crossing Signal southeast side of crossing
AUGUSTA—Bridge St., Maple St.,	On Post near Pit Track Switch. On steel case at Crossing.
WINSLOW—Lithgow St.,	On steel case at east end of Tk. 4.
WINSLOW—Brick Yard Crossing,	On Post at east end of Track 6. On Post at east end of Track 6.
	On Crossing Sign Post at Sand Hill Crossing.
Sand Hill Crossing,	On street side of relay case at Temple St.
WATERVILLE—Temple St.,	On relay case at crossing.
FAIRFIELD— River Road, (Parkers Crossing)	On Post west side of crossing.
GRAY—Sweetser Road,	On Shelter.
AUBURN—Adams St.,	On Case at crossing.
LEEDS JCT.—Main Road,	Near Train Register Book.
WINTHROP—Main, Central and Summer Sts.,	On North side of Passenger Station.
BELGRADE—County Road,	On post about 250 feet west of crossing.
LIVERMORE FALLS— Depot, Main and Bridge Sts.,	In Box on Post at Depot St., for Depot and Main Sts. Near window to ticket office for Bridge and Main Sts.
	On post at Bridge St. for Main St.
THE BRIDGE—JAY—State Road,	On post near siding switch 600 feet west of crossing.
WILTON—Wilton Road,	On case at crossing.
HARDINGS—	On post near Main Line Switch Track 6.
SANBORNS—River Road,	On steel case at crossing.
BATH— York, Pearl and North Sts.,	On Relay case at York St., for York, Pearl and North Sts. On Relay case at west switch to Passing Track opposite Signal R 376 for North, Pearl and York Sts. On Relay case at Pearl St., for Pearl and York Sts.

WISCASSET—Main St.,  
NEWCASTLE—Main St.  
(Station crossing)

ALLENS—County Road,  
ROCKLAND—County Road,  
SOUTH WINDHAM—Gray Road,

NORTH CONWAY—Grove, Seavey,  
Kearsarge and Mechanic Sts.,  
INTERVALE—Portland Road,

BARTLETT—Portland Road,

WHITEFIELD—On M. C. Track,  
High St.,

GILMAN—Gilman Road,

ST. JOHNSBURY—Portland St.,

On relay case at crossing.  
On post at southwest corner of crossing.  
On front of station.  
On relay case at crossing.  
On Post near west switch to Tk. 4.  
On Post near switches to Tracks 9 and 15.  
On Post 200 feet west of crossing.  
On Steel Case at northeast corner of Grove Street.  
On post at West Switch leading to Track No. 3.  
At Albany Ave. and at Portland Road.  
On post at crossing.  
On station.  
On post at west end Track 3.

## CROSSINGS HAVING AUTOMATIC CUT-OUT.

A train or engine having stopped in approach to crossing must, when movement is resumed, proceed to the crossing at not exceeding slow speed.

Cars must not be left standing, in approach to the crossing, between X/C post and crossing, except in an emergency, and then only when crossing is protected by a member of train crew.

## DEERING JCT. TO BANGOR VIA BRUNSWICK.

GARDINER—Depot St.,	EASTWARD and WESTWARD movements on main track.
HALLOWELL—Second St. to Winthrop St. inc.	Eastward and Westward movements on Main Track.
AUGUSTA—Winthrop St.,	Eastward and Westward movements on WESTWARD track. Eastward movements on EASTWARD track.
Oak St.,	Eastward movements on EASTWARD track.
Bridge St.,	Eastward movements on EASTWARD track.
EAST AUGUSTA—Maple St., Private Crossing of Kennebec— Pulp and Paper Co.,	Westward movements on main track. Eastward movements on main track.
FAIRFIELD—Burrill Ave.,	Eastward movements on main track.
FAIRFIELD—Railroad St.,	Eastward movements on main track.
FAIRFIELD—Lawrence Ave.,	Eastward movements on main track, and westward movements from Skowhegan Branch.
PITTSFIELD—Main St.,	Eastward and Westward movements on Main and Passing Tracks.
PITTSFIELD—Atwell Road,	Eastward movements on main track. Westward movements on main and passing tracks when train is stopped between signals 1030 or S1030 and 440 feet East.
NEWPORT JCT.—Elm St.,	Eastward and Westward movements on main track.

## BACK ROAD.

AUBURN—Court St.,	Eastward and westward movements on main track.
MONMOUTH—Main St.,	Eastward and westward movements on main track.
OAKLAND—Oak St.,	Eastward and Westward movements on main track.
Pleasant St.,	Westward movements on Track No. 10. Eastward and Westward movements on main track.

## SPECIAL HIGHWAY GRADE CROSSING SIGNALS.

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 below.

## DEERING JCT. TO BANGOR VIA BRUNSWICK.

GARDINER—Depot St.,	Eastward—Additional control button at EAST switch to track 3.
AUGUSTA—Winthrop St., Oak St. and Bridge St.,	Eastward—Additional control button on Station.



PITTSFIELD—Main St.,

EASTWARD — MAIN TRACK —  
control buttons located on post  
opposite signal, on Station, and on  
post approximately 300 feet West  
of Station.

PITTSFIELD—Main St.,

EASTWARD—PASSING TRACK—  
Additional control button located on  
post at switch leading to East end  
of Track No. 5.

**ROYAL JCT. TO WATERVILLE VIA LEWISTON.**

AUBURN—Court St.,

Eastward—Additional control button  
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.**

BRUNSWICK. (Rockland and Lewiston Branch Trains Only).

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.

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.

**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 Station.** "Bath Track" front of Station, between west end of Rockland Branch, at Union Street, and Crossover west of Federal Street Overhead Bridge, for first class trains only. Capacity 24 Cars.

**Brunswick West Freight Yard.**—Track 4, known as "Running Track" between the switch, just West of Union Street, and the West switch just west of Church Road Crossing, for all except first class trains. 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.

**Winslows 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. to Waterville via Lewiston,**

Auburn—Lewiston—Fair Grounds  
Leeds Jct.  
Winthrop  
Oakland



### 93. 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.

### 93. LIVERMORE FALLS

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

### 93. 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.

### 93. 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.

### 93. SKOWHEGAN.

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

### 93. 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.

### 93. 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 a 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 INTER-CHANGE 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.

### 93. 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 Repeater 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 repeater 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, WAUMBEEK JCT. AND COOS JCT. BY BOSTON & MAINE R. R. TRAINS.

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

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

#### 93b. MOVEMENTS AGAINST 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.

#### 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	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 Mileage 135.61, Bangor West Yard..... " "	55	40

**RESTRICTED:—**

Stanwood St., Brunswick and Jordan Ave., Brunswick, Mileage 28.7 and 29.8	40	..
Gardiner, between east end of freight house and Cobbosseecontee switch..... Both	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..... 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 consist 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		
<b>MAXIMUM</b> ..... Both		50
<b>RESTRICTED:—</b>		
Cumberland Center, Mileage 10.8 and 11.2..... " "		40
Yarmouth Diamond, Mileage 15.08..... " "		40
Stanwood Street, Brunswick and Jordan Avenue, Brunswick, Mileage 28.7 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 Bangor West Yard, Mileage 135.61..... " "		40

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

	Direction	Miles	Per Hour
<b>ROYAL JCT. TO WATERVILLE VIA LEWISTON</b>			
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 Elm St. Mileage 36.06 and Whipple Street, Lewiston..... " "	30	30
Lewiston, Freight Trains through crossovers between Track 6 and Track 60..... " "	15	15
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

**ROCKLAND BRANCH.**

Brunswick to Rockland..... Maximum... Both	40	30
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**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	..
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 Sta..... " "	25	25

**LEWISTON LOWER BRANCH.**

Brunswick to Lewiston Lower..... Maximum.. Both	25	25
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**RESTRICTED:—**

West of Lisbon Falls, Main St. Crossing, Mileage 37.32..... " "	6	6
Elmet, State Road Crossing, Mileage 45.47..... " "	10	10

**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
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**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 Whitney Brook..... Maximum... " "	20	20
Whitney Brook to Lower Yard Switch..... Maximum... " "	30	30

**RESTRICTED:—**

Livermore Falls, Crossings at Depot, Maine and Bridge Streets..... " "	6	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



			Passenger	Freight
Direction			Miles Per Hour	
<b>BINGHAM BRANCH.</b>				
Oakland to Bingham.....	Maximum... Both		25	25
<b>RESTRICTED:—</b>				
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
<b>SKOWHEGAN BRANCH.</b>				
Fairfield to Skowhegan.....	Maximum... Both		25	25
<b>RESTRICTED:—</b>				
Hinckley, County Road Crossing, Mileage 92.07.....	Both		10	10
<b>HARMONY BRANCH.</b>				
Pittsfield to Harmony.....	Maximum... Both		25	25
<b>RESTRICTED:—</b>				
West Palmyra, Highway Crossing, Mileage 106.31.....	Both		10	10
Hartland, Sebasticook Bridge, 111.80.....	"		10	10
Mainstream Bridge, 117.52.....	"		10	10
<b>FOXCROFT BRANCH.</b>				
Newport Jct. to Foxcroft.....	Maximum... Both		25	25
<b>RESTRICTED:—</b>				
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
<b>MOUNTAIN SUBDIVISION.</b>				
Cumberland Mills to Sawyers River.....	Both		45	35
Sawyers River to Crawford Notch.....	"		30	20
Crawfords Notch to Mileage 93.00 one Mile East of Twin Mountain.....	"		35	20
Mileage 93.00 to Mileage 103.00 East of Diamond Crossing.....	"		35	30
Mileage 103.00 to Mileage 111.00 East of Gilman.....	"		35	25
Mileage 111.00 to Mileage 125.50 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
<b>RESTRICTED:—</b>				
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.....	"		15	15
(Must be strictly observed, and when passing over trestle, brake should not be used except in emergency cases).				
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	..
Easer, 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, Israel's 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
<b>GROVETON BRANCH B. &amp; M. R. R.</b>				
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 brake 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 Brake 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 brake 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 brakeman 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.

Bangor to double track sign located on Kenduskeag Bridge.

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., 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; Steep Falls.

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.

#### CLEARANCES.

ST. JOHNSBURY.—Overhead structure over Carey's tracks, at their sugar plant, will not clear men on car.

SOUTH WINDHAM.—Platform of the Cumberland Mfg. Corp'n. has close clearance and crews using this track must be careful in handling cars there.

LEWISTON LOWER.—Attention is called to the clearance on track 30. Clearance is insufficient and dangerous. Be governed accordingly.

PEJEPSCOT MILLS.—At plant of Pejepscot Paper Company conveyor is used across track. Crews doing work in that yard will make sure conveyor is clear before operating on the track.

#### 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.

CRAWFORD HOUSE.—(When open) trains in that vicinity make as little noise as possible, to avoid disturbing guests.

#### 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, 16 and 20.  
DETROIT — Spur Track No. 3.  
NEWPORT JCT. — Spur Track No. 13.  
HERMON POND — Spur Track No. 3.

**505. AUTOMATIC BLOCK SIGNAL SYSTEM.**

Main Line via Lower Road, between P. T. Limit and west end of Kenduskeag Bridge, Bangor.

Back Road. Between Royal Jct. and Waterville.

Rockland Branch. Between Brunswick interlocking and Signal R308, 1100 feet west of Mile Post P31.

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	

**521. NORTHERN MAINE JCT****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

\* At Brunswick, Eastward movements over interlocking from Track 4 (Running Track) to Main Track near Union St., or to the Rockland Branch will be governed by hand signal from the Switchman at Union St.

Trains or engines may accept this hand signal for eastward movement at restricted speed to first block signal protecting against westward first and second class trains.

All other movements over interlocking will be made under interlocking rules.

## BACK ROAD.

Royal Jct.

Danville Jct.

Waterville, Tower A.

## ROCKLAND BRANCH.

Brunswick.

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.).

## BACK ROAD.

Waterville (Signals at Main St.).

## 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
Portland-Bangor, either route.....	ALL.....	ALL
Rockland Branch.....	ALL.....	ALL
Lewiston Lower Branch.....	ALL.....	ALL
Cobbosseecontee 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

REFERENCES.  
  
\* — Special Restrictions on side tracks will be issued by Superintendent.

## 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
Newhall.....	Tracks 9 and 13—Switching permitted with single diesel unit only....	ALL
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 OLDTOWN

Westward Freight Trains must not block crossings east of Oldtown. If cannot haul down to clear before setting off will leave train clear of crossings at Milford and set off, then go back for train.

April 1 thru November 30 there will be no crossing tender on duty from 2.00 P. M. to 10.00 P. M. at Center Street and each train or engine movement over Front, Bosworth and Center Streets must stop and be flagged by a member of the train crew on the ground.

## 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 Water, Work, and Orders. Crossing must not be blocked over five (5) minutes as prescribed by law.

Trains setting off on C P Transfer Tracks must use care not to foul West End of Tracks at Keag.

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.

## KINGMAN

All train or car movements over highway crossing Track No. 8 must be made at a speed not exceeding six miles per hour and all such movements must be flagged by a man on the ground in said street before any part of such train or car is within fifty feet of the street line. Switch connecting Track No. 10 with Track No. 8 must be left placed for Track No. 8. It must never be lined for No. 10 except to do switching on that track.

## WYTOPITLOCK

When a westward freight train has work at Wytopitlock unless required to take siding, they will stop train far enough back of highway crossing automatic signal circuit marker which is 1000 feet west of the east switch of passing siding, so that engine returning to train will clear the crossing signal circuit so that when the train proceeds into the circuit the signal will become operative.

## DANFORTH

When eastward freight trains leave their train west of County Road Crossing, Mileage 224.48, which is protected by Flasher Type Signals it must be left a sufficient distance west of the cut-out located on post two hundred feet west of the crossing so that when engine with or without cars returns to the train, engine will be west of the cut-out. Whenever a train or engine is on either Track 4 (Freight House Track), Track 7 (South Passing Track) or Track 5, and an eastbound train or engine passes, the switches on west ends of Tracks 4, 5 and 7 must not be changed, or the main line circuit fouled by movement of engine or cars until the eastbound train or engine has moved east so as to be entirely east of Signal 2248.

## FOREST

TOWN ROAD CROSSING.—A member of the train crew must protect the crossing when an Eastbound train is holding main track for a meet.

Signals will operate automatically for through movements. Switching movements must be protected by a member of the train crew.

## PERRY

At Goves Crossing .12 mile east of Perry Station all trains will come to a full stop and member of crew will flag this crossing before passing over.

## EASTPORT

All trains and engines in both directions must come to a full stop before crossing Washington, Key, High, Middle and Sea Streets, and these crossings must be protected by a conductor or brakeman while cars and engines are passing over them. Speed not to exceed 4 miles per hour and stop to be made near enough to crossing so that engine or leading car is plainly visible to pedestrians or drivers of automobiles approaching crossing from either direction. This to apply to switching as well as train movements.

## CROSSINGS PROTECTED BY FLAGMAN OR MANUAL GATES.

(Includes crossing signals having manual supervision)  
BANGOR TO VANCEBORO.

Location	Protection	Week Days	Hours Protected	Sundays
<b>BANGOR</b>				
Railroad St. ....	Watchman .....	6.00 A. M. to 6.00 P. M.	None	
May St. ....	Gate .....	6.00 A. M. to 7.00 P. M.	Same	
Operated at Front St.				
Front St. ....	Flagman .....	6.00 A. M. to 7.00 P. M.	Same	
Front St. Tr. No. 31 ....	Flagged by train crew....		Day and Night	
<b>BASIN MILLS</b>				
Gilman's Crossing				
Tk. No. 3 .....	Flagged by train crew....		Day and Night	Same
<b>OLD TOWN</b>				
Center, Water, Main Sta.				
(Street Track)....	Flagged by train crew....		Day and Night	Same
Front St. ....	Gate #. ....		24 hours *	Same
Bosworth St. ....	Gate #. ....			
Center St. ....	Watchman .....			
	# Operated from Center St.			
	*See Special Instructions Under Old Town.			
<b>ENFIELD</b>				
Hammett Road Passing				
Track .....	Flagged by train crew....		Day and Night	Same
<b>KEAG</b>				
State Road .....	Gates and Flashing			
	Lights .....	24 hours		Same
	Manually operated by Watchman.			
Depot St. track 20 ....	Flagged by train crew..		Day and Night	Same

## HOWLAND BRANCH.

<b>ENFIELD</b>				
Hammett Rd. No. 172.39.	Flagged by train crew....	Day and Night	Same	
State Road No. 174.42.	Flagged by train crew....	Day and Night	Same	
State Road No. 174.61.	Flagged by train crew....	Day and Night	Same	
Mill Road No. 174.85.	Flagged by train crew....	Day and Night	Same	

## BUCKSPORT BRANCH.

### BREWER JCT. TO BUCKSPORT

<b>SOUTH BREWER</b>				
South Main St. Tk. No. 9.	Flagged by train crew..	Day and Night	Same	
(Eastern Mfg. Co. Track)				
<b>ROGERS CROSSING</b>				
Mileage P 146.11. ....	Flagged by train crew....	Day and Night	Same	
(Over Route 15) (.22 mile West of So. Orrington)				
<b>HOBENS CROSSING</b>				
Mileage P 146.71. ....	Flagged by train crew....	Day and Night	Same	
(Over Route 15) (About .38 mile east of So. Orrington)				

## CALAIS BRANCH.

### BANGOR TO CALAIS.

<b>BANGOR</b>				
Washington St.				
Tk. No. 32 .....	Flagged by train crew....	Day and Night	Same	
<b>BREWER JCT.</b>				
State St. Tk. No. 3 .....	Flagged by train crew*..	Day and Night	Same	
(Smith Mill Track)				

\* This requirement may be considered as having been complied with when push button in manual control box, located on post adjacent to the crossing has been operated and crossing protection has been operating Twenty seconds before crossing is occupied.

When push button has been operated circuit over the crossing must be occupied by train or engine to restore automatic operation of the crossing protection.

Center, Jordan and				
Parker Sta. ....	Automatic Signal .....	Day and Night	Same	
Above protection is manually supervised by Crossing Tender, located at Parker St., 7.30 A. M. to 4.00 P. M., Week Days only.				

<b>THE FALLS</b>				
Walham Road .....	Flagged by train crew..	Day and Night	Same	
<b>ELLSWORTH</b>				
Main Street .....	Flagged by train crew..	Day and Night	Same	
<b>DENNYSVILLE</b>				
Milwaukee Rd. ....	Watchman .....			
	(Station Crew)....	During Time of Duty.		



## EASTPORT BRANCH.

## PERRY

Goves Crossing ..... Flagged by train crew... Day and Night Same

## EASTPORT

Washington St. .... Flagged by train crew... Day and Night Same  
 Key St. .... Flagged by train crew... Day and Night Same  
 High St. .... Flagged by train crew... Day and Night Same  
 Middle St. .... Flagged by train crew... Day and Night Same  
 Sea St. Tk. 23. .... Flagged by train crew... Day and Night Same

## 33. CROSSINGS HAVING AUTOMATIC CUT-OUT.

## CALAIS BRANCH:

Brewer Jct.—Wilson St.—Cars must not be left standing between Signal H1384 and  $\frac{X}{C}$  post, except that westward cars may be left standing between crossing and  $\frac{X}{C}$  post.

EAST MACHIAS — TOWN ROAD crossing Westward only and ROUTE No. 1 Crossing—Cars must not be left standing in approach to crossing between  $\frac{X}{C}$  posts and crossing except in case of emergency and then only when vehicular traffic at crossing is directed by member of Train crew.

A train or Engine having stopped in approach to either Route No. 1 or Town Road Crossing must, when movement is resumed, proceed to the Crossing at not exceeding slow speed.

## BUCKSPORT BRANCH:

Brewer Jct.—Wilson St.—Cars must not be left standing between Signal BB1384 and  $\frac{X}{C}$  posts, except westward movement cars may be left standing between crossing and  $\frac{X}{C}$  post. Cancel push-button is provided opposite signal, the operation of which will restore signal and gates to normal operation when making a reverse movement westward.

## KEAG AND VANCEBORO:

WINN—Automatic cut-out is provided on switch leading to Track 5 effective after switch has been reversed. Operation will be resumed when train or engine passes a point 570 feet west of the crossing.

BANCROFT—County Road, automatic cut-out for eastward movement on main track between Signals 2146 and 2151.

LAMBERT LAKE — Movements on side tracks 3 and 5 in approach to the crossing must be protected by a member of the train crew. Automatic protection will operate when crossing is occupied.

An automatic cut-out is provided on the west switch which cuts out flasher when switch is reversed for movements in either direction.

## CROSSINGS HAVING MANUAL CUT-OUT DEVICE.

Crossings	Location Cut-out Box
ORONO — Pine St. } Middle St. } Water St. }	On front of Orono Station.
Middle St. } Water St. }	On case at North Main St., Webster.
WEBSTER — No. Main St. } Crosby St. }	On front of Orono Station. On case at North Main St., Webster.
ENFIELD—Hammett Road,	On crossing signal on southwest corner of crossing.
LINCOLN—Town Road,	On Station.
DANFORTH—County Road,	On post about 200 feet west of crossing. On Station.
Station Crossing,	On Station.
EATON—County Road,	On crossing signal at northwest corner of crossing.
HOLDEN—Ellsworth Road,	On post near east switch of passing siding. On steel case on northwest corner of crossing.
MACHIAS—Court St.	On steel case on northwest corner of 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.

#### 104. DUAL CONTROL SWITCH.

Calais Jct.

Operation of Dual Control Switch shall be in accordance with Rules 266, 267, 269, 271, 271a and 271c."

#### 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	Pass.	Freight	
Old Town Bridge.....	Mileage 149.31	Both	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	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 WITH THE FOLLOWING RESTRICTIONS:

Locomotives A1, A2, D4, D6, D9, D10, F1, G1, G2, G5, J3, M3, M4, N4 A and B, all diesel engines: no special restrictions.

Locomotives U3, V3, V4, V5, restricted to a speed of 20 miles per hour because of no pilot truck.

Locomotive V5 is further restricted to 10 miles per hour on Bridge 235.75.

Locomotives G3, G4, H1, K1, N2, N4-C and D, P1 and P2, may operate with speed restrictions on bridges as follows:

G3, G4, H1	—40 M. P. H. on Bridge	212.84
35	"	250.93
30	"	208.96
20	"	235.75
K1, N2, N4-C and D, P1—30	"	235.75
P2—40	"	245.50
30	"	208.96
	"	212.84
	"	250.93
30	"	235.75

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
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##### 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
Holden, reverse curves east.....	" 148.31 to 148.97	"	25
Lucerne-in-Maine, reverse curves, east.....	" 151.33 to 152.08	"	25
Reverse curves West and curves east of Green Lake.....	" 153.75 to 155.10	"	25
Curve west of M. P. 161.....	" 160.85 to 160.95	"	25
Reverse curves west of Union River Bridge, west of Ellsworth Falls.....	" 163.77 to 164.00	"	25
Curve through Jct. switch, Wash. Jct.....	" 168.44 to 168.52	"	20
Curve east of Franklin Mill Pond Bridge.....	" 175.77 to 175.87	"	25
Curve about two and one-quarter miles east of Franklin.....	" 179.99 to 180.13	"	25
Schoodic, curve about one mile west.....	" 182.24 to 182.38	"	25
Cherryfield, curve east of Cherryfield Bridge.....	" 196.80 to 196.97	"	25
Ward, curve east.....	" 208.62 to 208.73	"	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	

##### HOWLAND BRANCH.

Enfield and Howland.....	"	15	15
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##### BUCKSPORT BRANCH

	Direction	Miles Per Hour
Maximum Speed.....	Both	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

**D-151. DOUBLE TRACK.**

Bangor to double track sign located on Kenduskeag Bridge.

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 Yard Limit sign West of Signal 1355 and West end of Kenduskeag Bridge, Bangor.

Main Line. Between 1,250 feet west of Calais Jct. and 900 feet east of Mile Post P140.

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:

Tomah — East switch of sidetrack No. 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
Wytovitlock,	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.

**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 Stream Bridge, Bangor, Trainmen should watch out for close clearance between side of car and bridge girder.

Cars will clear bridge by more than twelve inches but there would not be room for a man to stand between the side of a car and the end of the 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.

That portion of Trestle track No. 4 now in service restricted to empty cars only.

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-1a
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

MILFORD.—DF-4 must not operate on Track 19.

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	2000	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-152.....	" " " "
P-153.5.....	" " " " at Take Off East End of Curve.
P-156.....	" " " "
P-158.....	On Post 400 East of M. P.
P-161.1.....	On W. U. Pole
P-164.....	" " " "
P-166.....	" " " "
P-169.....	" " " "
P-174.....	" " " "
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.

### LOCATION OF COMPANY TELEPHONES.

Brewer	— Parker St. Gate Shanty—Connecting with Bangor Yard Line 2.
	— In box on Section House — Connecting with Bangor Yard Line 2.
Signal H 1396	— In upper section of signal case connecting with Bangor Yard Line 2.
Holden	— Car house connecting with Bangor Yard Line 2.
Green Lake	— Shanty connecting with Bangor Yard Line 2.
Nicolin	— Car house connecting with Bangor Yard Line 2.
Ellsworth	— In box on Section House connecting with Bangor Yard Line 2.
Washington Jct.	— In train register building connecting with Bangor Yard Line 2.
Unionville	— On post at Mile Post P190 connecting with Cherryfield.
Harrington	— In box on Section House connecting with Cherryfield.
Jonesboro	— On W. U. Pole opposite Shelter connecting with Machias Station.
Ellis	— At Mile Post P239 connecting with Dennysville. Eastport and Calais.
Charlotte	— In box outside Section Car House connecting with Calais Station.
Ayer Jct.	— In register book booth connecting with Calais and Eastport.
Pembroke	— At Section House connecting with Eastport, Dennysville and Calais.
Gordon	— At West Switch connecting with Keag.
Vanceboro	— At the West Switch of Yard, on South side, connected to Dispatcher's circuit.

### LOCATIONS OUTSIDE TELEPHONES.

At Oldtown.....	in box on station.
At Ellsworth.....	" " " "
At Cherryfield.....	" " " "
At Machias.....	" " " "
At East Machias.....	" " " "
At Dennysville.....	" " " "
At Columbia Falls.....	" " " "
At Woodland.....	" " " "

## 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 & Maine 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 (McC-Port. Div.) or East of M. P. 4 (Mt. Sub.-Div.) except:

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

**Note:**—When trains, switcher drags, or engines stop within the restricted territory under conditions requiring flag protection (Rule 99), 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 judgment and hold whistle blasts to a minimum.

#### Boston & Maine Railroad General Rule 21a reads:

"On portions of the railroad having two or more main tracks, extra trains (other than passenger extras) will not display white flags or white lights as prescribed by Rule 21, except that when part of the trip is over single and part over two or more tracks, they may be displayed from initial to terminal station."

This rule will also apply to B. & M. extra trains operating in Portland Terminal Company territory.



## 33. Crossings Protected by Flagman and Gates

## PORTLAND-DEERING JCT.—MAIN LINE.

Location	Protection	Week Days	Sundays
Revere St.....	Gates #.....	24 hrs.	Same
Woodfords St.....	Gates.....		
* Operated from Woodfords St.			
Saunders St.....	Gates #.....	24 hrs.	Same
Forest Ave.....	Gates.....		
* Operated from Forest Ave.			
Allen Ave. Track No. 3	Flagged by train crew.....	Day and Night	Same

†This requirement may be considered as having been complied with when push button in manual control box, located on post at the east switch leading to track No. 17 or west switch of Crossover "F", has been operated and crossing protection has been operating twenty seconds before crossing is occupied.

When push button has been operated circuit over the crossing must be occupied by train or engine to restore automatic operation of the crossing protection.

## OLD W. N. &amp; P. ROUTE.

Forest Ave. ....	Flagged by train crew...	Day and Night	Same
Riverside St. ....	Flagged by train crew...	Day and Night	Same

## CUMBERLAND MILLS

Warren Ave. ....	Flagged by train crew...	Day and Night	Same
Trks. 50, 52, 56, 58, 60			
Morton St. ....	Flagged by train crew...	Day and Night	Same
Trk. 52			
Raymond St. ....	Flagged by train crew...	Day and Night	Same
Trk. 58			
Cumberland St. ....	Flagged by train crew...	Day and Night	Same
Main St. ....	Flagged by train crew...	Day and Night	Same
Rochester St. ....	Flagged by train crew...	Day and Night	Same
Haskell St. ....	Flagged by train crew...	Day and Night	Same

## WESTBROOK

Stroudwater St. ....	Flagged by train crew...	Day and Night	Same
Pleasant St. ....	Flagged by train crew...	Day and Night	Same
Spring St. ....	Flagged by train crew...	Day and Night	Same
Church St. ....	Flagged by train crew...	Day and Night	Same
Brackett St. ....	Flagged by train crew...	Day and Night	Same
Central St. ....	Flagged by train crew...	Day and Night	Same
Mechanic St. ....	Flagged by train crew...	Day and Night	Same
Saco St. ....	Flagged by train crew...	Day and Night	Same
Longfellow St. ....	Flagged by train crew...	Day and Night	Same

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

Winslow St. Tk 6. ....	Flagged by train crew...	Day and Night	Same
Deering Oaks Crossing	Flagged by train crew...	Day and Night	Same
Forest Ave. ....	Flagged by train crew...	Day and Night	Same
Marginal Way—Tk. 20. ....	Flagged by train crew...	Day and Night	Same
Brattle St. ....	Flagged by train crew...	Day and Night	Same
Parris St. ....	Flagged by train crew...	Day and Night	Same
Kennebec St.—(Two Crossings)	Flagged by train crew...	Day and Night	Same
Hanover St. ML—Tk 5-9-10-20-22. ....	Flagged by train crew...	Day and Night	Same
Alder St. Tk 5-9. ....	Flagged by train crew...	Day and Night	Same
Preble St. Tk. 5-9-8-66-20-22. ....	Flagged by train crew...	Day and Night	Same
Preble St. M. L. ....	Flagged by train crew...	Day and Night	Same
Somerset St. Tk. 66-9. ....	Flagged by train crew...	Day and Night	Same
Elm St. Tk. 9-70. ....	Flagged by train crew...	Day and Night	Same
Chestnut St. Tk. 9. ....	Flagged by train crew...	Day and Night	Same
Pearl St. Tk. 9. ....	Flagged by train crew...	Day and Night	Same
Willmot St. Tk. 9. ....	Flagged by train crew...	Day and Night	Same
Franklin St. ML-Tk. 9-27-56. ....	Flagged by train crew...	Day and Night	Same
Diamond St. ML-TK44. ....	Flagged by train crew...	Day and Night	Same
Private Crossing across Union Branch and Tracks 32 and 39, at the end of Cove St., servicing C. B. Cole Co. ....	Flagged by train crew...	Day and Night	Same
Plowman St. ML-Tk. 43. ....	Flagged by train crew...	Day and Night	Same

## 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. ....	Day and Night	Same	

## YARD 8 AND WATERFRONT.

West Commercial St.			
All movements over this crossing, except light engines, will be protected by a member of crew. Light engine movements restricted to 4 miles per hour. ....	Day and Night	Same	

## GAS HOUSE CROSSING

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

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. Trains or engines may enter upon crossing only after highway signals have been in operation for 20 seconds.

## Commercial St.:

All tracks in or across all or a part of the street. .... Flagged by train crew... Day and Night Same

## YARD 6 — SOUTH PORTLAND.

Location	Protection	Hours Protected Week Days	Sundays
Main Street—Tk. 13. ....	Flagged by train crew...	Day and Night	Same

## YARD 3 — SOUTH PORTLAND.

Broadway or Summer St. ....	Flagged by train crew...	Day and Night	Same
Elm Street. ....	Flagged by train crew...	Day and Night	Same
Forest Ave. ....	Flagged by train crew...	Day and Night	Same
Chestnut Street. ....	Flagged by train crew...	Day and Night	Same
Pearl Street. ....	Flagged by train crew...	Day and Night	Same
Buttonwood Street. ....	Flagged by train crew...	Day and Night	Same
Commerce Street. ....	Flagged by train crew...	Day and Night	Same
Ocean Street. ....	Flagged by train crew...	Day and Night	Same
Cottage Road. ....	Flagged by train crew...	Day and Night	Same
Mussey Street. ....	Flagged by train crew...	Day and Night	Same
Harriet Street. ....	Flagged by train crew...	Day and Night	Same
Pine Street. ....	Flagged by train crew...	Day and Night	Same
Sawyer Street. ....	Flagged by train crew...	Day and Night	Same
Stanford Street. ....	Flagged by train crew...	Day and Night	Same

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.		On post at switch near northeast corner of Read St. Deering Jct.
DEERING JCT.—Read St.		On post at switch near northeast corner of crossing.
CUMBERLAND MILLS—		
Forest and Lamb Sts.		On steel case at Forest St.
Lamb and Seavey Sts.		On steel case at Seavey St.
Seavey St.		On west end of station.
Main St.		On west end of station.
		On Post about 250 feet west of crossing.

## CROSSINGS HAVING AUTOMATIC CUT-OUT.

A train or engine having stopped in approach to crossing must, when movement is resumed, proceed to the crossing at not exceeding slow speed.

Cars must not be left standing, in approach to the crossing, between X/C post and crossing, except in an emergency, and then only when crossing is protected by a member of train crew.

DEERING JCT.—Read St. . . Westward movements on WESTWARD track.

DEERING JCT.—Allen Ave. . Eastward movements on EASTWARD and WESTWARD tracks.

## 83.

## REGISTERING STATIONS.

Tower "X"	All B & M first class trains and passenger extras.
Commercial St. Station	For trains originating and terminating at Commercial St. Sta.
Deering Jct.	For trains originating and terminating at Commercial St. Sta.
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 the 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
Maximum Speed	Tower One and Oil Plant.....	Both	40 20
	Oil Plant and Park Avenue Bridge.....	"	30 20
	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
		Yard Speed
Commercial Street Station and Yard 8 East.....	Both	
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.

#### 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.

**606. DUAL CONTROL SWITCHES.**

Under direction of Operator at TOWER X.  
OIL PLANT

**ELECTRIC LOCK SWITCHES.**

Controlled by Operator at TOWER X.

OIL PLANT—Switch leading to Yard 6.

TRACK 19—Crane Company.

TRACK 30—Delano Mills.

**805. CONDUCTORS' REPORTS.**

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

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

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

**DERAILS.**

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

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

**PORTLAND TERMINAL COMPANY****LOCOMOTIVE CLASSIFICATION.**

Diesel:

DS2d — 1002-1004 ( 600 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 Tower 2.

**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.

**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**

Awnings and unloading platforms adjacent to tracks 82 and 84 do not carry standard clearances and are protected by warning signs.

Overhead steam pipe track 82 is protected by bridge guard.

Close clearance adjacent to track 75 covered by warning signs.

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.**

Employees are required to look after their own safety and to exercise caution to avoid injury to fellow employees. 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 employees 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.



Employees 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	705-711	
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		1001-1004
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. CHARLES E. TOWNE,  
18 Common Street,  
Waterville, Maine.

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

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

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

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

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

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

Dr. GEORGE E. YOUNG,  
Skowhegan, Maine.

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

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



**SAFETY FIRST—**  
*friendliness too!*

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*friendliness too!*

— **COURTESY** —

**Courtesy Costs Nothing—**  
but pays big dividends in  
**Satisfied Customers**

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

**A gentleman smiles and always says**

**“Thank You”**

**SAFETY FIRST—**  
*friendliness too!*

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