

1932

Notices of the Bangor Railway and Electric Company: 1920-1932

Bangor Hydro-Electric Company

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NOTICE TO CONDUCTORS, MOTORMEN, AND SAFETY CAR OPERATORS.

Conductors, Motormen, and Safety Car Operators are hereby notified that when you are late at a report or miss your run the penalty of the same will be two days lay-off. It shall be the duty of the foreman at the Car Barn to put the spare men on the run which the regular or spare man has missed. All regular and spare men must report at the Car Barn, Post Office Square, or West Market Square five minutes ahead of the starting time of your run.

BANGOR RAILWAY & ELECTRIC CO.

BY

W. H. Johnson
SUP'T. OF RAILWAY.

May 22, 1920

NOTICE TO MOTORMEN AND SAFETY CAR OPERATORS
IN REGARD TO BLOCK SIGNALS

Motormen must slow car down to four miles per hour when going under contactors and care be taken to see that the trolley wheel is on the wire before entering and on leaving the block.

Cars should never stop with the wheel under the trolley contactor, nor pass contactor while the power is off the line.

Motormen must watch signals closely to see that the semaphore arm changes its position when wheel passes under trolley contactor. This is very important because the changes indicate that everything is in working order and as it should be.

Motormen will be held strictly responsible for securing proper signal before proceeding.

BANGOR RAILWAY & ELECTRIC COMPANY

By C. H. Johnson
Supt. of Railway.

April 7, 1920.

NOTICE TO CONDUCTORS AND MOTORMEN AND OPERATORS
ON SAFETY CARS.

Motormen are hereby instructed that scrapers must not be used when passing through water - run car slow and use as little power as possible.

Motormen are also reminded that in case the motor drops 'phone the inspector where you are, also notify the master mechanic at the car barn - never attempt to move your car until ~~you~~ you have received orders from the person who knows whether the car can be moved or not.

Conductors and motormen are hereby notified that smoking in the waiting room in the Graham Building will not be allowed after this date.

When cars meet between the switches caused by teams being stuck on track, or any other cause, crews must immediately transfer passengers, so there will be no delay of the schedule.

When there is light riding motormen must be very careful not to run ahead of time - and leave end of line promptly on time, and use series notches as much as possible.

The conductors and motormen must see that these rules are strictly adhered to at all times.

BANGOR RAILWAY & ELECTRIC COMPANY

By

C. H. Johnson
Supt.

Mar 23, 20

NOTICE TO OPERATORS OF SAFETY CARS

Number 175 - July 22, 1920.

- - -

Your attention has been called several times in regard to the signs reading the proper destination. Commencing this date operators must be sure that the signs are turned in the following places:

Hammond Street, end of line,
Center St. Loop, Poplar St. and Center,
State St. Loop at Otis St. Going in either direction,
Tin Bridge and end of Highland Line.

Complaints are constantly being made at the office in regard to this matter, and it is necessary that the strictest attention should be give to this order that the public may know which direction the car is going, especially strangers who are not familiar with the City.

BANGOR RAILWAY & ELECTRIC CO.

By Supt. Railway Department.

NOTICE TO CONDUCTORS AND SAFETY CAR OPERATORS

- - - -

It has been reported that a young fellow by the name of Charles E. Hersey of Veazie, is riding on cars quite a good deal without paying fare. It has also been admitted by employees of the Company that this is a fact, and the only reason is that he has done so for a good while, and has evidently become a fixture and privileged character with some of the men.

He has been in the office and admitted to me that he has ridden quite frequently without paying his fare and that he goes to end of line on cars and helps the conductor to change trolleys and does some other things that is the conductors' duty to do.

Beginning this date the practice of carrying this boy free of charge must be stopped. Any conductor or operator known to carry him free may expect a lay off or dismissal.

NOTICE TO CAR OPERATORS

- - -

During the past thirty days we have had a greatly increased number of accidents due to collisions with automobiles.

While I realize that many of these accidents are beyond the control and responsibility of the operator, I do feel that a good many can be averted. Each accident in the future will be investigated carefully, and any carelessness on the part of the operator will be dealt with accordingly.

Signed

E. M. Graham
Vice Pres. & Gen. Mgr. c

Bangor, Maine, October 27, 1920.

TO THE CONDUCTORS:-

The time has come when it is necessary for me to present to you in as clear a manner as possible, a matter in which we would like your earnest cooperation for its fulfillment.

As most of you are aware, during the past week and ten days, I have had numerous interviews with Conductors and have made a careful study of the methods of fare collection, and I discovered that many of our Conductors were in collusion with passengers to defraud. I sincerely trust that all Conductors are now collecting fares as they know it ought to be done, but it seems fitting that your attention should be called to the true situation as forcibly as I am able.

From the information I have received I am lead to believe that Conductors intend and want to be honest, but some of you are made dishonest through the endeavors of the public, and the Conductors must from now on withstand any efforts on the part of the riding public who desire to pay their fare in any other than the right way. Conductors must insist that passengers pay their fares properly.

After this warning, if any Conductors are found guilty of STEALING through any channels whatsoever, I am going to present their cases to the Company's attorneys, asking them to carry it through to conviction. This serves notice on any Conductors who have not been registering their fares properly, and is the last warning that will come from this office.

If any passenger persists in not desiring to pay his fare properly, you are asked to send the name to me and steps will be taken to correct any effort on the part of the passenger against dishonesty.

Edward M. Graham
(Signed) EDWARD M. GRAHAM
VICE PRES. & GEN. MGR.

Bangor, Maine, November 1, 1920.

TO THE CONDUCTORS:-

The sale of all tickets, excepting Scholars' Tickets, will be discontinued tomorrow, November 2nd. However, passengers may use their present tickets for thirty days, or until December 2nd, at which time all tickets will be discontinued and will not be accepted for the payment of fare.

All Conductors to whom tickets have been advanced by the Company must settle up this account in the office on Tuesday, November 2nd.

Your attention is also called to the matter of insisting that employees show their passes, and any employee who does not show his pass, you must collect full fare from, and if the employee should refuse to pay his fare, Conductors are asked to send the name in to the office, and the case will be taken up direct with them by the Management.

(Signed) *Edward M. Graham*
Edward M. Graham
Vice Pres. & Gen. Mgr.

NOTICE TO CONDUCTORS ON THE OLD TOWN AND HAMPDEN DIVISIONS
AND TO SAFETY CAR OPERATORS

Conductors on the Old Town Division when leaving Bangor will start to collect fares when leaving Post Office Square.

When leaving Orono Waiting Room, North bound, Conductors will start collecting fares from rear platform.

When leaving Orono Waiting Room, North bound, Motormen must close side doors in vestibule, and all passengers leaving car must do so by the rear door.

Operators on the City Division must see that the signs on each end of the cars are labeled in the direction car is going.

Conductors on the Hampden Division, when leaving Hampden must turn signs to read "Bangor" and let them so remain until car has reached Harlow St., Bangor, then change to "Hampden."

Extra cars leaving car barn at 4.30 P M for the Eastern Manufacturing Company will sign cars up to read "Brewer." When leaving the Eastern Mfg. Company, turn signs for the destinations which you are scheduled to run.

C. H. JOHNSON,

Superintendent Railway Department.

NOTICE TO CONDUCTORS, MOTORMEN AND OPERATORS.

The purpose of Conductors and Motormen reporting at the Car Barn at 5.30 - 8.40 A M. is to take runs which are ^{vacant,} caused by the regular men being late, or sick.

The rules are that the crews must report at the Car Barn five minutes before leaving time.

In case the crews fail to observe the above rule, it then becomes the duty of the Car House Foreman to see that the reporting man takes the run, so that the car may leave the Car House on time, also to make note on the list who is late.

BANGOR RAILWAY & ELECTRIC COMPANY

By E. H. Johnson
Superintendent of Railway.

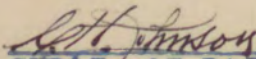
RULE #184,

January 6, 1921.

NOTICE TO CONDUCTORS AND SAFETY CAR OPERATORS

School Tickets are good and will be accepted Monday to Friday inclusive, beginning at 6 A. M. and continuing for any ride commenced on or before 6 P. M. while schools are in session. If School Tickets are presented for a fare after 6 P. M. or on Saturday, Sunday or holidays, conductors will punch ticket twice.

Conductors will give passengers the benefit of the doubt after 6 P. M. when cars are off schedule and there is a possibility of there not having been an earlier car.


SUP'T. OF RAILWAY DEPARTMENT.

N O T I C E

TO CONDUCTORS, MOTORMEN AND SAFETY CAR OPERATORS

Rule #185

- - - -

Extra cars on the Old Town Division, arriving in Bangor, turn signs to read Bangor until car has reached Exchange & State Streets, then turn signs for the destination.

Regular Old Town cars due in Bangor at 9:30 and 10:30 P. M., when leaving Great Works, turn signs to read Bangor until car has reached Exchange & State Streets; then turn signs to read Main Street.

Motormen must be very careful ~~ant~~ to arrive at the Graham Building before 28 minutes past the hour and leave at 30 minutes past the ~~hour~~ for car house. This also holds true of all other cars on the last trip at night not to pass Post Office Square or West Market Square ahead of time.

BANGOR RAILWAY & ELECTRIC COMPANY

By *C. H. Anderson*
SUP'T. OF RAILWAY DEPARTMENT.

NOTICE TO SAFETY CAR OPERATORS

Safety Car Operators are hereby instructed that it is strictly up to them not to allow passengers or employees to ride on the front end of car when there are vacant seats, or room in the aisle. Neither to allow them to stand between the curtain and the vestibule, when curtain is drawn at night.

Answer all questions that are necessary, so far as your work is concerned; otherwise all other conversation must cease.

You are also instructed to notify passengers entering car with cigar, cigarette or pipe in hand to please refrain from smoking while in the car.

Operators must see that this Order is strictly adhered to at all times, for failing to do so will be sufficient cause for lay-off or dismissal.

BANGOR RAILWAY & ELECTRIC COMPANY,

By E. H. Johnson
Superintendent Railway Dept.

January 31, 1921.

NOTICE # 187.

Conductors and Safety Car Operators are hereby instructed that in case a pocket-book, bundle or any article is found on car by a passenger, it is the duty of the Conductor to demand same from passenger.

In case the passenger refuses to comply with this request, Conductor must secure name and adress, and as many witnesses as possible, and turn in report to the Superintendent.

BANGOR RAILWAY & ELECTRIC COMPANY,

By C. H. Johnson
Superintendent, Railway Dept.

Bangor, Maine, Feb. 2, 1921.

NOTICE TO CONDUCTORS AND MOTORMEN ON THE
OLD TOWN DIVISION.

On and after February 16, 1921, all cars on the Old Town Division, going in either direction, must come to a full stop twenty feet from the Maine Central tracks at the foot of Ferry Hill in Orono and wait for two bells before crossing.

BANGOR RAILWAY & ELECTRIC COMPANY

C. H. Johnson
Superintendent of Railway.

NOTICE TO CONDUCTORS & MOTORMEN ON ALL DIVISIONS
PARTICULARLY ON OLD TOWN DIVISION

- - -

Before going ahead to flag Maine Central Crossing at Veazie, the B. & A. Crossing in Old Town, and Front Street Crossing, Bangor, the conductor must close door on rear vestibule on opposite side from which he is standing so that he may be able to see whether passengers are getting on or off car, before signaling motorman to come ahead. Motormen, on receiving signal from conductor, will ring two bells on rear end before starting car.

BANGOR RAILWAY & ELECTRIC COMPANY

Issued & Effective
FEB. 18, 1921.

C. H. Johnson, Supt

March 2, 1921.

Order #190.

NOTICE TO MOTORMEN AND SAFETY CAR
OPERATORS

When passing over Steam Railroad crossings, especially Maine Central Crossing in Veazie, and Bangor & Arcostock Crossing in Old Town, operate car at a speed only sufficient to coast over crossings in case the power was shut off.

BANGOR RAILWAY & ELECTRIC CO.

By Chas. H. Johnson
Supt. Railway Dept.

NOTICE TO CONDUCTORS &
SAFETY CAR OPERATORS

Conductors and safety car operators must be more careful in regard to leaving transfers in cars, where they might be picked up and used by the public. Frequently blocks of transfers are found in the cars when arriving at the car house.

In the future, the Inspector will take the series number of each block of transfers when issuing same.

BANGOR RAILWAY & ELECTRIC COMPANY

By C. H. Robinson
Supt. of Railway

March 5, 1921.

N O T I C E

Attention is called to Conductors, Motormen and Safety Car Operators, that while on duty must wear white collars and all men must be in full uniform not later than April 23, 1921.

BANGOR RAILWAY & ELECTRIC CO.

By Chas. Johnson
Supt. Railway Dept.

N O T I C E

Motormen and safety-car operators on the Center Street Division are hereby instructed, when it is necessary to go to the sub-station to telephone or for any other purpose, to leave car on Somerset Street switch, and not on the hill, which has been the practice in the past. This is done to prevent an accident, in case the brakes should become released.

BANGOR RAILWAY & ELECTRIC CO.

By Letitia Johnson
SUP'T. OF RAILWAY DEP'T.

March 23, 1921.

N O T I C E

Motormen, Conductors and Safety Car Operators are hereby instructed that car going Hammond Street at 11.15 P. M., must wait in West Market Square and connect with 11.15 P. M. car for the Highlands.

In case the Highlands should arrive first, it must wait and connect with Hammond St. car.

The 11.15 P. M. car for Center must wait at the East Side and connect with 11.15 P. M. car for State Street, and the 11.15 P. M. car for Brewer.

In case the State st. and Brewer cars are first to arrive, they will wait and connect with the car for Center.

The limit for waiting, for the above cars will be 10 minutes

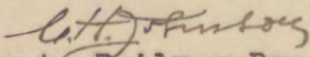
BANGOR RAILWAY & ELECTRIC COMPANY

By Edw. Johnson
Superintendent.

Bangor, Maine,
March 26, 1921.

N O T I C E

Conductors and Motormen on the Charleston Division are hereby instructed when delivering mail in Kenduskeag, East Corinth and Charleston, that car must be stopped at nearest point to Post Office, and mail put off on side of street on which Post Office is located.


Supt. Railway Department

March 29, 1921.

N O T I C E

Conductors, motormen and safety car operators are hereby notified that the starting contactor for the electric switch at Otis and State Streets is now located at a point near Pearl Street.

Only one car is allowed at one time between contactor and switch point. When two cars arrive at the starting contactor, the second car must wait until the first car has passed beyond switch point.

BANGOR RAILWAY & ELECTRIC CO.

By C. H. Johnson
Sup't. of Railway Dep't.

April 6, 1921.

NOTICE

Order No. 197

On and after Tuesday, May 3d, paying for reporting time will be discontinued on the following runs: -

Center Street Loop Run #5

Old Town Division " #1

Hampden Division " #3

77 77 77 #14

Brewer Division " #1

#3

11 11

" " " #5

#6

Charleston Division " #2

Conductors, Motormen and Safety Car Operators, who desire ten (10) hour run and are entitled to same, must make application at the Superintendent's office not later than Monday, May 9th 1921.

May 3rd, 1921.

BANGOR RAILWAY & ELECTRIC COMPANY

By Supt. of Railway Department.

June 10, 1921.

TO THE MOTORMEN AND CONDUCTORS:-

We have had a surprising number of accidents lately, and I am calling this to your attention with the idea of having each man give 100% service in the matter of safety.

Most accidents are preventable, and if an accident is unavoidable, so govern the operation of your car that you are free from negligence.

I do not believe we have any employee working for us who desires to destroy property or injure people through negligence, and if care and good judgment are used, I feel sure that the number of accidents we have been having will be greatly reduced.

Edmund M. Graham.
President.

NOTICE TO MOTORMEN & SAFETY CAR OPERATORS.

On and after this date, Motormen and Safety Car Operators must slow car down to two (2) miles per hour before passing over Dyer's Cove bridge going in either direction. Safety Car Operators also are instructed not to take money from the fare box or do any figuring on reports when passing around curves or when controller handle is beyond series notches on the straight track.

BANGOR RAILWAY & ELECTRIC COMPANY

C. H. Johnson

Superintendent of Railway.

June 22, 1921

ORDER #300.

N O T I C E

Abolished 1921

SAFETY CAR OPERATORS and MOTORMEN are reminded that cars in-bound on Union Street hill have right of way over all cars. Garland Street and Hampden cars will wait at Bangor House crossing until car on hill has passed on to Main Street and has reached a point near Water Street, before starting cars. Car going Main Street will wait on north of Union Street until car on hill has passed around curve on to straight track.

Your attention is also called to Special Book of Rules #1 and #2, located in Employees Room, Graham Building, and the Main Street Carhouse, which must be looked over very carefully, in order to become familiar with these orders.

Superintendent of Railway

BANGOR RAILWAY & ELECTRIC CO.

Bangor, Maine.

June 29, 1921.

TO MOTORMEN & SAFETY CAR OPERATORS

Motormen and Safety Car Operators must be very careful on Harlow Street from Graham Building Waiting Room to Exchange and State Streets, to ring gong and run car slowly, going in either direction. This order is to avoid collision with automobiles coming out of Knowles & Dow's Garage, and also to prevent collision with automobiles which are parked in East Market Square, and are constantly crossing the track.

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When on the last trip at night, passing over special work in Main Street Car House Yard, run car very slowly. Motormen and Safety Car Operators must see that the above order is adhered to strictly.

July 18, 1921

BANGOR RAILWAY & ELECTRIC COMPANY

By *Edw. J. Purdon*
Superintendent Railway Dept.

NOTICE

Order No. 303

Commencing August 1, 1921, passengers will not be allowed to ride on the front platform of cars on the Old Town, Hampden, Brewer and Charleston Division. Following is the list of employees who are allowed on the front platform:

Mr. Edward M. Graham,
H. W. Daggett,
C. H. Johnson,
E. Comins,
L. E. Grant,
Phifer Smith,
Arthur Reavie
H. B. Baldwin

Claude Kittredge,
Charles Mitchell,
Arthur L. Davis,
M. Nelligan,
James Lacey,
John O'Laughlin,
Howard Arnold,
William Ellis

and linemen in case of trouble.

Conductors and motormen must see that this order is strictly adhered to at all times.

BANGOR RAILWAY & ELECTRIC COMPANY

By *E. H. Johnson*
Sup't. of Railway.

August 1, 1921.

Notice to Conductors

Conductors are again reminded that passengers must not be allowed to stand on rear platform of car when there are seats or standing room inside.

Notify the passenger that it is strictly against the rules of the Company to stand on the rear platform, and insist that he step inside. Anyone failing to comply with your request should be asked their name and address, and you should make out a written report of same to Superintendent.

Conductors must see that this order is lived up to in every respect, and failure to enforce this rule will be sufficient cause for lay-off or dismissal.

BANGOR RAILWAY & ELECTRIC COMPANY

By *W. Johnson*
Supt. Railway Department

NOTICE

Order No. 204

on the Brewer Division
Motormen and safety car operators are hereby
instructed to be governed by the following rules in regard
to stopping for or letting off passengers:

South-bound cars will stop with rear platform
opposite white pole; north-bound cars will stop with front
platform opposite white pole. In other words, all stops
must be made on the southerly side of the intersection of
cross streets.

BANGOR RAILWAY & ELECTRIC COMPANY

By C. D. Johnson
Sup't. of Railway.

NOTICE

205

September 29, 1921.

Conductors and safety car operators are reminded that a fare must be collected for all passengers boarding car between limits and riding past same, no matter how short the distance may be.

Conductors on the Hampden Division must be sure that the signs read "Bangor", when leaving the end of the line in Hampden; also, to read "Hampden", when leaving Post Office Square for Hampden.

BANGOR RAILWAY & ELECTRIC COMPANY

By C. H. Kinsley
Supt. Railway Department.

October 25, 1921.

A C C I D E N T S

TO CAR OPERATORS:-

In reviewing the accident reports for the past four or five months, I find that we have had quite a few accidents which will cost the Company a considerable amount of money to settle. Some of these accidents undoubtedly were unavoidable - others were due to carelessness, and the careless man has no right to be in charge of a car, thus endangering the lives of passengers on the car, and those on the street. You cannot expect to take any chances, if you wish to hold your position with the Company. Our track and equipment is in better shape now than it ever has been, and with proper running of the cars by the Operators, accidents should be reduced to a minimum.

In view of the fact that we are having a falling off in riding, and also because we are maintaining in most cases the high wage, I believe that we can expect the men to do their part to work for the best interests of the Company. For a good days pay we expect to have in our crew, men with the following qualifications:-

1. Honesty
2. Carefulness
3. Courtesy
4. Personal appearance.
5. To be a booster instead of a knocker.

It would please me if each and every one of you would give this notice your careful consideration, and try your very best to maintain the quality of service that the public in this vicinity are entitled to. Make the service so attractive that people will want to ride. Do your part, and the Management will do theirs.

Signed: Edmund Graham,
President.

TO OPERATORS AND CONDUCTORS

NOTICE #207.

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It is with surprise that we have learned through an inspection, that many of our Conductors and Operators have fallen into slack ways relative to the collection of fares. DOES THIS MEAN YOU ?

We also know that certain conductors are accepting money wrapped up in a transfer.

We had sufficient laws passed at the last Legislature, which came in force July 1st of this year, which gives us full authority to prosecute cases wherein Conductors or Operators are stealing, and unless this thing is stopped immediately, somebody will have to pay the penalty. A friendly warning should be sufficient. It is now up to you.

Our inspection has also revealed the fact that some Conductors and Operators are allowing passengers to ride by the fare limits without collecting an additional fare.

If there is any one among you who does not care to live up to the rules and regulations of the Company, it would please us to have your resignation immediately.

Signed Edmund M. Graham.
President.

November 3, 1921.

T O C A R O P E R A T O R S

A conference of the Transportation Officials was held this morning, and it was the unanimous opinion of all, that the car operators on the Bangor Railway & Electric Company system are above the average, as compared with car operators on other systems.

It was also agreed that there was still plenty of room for improvement, and in discussing the ways and means for lifting the standard, it was decided that this could best be accomplished by group meetings between the Employees and the Transportation Management. It was finally concluded that group meetings should be called, at which various matters which would tend to improve the service rendered the Public would be discussed.

Every man will be called to attend a group meeting at least once a month, and he must be present. No man will be excused from attending these meetings, which will be conducted by Mr. Johnson.

It seems to me that great improvement can be made, and will be made, if the proper spirit is shown at these gatherings, and a free and frank discussion takes place. A friendly spirit of true cooperation will be greatly appreciated.

Signed *Edmund M. Graham*
President.

N O T I C E

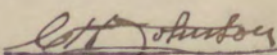
ORDER # 209

November 9, 1921.

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Conductors, motormen and safety car operators, during snowstorms, must be sure that the steps are kept clear of ice at all times.

Safety car operators on the Brewer Division when taking on passengers in Bangor, must call out "Car for Brewer", especially operators having small cars. There are many complaints made at the office by people, who say that they think they are boarding a State Street car. This rule also hold true on all divisions,-- that operator must announce to passengers when boarding car the destination of same.


Supt. of Railway Dept.

NOTICE TO MOTORMEN AND SAFETY CAR OPERATORS

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Order No. 200 is this day abolished, and is superseded by Order No. 210, which reads as follows:

Cars in-bound on Union Street have right-of-way over all cars going north or south bound on Main Street. When car coming down hill has arrived at the junction of Main and Union Streets, and at a full stop, Operator will signal Main or Garland Street car to pass by, providing the above cars have arrived at this point. In case where the Garland St. car is to pass in ahead of any other car, Operator of car on hill must wait until car has attained a distance of 300 feet before starting his car. This order must be strictly adhered to at all times and it will be the duty of the Operator on car coming down hill to report to the Superintendent any violation of this rule. The signal to be given by the operator of car on hill will be two taps of the gong.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____

Supt. Railway Department

Effective
Nov. 19, 1921.

NOTICE

ORDER # 211

RULES FOR COLLECTING FARES WITH THE AID OF CLEVELAND FARE BOXES

* * *

1. The fare box is equipped with a tell-tale. It will be the duty of the operator before taking his car out of the car house, or before taking charge of a car on the road, to see that the tell-tale is in place and the fare box in proper condition.

2. When taking charge of a car, the operator will at once fill out and deposit in the fare box, the fare box identification slip.

If the tell-tale is in place and the fare box in good order, the operator will so indicate by writing the word "Yes" in the space provided for that purpose on the identification slip.

3. If, in taking charge of a car at the car house, the operator should find that the tell-tale is not in place, or that the fare box is damaged in any way, he will not proceed with car until fare box has been changed or placed in good order.

4. When a change of operator is made on the road, it will be the duty of the relieving operator to see that the tell-tale is in place and the fare box is in good order before he takes charge of the car.

If the tell-tale should be out of place, or the fare box be damaged in any way, the relieving operator will call the attention of the operator who is being relieved and also the attention of the motorman in charge of the car to the fact that the fare box is not in good order. The relieving operator will then fill out and deposit in the fare box the identification slip, answering the question "Was tell-tale in place and fare box in proper condition when relieved by you?" by writing the word "No" in the space provided.

The relieving operator will report the bad condition of the fare box to the first inspector of the Company whom he meets and will also make a verbal report or report by phone to his foreman at the first opportunity. At the end of his day's run, he will make written report in detail on register sheet under the heading of "Remarks".

Whenever a car is laid up at the car house, the operator will under no circumstances give up possession of the fare box until the cash box has been changed, or left with the proper officials at the Car Barn.

5. In case a car becomes disabled on the road and it is necessary to change cars, the operator will change fare box from disabled car to the relieving car. He will make out a new fare box identification slip for the new car and will note on slip time change was made.

6. Passengers will deposit fares, except transfer fares, in the fare box, immediately after boarding the car.

The operator will take transfers in hand, making sure that they are properly punched before passengers enter the body of the car, and turn them all in at the completion of his day's work.

Transfers will be issued ONLY at time of payment of fare.

7. The operator will always pay close attention to each person boarding the car, to be sure all fares are secured. The operator will observe each fare deposited and will watch for counterfeit or mutilated coins, metal checks or tickets from other cities. Should a passenger deposit for fare anything of this character, the operator will call the passenger's attention to the matter and collect another fare.

8. As each fare is deposited in fare box by the passenger, the operator will permit it to lie on inspection plate long enough for proper inspection. If the correct fare has been deposited, the operator will at once dump fare into cash box, thus making inspection plate for next fare to be deposited.

9. Operators will be required to fill out their fare box identification slip properly. A separate fare box identification slip will be made out for each car used during the day.

OPERATORS MAKING CHANGE FOR PASSENGERS WILL RETURN THE FULL AMOUNT TO THEM; PASSENGERS WILL THEN DEPOSIT THE EXACT FARE OR FARES IN THE FARE BOX. UNDER NO CIRCUMSTANCES WILL CONDUCTORS DROP FARES FOR PASSENGERS.

10. If at any time the front platform is crowded to such an extent that passenger cannot reach the fare box to deposit his fare, the operator will request the passenger to hand his fare, to some person near the fare box, who will deposit the fare for him.

UNDER NO CIRCUMSTANCES WILL HAND COLLECTION OF FARE BE PERMITTED.

11. In case a passenger deposits in the fare box, through error, cash not intended to pay fares, the operator will make out in duplicate a refund slip, giving the name and address of the passenger, the amount to be refunded, division and operator's name. The operator will deposit the original slip in the fare box and give the duplicate to the passenger.

In all such instances, the operator will courteously advise the passenger that refund will be made upon calling at the Cashier's office, Bangor Railway & Electric Company.

12. The entrance platform should be occupied only by passengers while paying fare.

13. Operators will at all times use the utmost courtesy in directing passengers about the disposition of fares. For example, when passenger is not familiar with the fare box, the operator will say "PLEASE drop fare in the fare box", or, "PLEASE" let me have your transfer".

November 22, 1921.

W. H. Harlowe
Supt. of Railway Dept.

N O T I C E

Order #212

Crews on the Old Town Division are hereby instructed that commencing December 1, 1921, mail pouch will be delivered to crew on car, week days only, car leaving Great Works at 5.45 P. M.; pouch will be delivered to crew, week days and Sundays, on car leaving Old Town at 5.55 P. M. and Orono at 6.20 P.M. The pouch is to be delivered to Clerk at Union Station Bangor, who will be in waiting to receive it.

However, in case Clerk is not at Union Station to receive the mail, you will deliver it to the Bangor Railway & Electric Company Inspector, at Post Office Square.

BANGOR RAILWAY & ELECTRIC COMPANY

By W. H. Johnson
Supt. of Railway Dept.

December 1, 1921.

NOTICE TO CONDUCTORS
AND SAFETY CAR OPERATORS

Commencing December 30th, Conductors and Safety Car Operators must see that their money is in the main office, not later than 9:30 A.M. Those wishing to have their money counted at the office, will have their time extended to 11 AM.

On and after Sunday, January 1st, 1932, War Tax on the Charleston Division and Special Cars is abolished.

BANGOR RAILWAY & ELECTRIC CO.

By *W. H. Johnson*

December 29, 1931.

N O T I C E

ORDER #214.

NOTICE TO SAFETY CAR OPERATORS USING JOHNSON OR INTERNATIONAL
FARE BOXES

In case passenger deposits in the fare box through error CASH not intended to pay fares, the Operators will make out a refund slip giving name of the passenger, the amount to be refunded, division, Operator's name and also insert punch mark on slip and pass same to passenger. In all such cases, the Operator will advise the passenger that refund will be made upon the passenger's calling at the Cashier's Office of the Bangor Railway & Electric Company.

OPERATORS USING CLEVELAND FARE BOXES.

Operators using Cleveland Fare Boxes will be governed by Order #211, Paragraph #11.

Blanks for the above purposes may be obtained from the Inspector at Post Office Square.

Bangor, Maine.

January 12, 1922.

Superintendent of Railway.

NOTICE TO MOTORMEN AND SAFETY CAR
OPERATORS ON OLD TOWN AND
CITY DIVISIONS.

*Abolished
April 28, 1923*

Commencing this date, Old Town and Local cars, inbound on State Street, will stop to let off or take on passengers at the Broadway and State Street crossing, opposite white pole, and not around the curve, as has been the practice in the past.

I wish also to call attention to Notice #177, in the Special Book of Rules.

Supt. Railway Department

Effective Jan. 20, 1922.

N O T I C E

Order # 216

To Conductors, Motormen and Safety Car Operators:-

When it becomes necessary to back car up, the first duty of the operator is to change ends and if the distance is greater than ten (10) feet, the trolley must be changed.

This rule applies to all cars,-- passenger, freight, work cars, etc.

All employees must see that this rule is strictly adhered to at all times, for failing to do so will be sufficient cause for lay-off or dismissal.

BANGOR RAILWAY & ELECTRIC COMPANY

By W. H. Johnson
Supt. of Railway Dept.

February 23, 1922.

HAMPDEN DIVISION

NOTICE TO OPERATORS.

ORDER #217

On and after Tuesday, February 28th, 1922, cars on the Hampden Division will be operated under the one-man operation.

Rules for the collection of fares are as follows:

* BANGOR TO HAMPDEN.

Passenger boarding car in Bangor will deposit 7¢ in fare box for first zone. Passenger riding beyond first zone will pay a second fare on leaving car. Passenger boarding car at Bangor and Hampden line will pay fare on leaving car.

HAMPDEN TO BANGOR.

Passenger boarding car in Hampden will deposit full fare in fare box to destination on entering car.

OPERATORS must be watchful that passengers boarding car in first zone in Hampden, north bound, pay fare to Bangor line, if riding beyond this point, and, also if passengers board car at Bangor and Hampden line, south bound, that fare is collected should they leave car before reaching first limit.

* OPERATORS must see that the Rules in regard to the collection of fares from Bangor to Hampden are strictly adhered to at all times.

BANGOR RAILWAY & ELECTRIC CO.

By _____

Superintendent

Bangor, Maine.
February 27, 1922.

CHARLESTON DIVISION

NOTICE TO OPERATORS

ORDER # 318

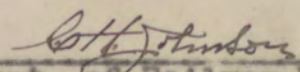
On and after Tuesday, March 14th, 1922, cars on the Charleston Division will be operated under the one-man operation. Rules for collection of fares are as follows:--

BANGOR TO CHARLESTON

Passenger boarding car in first zone will deposit full fare in fare box on leaving car. Passenger boarding car beyond first zone will receive identification slip from operator on entering car, which will be punched, indicating zone in which passenger has boarded car. When passenger arrives at destination, operator will collect check from passenger, who will deposit fare in fare box when leaving car and operator will turn in check with his book.

CHARLESTON TO BANGOR

Passenger boarding car Charleston to Bangor will deposit full fare in fare box to destination on entering car. Operators must watch out for passengers boarding car from Charleston to Bangor and be sure that they do not ride beyond the limit for which they have paid.


Supt. of Railway Department.

March 14, 1922.

NOTICE #219

On and after Saturday, March 18th, 1922, Conductors, Motormen, and Safety Car Operators are hereby instructed, when returning cars to carhouse to be governed by the following rules:

1. Remove handles from the controller and deposit them in the front seat.
2. Cut out all switches except lighting switch.
3. Hook trolley pole down.
4. Hook both fenders up.

Motormen on Linemen's Car on returning car to carhouse will lock car and return keys to the carhouse office.

These rules apply to all cars, viz: Passenger, Freight, Snow Plow, Linemen's Cars, Sand Car, Sprinkler Car, and Gravel Cars.

Operators must see that these orders are strictly adhered to at all times, for failing to do so will be sufficient cause for lay-off or dismissal.

BANGOR RAILWAY & ELECTRIC COMPANY

By Chas. H. Johnson
Superintendent of Railway

Bangor, Maine, March 17, 1922.

N O T I C E #220

On and after Sunday, March 18th, 1922, cars on OLD TOWN
DIVISION, north bound, will make "know nothing" on
southerly side of Brunswick Street, Old Town.

BANGOR RAILWAY & ELECTRIC CO.

By

S. H. Johnson

Superintendent of Railway

Bangor, Maine. March 18, 1922.

NOTICE #231

NOTICE TO CONDUCTORS, MOTORMEN AND SAFETY- CAR OPERATORS.

On and after Saturday, April first 1922, Conductors on the Old Town Division will be governed by the following rules in regard to collection of fares and loading and seating of passengers:

Leaving Post Office Square, Bangor, Conductors must be on front platform, directing passengers to seats and to rear of car, until car has reached Essex and State Sts. At this point, you will start collecting fares always beginning at front end of car and calling to passengers "Please have fare ready".

At this time, it becomes the duty of the motorman in the absence of the conductor to direct the passengers to rear end of car and also to keep count of passengers boarding the same, so that he may be able to point out to Conductor the passengers who have boarded car in his absence.

Conductors and Motormen must see that the above order is strictly adhered to at all times, never allowing passengers to stand in front end when there is room in other parts of the car.

This rule also holds true on other divisions operating the same type of car: to instruct passengers to move to rear of car and not allowing them to stand on front end.

BANGOR RAILWAY & ELECTRIC COMPANY

By

Superintendent of Railway

Bangor, Maine.
March 31, 1922.

April 4, 1922.

NOTICE TO CONDUCTORS ON THE OLD TOWN DIVISION

When leaving the end of line in Great Works, Conductor must immediately start to collect fares and to be sure that all fares are collected on arriving in Old Town Square. When leaving Old Town, Conductor will not start to collect fares until car has reached Elm Street; but will only collect the fares of passengers desiring to leave car before arriving at that point. During the time that you are not collecting fares, Conductors must not engage in conversation with the Motorman, nor with passengers otherwise than is necessary as far as the work is concerned, but should stand on the front end of car, facing passengers, to be on the watch for anybody who might need your assistance.

Conductors and Motormen must keep passengers off the front end, or platform of car, and the front seat to the left of the motorman must not be used when other seats in the car are vacant.

BANGOR RAILWAY & ELECTRIC CO.

By _____
Supt. Railway Department

ORDER No. 223. A

ORDER No. 223 B

N O T I C E .

April 20, 1922. - - -

A. Conductors, motormen and safety car operators are hereby instructed in the future when moving cars in the Main Street Car House, especially the type which has doors operated by air; before moving same, air must be pumped up to pressure before car is started. This is to avoid breaking the doors which will not close when the air pressure is low.

This rule must be adhered to strictly at all times. For failing to do so, the cost of repairs will be charged to the Operator causing the damage.

May 10, 1922.

B. On and after Thursday, May 11th 1922, Cars on Central Street north and south bound arriving at Frey's curve at the same time both cars must come to a full stop before entering curve.

The car south bound will be first to start, having right-of-way over north bound car.

BANGOR RAILWAY & ELECTRIC CO.

By _____

Superintendent of Railway.

Bangor, Maine.

May 10, 1922.

NOTICE TO OPERATORS AND SAFETY CAR OPERATORS.

Commencing Sunday, May 28th 1922, new transfers will go into effect. Each Operator and Conductor will be provided with the metal transfer holder, for which there will be a charge of \$1.25 made in the office against each one holding same.

Operators on the State Street Loop will carry four different colors of transfers, using the same in the order which is printed on transfer.

Operators on the Charleston, Hampden, Brewer and Old Town Divisions will only be required to carry one color.

Transfers marked State Street Loop from Highlands will be accepted on State Street car from 8 A.M. to 9 A.M. and from 9 to 10 P.M. week days, or any other time when extras are run from end of Ohio Street line to Post Office Square.

All cars from car house to Post Office Square destined to different points on the various divisions will carry the transfer marked "Hampden Division", to be given to passengers boarding car between above points and desiring to transfer to other lines.

Operators on cars from Fair Grounds to Post Office Square will use transfers marked "Hampden Division."

Operators and Conductors must be very careful not to allow any of the transfers to be left in the car where the Public may be able to get them.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____

Bangor, Maine. May 27, 1922/

NOTICE

Order #325

Commencing Sunday, June 4th, cars on the Old Town Division will be equipped with Johnson fare boxes for the purpose of instructing the motorman to be a safety car operator. It becomes the duty of the conductor to instruct the motorman in the collection of fares and issuance of transfers from the Water Works Siding to Post Office Square and return, and from Hospital Switch, Old Town to Great Works and return. The method of collection of fares is as follows:-

Passengers boarding car between West Market Square and State and Exchange Streets, will pay as they enter.

Passengers boarding car at old Post Office site, Central Street and Post Office Square, will deposit their fare in fare box when leaving car.

Passengers boarding car in Great Works will deposit their fare in fare box on entering car.

Passengers boarding car between Hospital Switch and Great Works will pay as they enter.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Supt. of Railway Department.

June 2, 1922.

NOTICE TO CONDUCTORS & MOTORMENOLD TOWN DIVISION.

On and after Tuesday, July 18th, 1922, cars on the Old Town Division will be operated with the one-man system between Water Works Siding and Post Office Square, Bangor, and Hospital Switch, Old Town, to Great Works end of line.

The Rules in regard to crossing the Bangor & Aroostook Railroad ⁺ and Maine Central Railroad in Vergia. In Old Town are as follows:

Each car as it approaches the crossing shall be brought to a full stop 50 feet from the crossing. The car then shall proceed slowly under the complete control of the operator and be brought to a full stop 10 feet from crossing. The Operator from his position in his car shall then look carefully in both directions along the steam railroad track and ascertain if any train is approaching. If no train is approaching, you may then proceed over the crossing. If a train is approaching, you will remain at stop until train has passed and then proceed over the crossing.

Operators must see that this rule is strictly adhered to at all times. Failure to do this will be sufficient cause for lay-off or dismissal.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____

C. H. Johnson
Superintendent of Railway

NOTICE TO CONDUCTORS AND
SAFETY CAR OPERATORS,
OLD TOWN DIVISION.

- - -

Car leaving Bangor at 4:30 and 5:30 A.M. for Great Works will be operated with one man. Passengers boarding car beyond the first zone will be given zone check, and when leaving car will present same to Conductor, and de-
-posit the fare in fare box when leaving car.

Passengers boarding car at Insane Hospital southbound, will pay as they enter. Passengers boarding car after leaving Stillwater Corner northbound will pay as they enter, and so continue until car has reached end of line and returned to Hospital Siding, when Conductor will make collection.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Supt. Railway Department.

Dated
July 18, 1923.

NOTICE

ORDER #228

OPERATORS on the OLD TOWN DIVISION must see that the rear windows in vestibule are closed when leaving Hospital Switch, Old Town, for Great Works and so remain until arriving back at Hospital Switch.

When passengers are boarding car, call out "PAY AS YOU ENTER, PLEASE HAVE FARE READY".

OPERATORS on all Divisions are also reminded never to leave car, unless it is absolutely necessary.

BANGOR RAILWAY & ELECTRIC COMPANY

By C. H. Johnson
Superintendent of Railway.

Bangor, Maine.

July 28, 1922.

NOTICE NUMBER 239

CONDUCTORS, MOTORMEN and SAFETY CAR OPERATORS are hereby instructed that gasoline or dynamite must not be carried on passenger cars.

MOTORMEN AND SAFETY CAR OPERATORS on Old Town Division are also notified that complaints have been made to this office in regard to the speed of cars from Basin Mills to Waiting Room at Orono.

Use more care, ringing gong at all cross streets and only run with sufficient speed to maintain schedule.

BANGOR RAILWAY & ELECTRIC COMPANY

By

Superintendent of Railway.

Bangor, Maine.

August 21, 1922.

NOTICE TO CONDUCTORS AND MOTORMENON OLD TOWN DIVISION

Rules in regard to operation of cars over the Maine Central grade crossing in the town of Veazie. On and after Saturday, September 9th, 1922, cars on the Old Town Division that are operated by one man only will be governed by the following rules: When you approach the railroad crossing going in either direction car must be brought to a full stop 50 feet from crossing. The car shall then proceed slowly and always under complete control and be brought to a full stop 10 feet from crossing. The motorman from his position in his car shall then look carefully in both directions along the steam railroad track and ascertain if any train is approaching. If no train is approaching you will then proceed over the crossing, providing that ball has been raised to the top of the mast and the O.K. signal is received from flagman. If train is approaching you will remain at a full stop until train has passed and then proceed over the crossing. All cars operated by more than one man shall continue the present method of operation over said crossing. Conductors and motormen must see that this order is strictly adhered to at all times.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway.

NOTICE.

Motormen and Safety Car Operators are reminded never to allow any person to operate car, unless it is absolutely necessary and then it must be a qualified motorman or an official of the Company, who is competent to operate car.

Conductors on gravel train are hereby instructed, when unloading gravel or any other material on main line, to see that train is properly guarded by going in the direction, which the regular car is supposed to come, 300 feet and so remain until the train has been unloaded and he has been called in by the motorman.

Safety Car Operators are hereby notified, when passengers board car at top of a hill, to make change and issue transfers -if necessary- before starting car. After car has been started, Operators' whole attention must be used to operate car while on hill.

BANGOR RAILWAY & ELECTRIC COMPANY

BY _____

Bangor, Maine.

September 18, 1923.

NOTICE TO CONDUCTORS AND MOTORMEN
ON THE OLD TOWN DIVISION

On and after Tuesday, October 31, 1922, and until further notice cars on the Old Town Division will be operated under the two men system from the Water Works Switch to Greatworks and return. From the Water Works Switch to Post Office Square will remain the same as present, one man operation. While there are two men on car there will not be any divided responsibility. Each man will be held equally responsible for the general operation of car. Work together that we may be able to give the public the best service possible.

BANGOR RAILWAY & ELECTRIC COMPANY

By *O. S. Johnson*
Superintendent of Railway

NOTICE TO OPERATORS ON THE FIGURE EIGHT.

Opening of Westland Park car service Sunday, November 5th, 1922.
Change of time and re-routing of cars on the City Divisions effective this date.

Cars from Main Street run to Center Street and from Center to Main.

Cars from Hammond Street run to Garland Street and from Garland to Hammond.

Cars from Highlands run to State Street and from State to Highlands.

No transfers will be issued from the Figure Eight to any part of the Figure Eight. Operators on Figure Eight will issue transfers to the following lines: Brewer, Main Street, Center Street, Charleston, Mount Hope and Hampden.

During the time when cars are on half hour service the regular crossing points are Webster Avenue Switch, Seventeenth Street Switch, and Cumberland Street Switch. When on fifteen minute service use Westland Park Switch and the double track on State Street.

Until such time as the block signals are ready for service a five minute limit will be observed on the following switches: Webster Avenue Switch, Westland Park Switch, Seventeenth Street Switch, ~~and~~ Chatham Street Switch, and of double track on Union St.

From Hammond Street through Westland Park to Union Street there are no white poles, and until further notice stop to let off and take on passengers anywhere between these points.

Operators must be very careful in regard to the running time, so they will not arrive on the switches ahead of time.

Attention is also called to the operators to be sure to announce all streets in tones sufficiently loud that passengers may be able to hear, as complaints are constantly being made to the office that the operators do not call the streets.

In order to keep the cars in as clean a condition as possible it is necessary that the operators refrain from depositing stubs of transfers on the car floor. Keep them together and wait until you have reached a convenient place and throw them out of the window.

The operators must see that these orders are strickly adhered to at all times.

BANGOR RAILWAY & ELECTRIC COMPANY

By C. B. Johnson
Superintendent of Railway.

NOTICE TO CONDUCTORS, MOTORMEN AND SAFETY CAR OPERATORS

It has been called to my attention by the public that the railway employees while waiting to take their runs in Post Office Square get into conversation in regard to the shorts and overs slips, that their money is not counted correctly, or in other words, the money is stolen by those who have charge of same. Any conductor or operator who does not wish to take the count from the office always has the privilege of having it counted in their presence at the main office. If there is any complaint to make in regard to the above, the Superintendent's office is the place and not on the sidewalk or in the waiting room.

Commencing this date any conductor or operator making the statement that their money is stolen by the employees in the office, in the presence of the public or any of the employees will be immediately discharged.

BANGOR RAILWAY & ELECTRIC COMPANY

By Chas. H. Johnson
Superintendent of Railway

November 14th, 1922

Notice to motormen and safety car operators.

I wish to call the attention of the safety car operators to complaints which are constantly being made at this office, that passengers on the Main Street cars when arriving at the car house are told that this is as far as the car goes. On and after this date all cars going Main Street having a regular operator, no matter from what line they may come, must take on passengers and carry them to the end of the line if necessary.

Complaints are also made that the cars on the Figure Eight run ahead of time during the light riding, particularly between Westland Avenue switch and Webster Avenue switch. In the future any operators found running ahead of time will be considered sufficient cause for a layoff or dismissal.

Scrapers must be used at all times during snow storms, and at all other times when, in the judgment of the operator, the rails should be cleared of light snow or slush.

BANGOR RAILWAY & ELECTRIC COMPANY

By

C. H. Johnson

Superintendent of Railway.

December 5, 1922

NOTICE

SAFETY CAR OPERATORS are hereby notified to use more care in regard to money being deposited in fare boxes, to see that inspection plate is clear and that correct fare has been deposited.

As each fare is deposited in fare box by the passenger, the conductor will permit it to lie on inspection plate long enough for proper inspection. If the correct fare has been deposited, the conductor will at once dump fare into cash box, thus making inspection plate ready for next fare to be deposited.

Commencing this date the Operator allowing the fare to remain on the inspection plate, otherwise than above stated, will be sufficient cause for lay-off or dismissal.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway

Bangor, Maine.

December 20, 1922.

NOTICE TO OPERATORS: FIGURE 8 and MAIN & CENTER ST. DIVISIONS

Commencing Thursday, December 28th, 1922, the new transfers for the MAIN & CENTER ST. DIV. and the FIGURE 8 will go into effect. Operators will be governed by the following rules:

No transfers will issued from the FIGURE 8 to any part of the FIGURE 8, except under following conditions:- When car becomes disabled or when runs #9, 10, 11 and 12 go to car house. In that event transfers will be issued to passengers wishing to continue their ride, by putting the punch mark in the word "EMERGENCY". This signifies to the operator receiving same that the car has been disabled or has gone to car barn.

Operators on MAIN & CENTER ST. DIV. will be governed by the above rules, in regard to issuing transfers, when car has become disabled or has returned to car barn.

You are also notified to watch out for old transfers - to see they are correctly punched and to be sure you are not receiving your own transfers, except as above stated.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway

Bangor, Maine.

December 27, 1922.

N O T I C E

Commencing this date, CONDUCTORS, MOTORMEN and SAFETY CAR OPERATORS are hereby notified that each man starts with a clean slate, in regard to being late to their work.

After this date any Conductor, Motorman or Safety Car Operator being late to his work will be sufficient cause for lay-off, ranging from one day to a week or even dismissal. His previous record, however, will be taken into consideration and will govern to a certain extent the penalty for being late.

BANDOR RAILWAY & ELECTRIC CO.

By

Superintendent of Railway

January 21, 23

NOTICE TO OPERATORS:

On and after Monday, January 29th, 1923, and continuing to March 3rd, 1923 Operators on Figure Eight on runs No. 9, No. 10, No. 11 and No. 12 will make extra trips on Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays, which are as follows:

Run No. 9: Leave Post Office Square at 9.20 P.M. for Hammond St., 10 P.M. for State St., 10.30 P.M. for Hammond St. and 11 P.M. for Main St. car barn. Mileage 13.5 miles.

Run No. 10: Leave Post Office Square at 9.40 P.M. for Garland St., 10 P.M. for Highlands, and 10.40 P.M. for Main St. car barn. Mileage 8.1 Miles.

Run No. 11: Leave Post Office Square at 10.10 P.M. for Garland St., 10.30 P.M. for Highlands and 11.10 P.M. for Main St. car barn. Mileage 8.1 Miles.

Run No. 12: Leave Post Office Square at 9.50 P.M. for Hammond St., 10.30 P.M. for State St., and 10.50 P.M. for Main St. car barn. Mileage 8.1 Miles.

BANGOR RAILWAY & ELECTRIC COMPANY

Bangor, Maine.
January 29, 1923.

By _____
Superintendent of Railway

NOTICE TO OPERATORS ON THE HAMPDEN DIVISION

Operators on the Hampden Division are hereby reminded to see that the sign reading "Express to Tin Bridge" is on the front end of the car when leaving Bangor House Crossing inbound, and on trips leaving Post Office Square at 5.30 and 6 P.M; also to call out in a loud tone of voice to the passengers when leaving Post Office and West Market Squares that the car runs express to Tin Bridge.

However, in case there should be a passenger who has not heard or has not seen the sign aboard the car and wishes to stop between the stations, you may do so and instruct the passenger to be more careful in the future.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway

February 1, 1923.

NOTICE TO CONDUCTORS AND MOTORMEN ON THE OLD TOWN DIVISION

Complaints are frequently being made at this office that cars many times return to Bangor from Old Town Waiting Room by reason of being late, instead of going through to Great Works, causing a lot of dissatisfaction among the patrons of the Road between Old Town and Great Works.

In the future all cars going into Old Town must continue the trip through to Great Works unless car is disabled; or should there be more than one car, in that event one car would return to Bangor providing that one car could carry the passengers to Great Works conveniently.

Conductors and motormen must see that this order is strictly adhered to at all times, as the conductor and motorman will be held equally responsible for failure to comply with the above order.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway.

February 17th, 1923.

NOTICE #242.

Attention of CONDUCTORS, MOTORMEN, and SAFETY CAR OPERATORS is called to the fact that while in the Waiting Room they should be careful in regard to leaning against the show cases and the electrical appliances; also not to throw or deposit peanut shells in the window in which the Light Department displays their goods. It is also very essential that this order is strictly adhered to, as complaints have been made to me that the electrical appliances are being scratched and defaced by reason of the Operators laying their bags on them, in which they carry their outfit.

BANGOR RAILWAY & ELECTRIC CO.

By _____
Superintendent of Railway

Bangor, Maine.

March 30, 1923.

Order #243.

NOTICE.

Conductors and Safety Car Operators are hereby instructed that when operating under two-man operation and when approaching a steam railroad crossing, motorman must bring car to full stop thirty (30) feet from railroad crossing and so remain until conductor has gone to center of track and looked in both directions before starting car.

Also be sure that the mast and ball signal is in position for crossing track.

BANGOR RAILWAY & ELECTRIC CO.

By _____
Superintendent of Railway

Bangor, Maine.

April 5, 1923.

N O T I C E .

Conductors and Safety Car Operators are hereby instructed that when operating under two-man operation and when approaching a steam railroad crossing, motorman must bring car to full stop thirty (30) feet from railroad crossing and so remain until the conductor has gone to center of track and looked in both directions before starting car.

Also be sure that the ball has been raised to the top of the mast and the O.K. signal has been received from the flagman before starting car.

This order applies to the Maine Central Railroad crossing in Veazie; the Bangor & Aroostook Railroad crossing in Old Town; and the Maine Central crossing on Front Street, Bangor.

Any motorman failing to stop at the above distance or any conductor failing to flag above crossings under the two-man operation will be considered sufficient cause for lay-off or even dismissal.

BANGOR RAILWAY & ELECTRIC CO.

By _____
Superintendent of Railway

Bangor, Maine.
April 6, 1923.

NOTICE: Order #243 is this day abolished and superseded by order #244.

N O T I C E

On and after Monday, April 23, 1923, conductors, motormen and safety car operators must be in full uniform while on duty, consisting of regulation cap, coat and trousers; and from this time on bear in mind that no excuses will be accepted for failing to comply with this order. Therefore govern yourselves accordingly.

This order applies to men working in the Passenger Department and not in the Freight service.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway.

Bangor, Maine
April 12, 1923.

MOTORMEN on the Old Town Division must slow car down to six (6) miles per hour and ring gong loudly when passing the John W. Gould Company Garage, located in Old Town on Main Street between the Bangor & Aroostook Railroad and Federal Street.

BANGOR RAILWAY & ELECTRIC CO.

By Superintendent of Railway

Bangor, Maine.

April 21, 1923.

N O T I C E

Commencing Thursday, April 26th, conductors on the Old Town Division must sometime during each day report to the Inspector, have their registers changed and sign the register book.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Rwy.

Bangor, Maine
April 25, 1923.

Order No. 215 is this day abolished and is succeeded by Order No. 248, which reads as follows:

On and after Saturday, April 28, 1923, Old Town and local cars inbound on State Street will not stop to take on or let off passengers at the crossing of Broadway and State Street, but pass around the curve onto Broadway so that the rear platform is clear of State Street crosswalk.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway

Bangor, Maine
April 28, 1923.

REPORT ACCIDENTS PROMPTLY

A number of conductors and operators have failed to make out and turn in their accident reports on the day the accident occurred, but have waited until the following day, thinking it would be no different when it was turned in. Such is not the case. When you have an accident of any kind the following four points must be carried out for the protection of the Company as well as yourself:

First. Name and address of injured person.

Second. Obtain as many names of witnesses as possible whether they actually saw the accident or not.

Third. Notify the Inspector of the accident on the first trip into Post Office Square. If serious notify him by phone, reversing the charge.

Fourth. Make out report and turn in to the Superintendent's office same day the accident occurs or the following day not later than 8 A. M.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway

June 6th, 1923.

N O T I C E .

Operators on the Hampden Division are hereby notified that, if any of the sliding curtains behind the Operators are torn from the posts to which they are fastened or the ends thrown over the rod on which they slide, during the time while car is in operation it will be sufficient cause for lay off or dismissal.

Each Operator will examine the curtains to see if they are in O.K. condition. If they are not, report to the Inspector or carhouse Foreman; otherwise the Operator will be held strictly responsible for damage to curtains.

BANGOR RAILWAY & ELECTRIC COMPANY

By

Bangor, Maine.

June 8, 1923.

NOTICE TO SAFETY CAR OPERATORS

The accident on the Charleston Division near Higginsville on June 28, 1923, clearly demonstrated beyond a doubt that passengers who are allowed to stand in the front vestibule are in a more dangerous position than those in other parts of the car; whether the car is in collision with a train or another car glass is bound to be broken and the passenger allowed to stand in the front vestibule is sure to get injured. It therefore behooves the Operator to see that the passenger does not stand in the front vestibule when there are empty seats or room in the aisle of the car. Ask the passenger to please pass down the aisle, and explain to them that it is a rule of the Company to keep the front vestibule clear at all times except in case of emergency. Operators must see that this rule is strictly adhered to at all times.

Safety car operators are also reminded that two notches on the controller is sufficient amount of current to throw the electric switch, neither is it necessary to apply the brakes except on a descending grade, than the brakes should only be set with sufficient pressure to check speed of the car while trolley wheel is passing under contactor.

BANGOR RAILWAY & ELECTRIC COMPANY

July 6th, 1923. By _____
Superintendent of Railway

NOTICE TO MOTORMEN AND SAFETY CAR OPERATORS.

Safety Car Operators on the Brewer Division must be very careful when leaving double track and coming onto single track near Union Iron Works when passing traffic, as road is very narrow at this point and many complaints have been made at the office in regard to the narrow escapes.

Operators are also reminded that the time is drawing near when leaves will be falling, causing rails to be slippery, and greatest care must be exercised in operating car especially on grades. Try the sand apparatus at different times during the day, to be sure it is in working condition. If not, report to Inspector or to Master Mechanic at Main St. Car barn. Also be sure that the pail of sand in car is kept dry, so that when same is needed in sand box it will be in proper condition. Operators when making reliefs will see that sand is dry. If not, report to inspector. The proper place for the sand pail in the future will be under the Operators' seat, when it is possible to have it there.

Do not allow the sand pail to be used as a cuspidor.

BANGOR RAILWAY & ELECTRIC CO.

By _____
Superintendent of Railway

Bangor, Maine.

September 10, 1923.

NOTICE

On and after this date conductors, motormen and safety car operators will not take charge of any packages unless accompanied by baggage check or the O. K. of the Superintendent, Assistant Superintendent or Inspector. Simply tell the person that it is strictly against the rules to take charge of any packages except for the Company.

In case of emergency you are permitted to take charge of packages containing medicine which must reach its destination as soon as possible. Sunday and week day papers will be carried as usual.

Any violation of this rule will be sufficient cause for a layoff or dismissal.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway

September 15, 1923

NOTICE TO SAFETY CAR OPERATORS.

Commencing Monday, October 1st, 1923, Old Town car leaving Bangor at 11 P.M. will wait at Union Station until 11.10 to connect with Bangor & Aroostock train due in Bangor at 10.59 P.M. Conductor will go to Station and inquire if train is on time. If more than 10 min. late, do not wait.

Commencing this date, Vestibule Heaters may be used when it is necessary to have heat.

Conductors must be more particular in calling the streets, especially after dark. Complaints are constantly being made at the office.

BANGOR RAILWAY & ELECTRIC CO.

By _____
Superintendent of Railway

Bangor, Maine,

October 1, 1923

NOTICE

Safety Car Operators, who are loaned \$10.00 for change by the Company must furnish a like amount. This is in order to have an outfit which will give ample change and do away with your leaving your car alone for every other trip in Square to go to the Inspector for change, as some of the Operators are doing.

Under ordinary circumstances, \$20.00 in change will carry you through any of the reliefs, so in the future govern yourselves accordingly.

BANGOR RAILWAY & ELECTRIC COMPANY

By Superintendent of Railway

Bangor, Maine.

November 16, 1923.

N O T I C E .

When the cars on the Figure Eight are off time, by reason of loss of power, blockade, or any other reason, Operators must not exchange cars or transfer passengers to get back on their own time, without first receiving orders from either the Inspector or some Official who has authority to give same.

Operators working overtime will receive extra pay and those arriving at Car House ahead of schedule time will have time deducted accordingly.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway.

Bangor, Maine.

November 26th, 1923.

NOTICE TO SAFETY CAR OPERATORS

More care must be exercised by Safety Car Operators in regard to allowing the brakes to go into emergency, except in case of accident, which causes large amounts of sand to be deposited on the rail, which is of no use. Approximately one-third of this sand used in sand boxes, operated by air is wasted. When changing ends or making a stop, be sure that a sufficient amount of air is in the brake cylinder, which will prevent brakes going into emergency.

Your attention also is called to the time table in regard to the leaving time of Main Street cars from West Market Square and Hammond Street cars from Post Office Square.

BANGOR RAILWAY & ELECTRIC CO.

By _____
Supt. of Railway

Dec. 1st, 1923.

NOTICE TO OPERATORS OF THE
OLD TOWN DIVISION

When approaching the entrance and exit to the Penobscot Valley Country Club which in the past has been known as the Herrick Farm. When car is within 75 feet of crossing operator must slow car down to two miles per hour, blow whistle and sound gong and proceed cautiously north and south bound at each crossing. I wish to impress on the minds of the operators that the greatest care must be exercised at these crossings so that in case of accident it cannot be said that the operator was at fault. Conductors must see that the operators adhere to the above orders and report to the Superintendent any operators failing to do so.

BANGOR RAILWAY & ELECTRIC CO.

BY

Superintendent of Railway

Dec. 19th, 1923.

NOTICE TO SAFETY CAR OPERATORS
ON ALL DIVISIONS

Safety car operators are hereby instructed that the greatest care must be exercised in regard to keeping the steps and vestibules free of snow and ice. If you will follow along this line it will undoubtedly prevent many accidents, which otherwise might be serious, by the use of the switch bar and sand the steps can be kept in a safe condition.

Some of the operators seem to be laboring under the impression that scrapers are not to be used during snow storms by all at the same time. It is very essential during a snow storm that each operator use the scrapers hence the snow you throw out will help the other fellow and what helps the other fellow will enable the cars to be run on schedule time thereby giving the public the best service, the source from which you receive your salary.

You will bear this in mind and by working together the best results will be obtained.

BANGOR RAILWAY & ELECTRIC CO.

BY C. H. Johnson
Superintendent of Railway

Jan. 1st, 1924.

Commencing Monday, January 7th, 1924,

blanks like sample attached to this order must be filled out by freight crew and turned into Superintendent's office each day. Crew on freight car between Bangor and Old Town not included in this list except when working on Hampden or Charleston division.

Train #1 Dunham H. and Whidden M. Car #106.

Train #2 Avery R. and Brett H. Car #102.

Train #3 Chandler C. and Davis T. Car #108.

BANGOR RAILWAY & ELECTRIC COMPANY

Jan. 5th, 1924.

BY _____
Superintendent of Railway

NOTICE TO CONDUCTORS AND MOTORMEN ON ALL DIVISIONS

Notices have been posted in the cars requesting passengers not to stand in the front vestibule when there are empty seats or room in the aisle. It shall be the duty of the operator to see that this rule is strictly enforced at all times. On two-man cars, conductor and operator will be held equally responsible in regard to the enforcement of this rule.

BANGOR RAILWAY & ELECTRIC COMPANY

Jan. 31st, 1924.

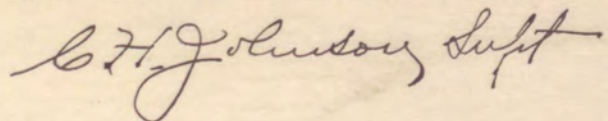
Superintendent of Railway

NOTICEGONG RINGING AND BLOWING WHISTLE

The gong must be sounded before reaching and at all street crossings, and before and at all point where vehicles or foot passengers are crossing, or are likely to cross the track. The gong must not be sounded wantonly or unnecessarily upon reaching intersecting streets or crossings. Cars must be kept in perfect control. This rule must be strictly observed during all hours of the day and night.

Operators and Conductors are also reminded that transfers are not to be accepted only at transfer points on next connecting car. Should transfers be presented otherwise than above stated, explain to the passenger that you cannot accept them as it is not a transfer point, requesting them to pay a cash fare. In the event the passenger, not having money or refusing to pay, take name and address and turn in report to Superintendent's office. Do not request passenger to leave the car.

BANGOR RAILWAY & ELECTRIC COMPANY

Handwritten signature of C. H. Johnson, Superintendent.

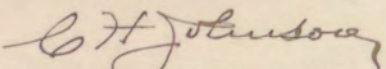
Dated June 26, 1924.

N O T I C E

When requests are made for transfers operator must inquire of passenger where transfers are to be used so that you can inform them whether the transfer is good or not where they desire to use them.

Conductors and Motormen are also reminded that smoking is not allowed in the waiting room and while waiting to take your runs do not wait in the waiting room but use the room in the Graham Building, which is provided for that purpose.

When lowering the fenders do not allow them to drop.


BANGOR RAILWAY & ELECTRIC CO.

Dated July 7th, 1924

N O T I C E

The regular men who desire to be absent from their work must notify the Inspector the previous day or one hour before they are due to take their run.

Spare men who wish the day off must notify the Inspector the previous day or before 10:00 A.M. on the day which they desire to be absent.

Conductors and Operators on the Old Town division are reminded that the leaving time from the end of the line in Great Works is quarter of and quarter past the hour. Conductors and Operators will be held equally responsible for failing to leave the end of the line on time.

BANGOR RAILWAY & ELECTRIC COMPANY

BY C. H. Johnson
Superintendent of Railway

Dated July 18th, 1924

N O T I C E

Order #266.

Commencing Monday, August 18, 1924, Old Town and
Brewer cars will not stop at Old Post Office ^site on
State Street.

This order does not apply to Main, Center and
Hampden cars.

BANGOR RAILWAY & ELECTRIC CO.

By

Supt. of Railway.

August 18, 1924.

NOTICE TO OPERATORS AND CONDUCTORS ON THE OLD TOWN DIVISION

Commencing Saturday, September 6, 1924, cars on the Old Town Division will stop to take on and let off passengers in front of Goodie's Dance Pavilion, Orono.

Operators are instructed to blow the whistle (two long and two short blasts) 200 feet north and south of the entrances to Goodie's Dance Pavilion. This is a very dangerous crossing and an operator cannot exercise too much care at this place.

Therefore, operate your car in such a manner that in case of an accident, it cannot be said that the operator was at fault. Govern yourselves accordingly.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____

Supt. of Railway Department.

Effective:-
Sept. 6, 1924.

NOTICE TO FREIGHT CREWS ON ALL DIVISIONS

When passing around short curves with trailer short drawbar must be inserted between motor car and trailer, and be sure that knuckle in drawbar is released, this to avoid straining irons which hold drawbar in place.

The practice in the past, using the M. C. B. couplers and short drawbar around short curves, has damaged the drawbars to a great extent, causing a lot of unnecessary repairs.

In the future please bear in mind not to pass around short curves without complying with the above order.

BANGOR RAILWAY AND ELECTRIC COMPANY

By _____
Supt. of Transportation

September 18th, 1924.

NOTICE TO CONDUCTORS AND OPERATORS

Old Town Division: On and after Monday, October 6th, 1924, car stop at Mutt's Drug Store in Old Town will be discontinued. Also stop after leaving waiting room, Fraser's Store, before crossing Bangor & Arcostook Railroad. Conductor will leave car at this point to go ahead to flag crossing.

All Divisions: Attention is called that where there are railroad crossings car must come to a full stop fifty feet from crossing and so remain until conductor has reached center of track, looked in both directions and given the signal to go ahead, provided that ball has been raised to top of the mast and the O.K. signal from flagman given.

Operators are reminded that the time is drawing near when the rails will be slippery due to fallen leaves. Therefore too much care cannot be exercised in the operation of your car. When following a car be sure to keep 300 feet or more apart. Do not attempt to follow a car down a hill. Wait at the top of the hill until the car ahead has passed beyond the grade. Cars on Main Street north bound at Bangor House crossing must never pass ahead of car on Union Street hill unless car is at a full stop and has received signal to pass ahead. Keep trying sand boxes to be sure that they are in good condition. If not, immediately notify the inspector.

Do not allow money to collect on inspection plate in fare box. Keep this clear at all times.

More care must be taken at intersection of highways and gasoline stations where the traffic is much greater. Blow whistle and slow car down so that in case an auto attempts to cross the track you will be in a position to avoid striking the auto.

Do not allow passengers to stand in the front vestibule when there is room elsewhere in the car. Signs must be turned to correct destination at all times.

In case of accident be sure to get as many witnesses as possible, full names, street addresses and number. Also town or city in which they live. It does not matter whether they are on the street or in the car. Don't ask them if they saw the accident. Just tell them it is a rule of the company in case of accident to take names of all passengers and people who might be on the street. Verbally report all accidents as soon as possible to the inspector or superintendent, to be followed by written report which should be in the office not later than 9 A.M. the following day and if a serious accident the report should be in the same day.

Old Town Division: Conductors must not talk to the motorman. Attend strictly to the wants of passengers and assist young and old people on and off the car. Call all streets so passengers may know when they are nearing their destinations.

That there may not be any misunderstanding, it is earnestly requested that operators and conductors read this order very carefully and do not be surprised if a man is down on the list for you for not complying with the above order.

BANGOR RAILWAY & ELECTRIC COMPANY.

By

Superintendent Railway Dept.

Dated October 6th, 1924.

NOTICE TO CONDUCTORS AND SAFETY CAR OPERATORS

Effective this date, November 4th, 1924, a ten (10) cent fare will be charged in all zones of the Bangor Railway and Electric Company, in place of the present seven (7) cent fare.

Patrons of the University of Maine are entitled to a reduced fare providing they have first ridden through one or more zones, and are governed by the following rules:

Bangor to Old Town

1st Zone. Pay 10 cents.

2nd Zone. Pay 10 cents, college patrons receive check.

3rd Zone. Those getting off at College pay 5 cents and surrender check. Those getting on at College pay 10 cents and receive check. Through passengers pay 10 cents.

4th Zone. Pay 10 cents or five cents and surrender check

From Bangor to College set cutter at time of arrival at College.
From College to Old Town set cutter at time of arrival at end of line.

Old Town to Bangor

1st Zone. Pay 10 cents, College patrons receive check.

2nd Zone. Those getting off at College pay 5 cents and surrender check. Through passengers pay 10 cents. Those getting on at College pay 10 cents and receive check.

3rd Zone. Pay 5 cents and surrender check. Through passengers pay 10 cents.

4th Zone. Pay 10 cents.

From Old Town to College set cutter at time of arrival at College. From College to Bangor set cutter at time of arrival in Bangor.

Until such time as we receive the identification checks, transfers like sample will be used. Punch out the destination on transfer to represent the days of the week, viz: "Transfer to" represents Monday, "Center" - Tuesday, "Brewer" - Wednesday, "Hammond" - Thursday, "Hampden" - Friday, "Main" - Saturday, and "Charleston" - Sunday. Identification checks will be issued to Conductors by the Inspectors at Post Office Square, and each Conductor will be charged with same. At the end of day's work turn same in office with work. Put number of check on back of report when going to work, and the closing number when day's work is finished.

Identification checks issued to passengers Banger to University of Maine will not be good after passing this point. Same holds true from Old Town to University of Maine, good only for continuous passage, not transferable.

Conductors are earnestly requested to assist passengers in every way in regard to identification checks and the collection of the new fare, and to make all necessary explanations to passengers.

BANGOR RAILWAY AND ELECTRIC COMPANY

By C. H. Johnson
Superintendent

NOTICE

TO OPERATORS ON OLD TOWN, BREWER, HAMPDEN AND CHARLESTON DIVISIONS

Commencing Friday, December 5, 1924, cars on the various divisions will dim head lights at the following places:

Hampden Division:- Main Street car house to Post Office Square and return.

Brewer Division:- Union Iron Works to Post Office Square and return.

Old Town Division:- Pearl and State Streets to Post Office Square and return.

Charleston Division:- Cumberland and Harlow Streets to Post Office Square and return.

BANGOR RAILWAY & ELECTRIC COMPANY

By _____
Superintendent of Railway Dept.

December 5, 1924.

Bangor, Maine.

NOTICE

On and after Wednesday, December 10th, passengers will not be permitted to deposit pennies in fare box. Operators will furnish passengers with proper coins.

Operators on the Old Town division will not accept any bundles of papers after leaving P. O. Square except those which go on the 5:30 A.M. car on Sunday. In the future all bundles must bear the O. K. of some official of the Company, when they are not put on in P. O. Square, under the direction of the Inspector.

Conductors on the Old Town division will put down on the report the number of identification checks taken on each trip. Use the column on report marked "dime" and total same at bottom of report.

BANGOR RAILWAY & ELECTRIC COMPANY

BY _____
Superintendent of Railway

December 9th, 1924

NOTICE TO OPERATORS ON ALL DIVISIONS

Order No. 273

On and after Tuesday, April 14th, 1925, there will be only one inspector in Post Office Square, hours from 11:00 A. M. to 11:15 P. M. It will, therefore be necessary for operators taking out early runs to provide themselves with the proper amount of change the night before. As the Company loans the operator \$10.00 for change, it is expected that the operator will provide a like amount, making an outfit of \$20.00, which is ample change under ordinary circumstances to last thru the first half.

From this date on we shall not expect any operator, under ordinary circumstances, to call for change more than twice a day.

BANGOR HYDRO-ELECTRIC COMPANY

BY _____

SUPERINTENDENT OF RAILWAY.

Safety Car Operators are hereby instructed to exercise the greatest care in making up their mileage. It is very important that the mileage be absolutely correct. If at any time, by reason of delay due to loss of power, disabled car, derailment or any other cause, be sure to deduct the mileage not run. Should you have several cars during the day, be sure that the exact mileage of each car is carried out. Also make note on the report showing the reason why mileage is changed.

Your attention is also called to putting down transfer number when starting work each day, and each time when transfers are issued, and the closing number. This should be done in order to prevent fraud by some passengers who claim to have received transfers otherwise than the time they were punched.

School tickets are not good on Saturday, Sunday or holidays, but only when public schools are in session, from 6:00 A. M. to 6:00 P. M. Should these tickets be presented for fare otherwise than above stated, operator will punch the ticket twice.

Read these orders very carefully, and be sure to see that they are duly executed.

BANGOR HYDRO-ELECTRIC COMPANY

By C. F. Johnson

Superintendent of Railway Dept.

Dated
May 14th, 1925.

Note,- Attached to this order is a copy showing the correct mileage of the various divisions.

NOTICE TO OPERATORS AND CONDUCTORS ON THE OLD TOWN DIV.

On and after Tuesday, June 9th, 1925, cars on the Old Town Division will be operated with the One-Man System from Post Office Square, Bangor, to Hospital Switch, Old Town. From that point to Greatworks and return will remain the same as at present, the Two-Man System.

From Bangor to Greatworks passengers will pay as they leave car. From Greatworks to Bangor passengers will pay through fare to destination when entering car, except between Greatworks and Hospital Switch, Old Town. Conductors will collect fare to destination and issue identification check to passengers, which will be surrendered to Operator when leaving car. It will not be necessary to issue identification checks to passengers riding between Greatworks and Hospital Switch, Old Town, going in either direction. Conductors must be sure that all fares are collected when leaving car at Hospital Switch. Identification checks must be issued to passengers when fare is paid.

Identification checks, color green, will be used between Veazie and Orono outbound. Identification checks, color yellow, will be used between Orono and Stillwater outbound. Identification checks, color buff, will be used between Stillwater and Greatworks outbound. Identification checks, color pink, will be used between Veazie and Bangor inbound.

The Operators' attention is called to the rule in regard to crossing the Maine Central Crossing in Veazie under the One-Man System.

BANGOR HYDRO-ELECTRIC COMPANY

By C. H. Johnson
Superintendent of Transportation

Identification checks must be turned into office with their days work.

FARE COLLECTIONS FROM BANGOR TO GREATWORKS
OUT-BOUND

NO. 1 ZONE: Passengers boarding car in No. 1 Zone will not receive identification check. Passengers leaving car not having check will always pay from Bangor.

NO. 2 ZONE: Passengers boarding car in No. 2 Zone will receive identification check, color green, and surrender same to Operator and deposit money in fare box when leaving car.

NO. 3 ZONE: Passengers boarding car in No. 3 Zone will receive identification check, color yellow, and surrender same to Operator and deposit money in fare box when leaving car.

Passengers boarding car in this Zone at University of Maine waiting room or beyond will receive identification check, color yellow punched University of Maine, and surrender same to Operator and deposit money in fare box when leaving car.

NO. 4 ZONE: Passengers boarding car at No. 4 Zone will receive identification check, color buff, and surrender same to Operator and deposit money in fare box when leaving car.

From Hospital Switch, Old Town, to Greatworks, conductor will collect all fares.

FARE COLLECTIONS FROM GREATWORKS TO BANGOR
IN-BOUND

NO. 1 ZONE: From Greatworks to Hospital Switch, Old Town, Conductor will collect all fares to destination and issue identification checks which passengers will surrender to Operator when leaving car.

Passengers boarding car in this zone, destination University of Maine, Conductor or Operator will punch out "University of Maine".

Passengers boarding car beyond Hospital Switch, Old Town, will pay fare as they enter to destination and receive identification check, which will be surrendered to Operator when leaving car.

NO. 2 ZONE: Passengers boarding car in No. 2 Zone will pay fare to destination and receive identification check, which will be surrendered to Operator when leaving car.

Passengers boarding car at University of Maine Waiting Room or beyond are entitled to the cut rate, the same as at the present time. They will receive identification check and surrender same to Operator when leaving car.

NO. 3 ZONE: Passengers boarding car in No. 3 Zone will pay fare to destination and receive identification check, which will be surrendered to Operator when leaving car.

NO. 4 ZONE: Passengers boarding car in No. 4 Zone will pay fare to destination and receive identification check, which will be surrendered to Operator when leaving car.

NOTICE TO OPERATORS ON ALL DIVISIONS

My attention has been again directed to the fact that many of the operators engage in conversation with passengers and employees, which is not necessary as far as the operation of the car or information given to the passengers is concerned.

In the future any operator talking to passengers, otherwise than giving information, or any employee talking to operator will be sufficient cause for a lay-off or dismissal.

Operators must see that this order is strictly adhered to at all times.

BANGOR HYDRO-ELECTRIC COMPANY

Superintendent of Transportation

July 14, 1925.

Notice to operators in regard to operating track switch at Fourth and Hammond Streets. When it is necessary to use power to throw switch, three points on controller is sufficient and be sure that the brakes are released. This switch is operated by three contactors. First contactor is known as the operating contactor which throws switch and is the only one on which to use power. Second is locking contactor, third is releasing contactor, which prevents car in rear from throwing switch until first car has passed beyond releasing contactor.

When passing switch in opposite direction second contactor locks switch in rear of car and third contactor unlocks switch. This track switch, as well as all others, must be taken very slow in order to have switch operate.

Power is kept on only while trolley wheel is passing over contactor, which is about four feet long. Power on or after that is unnecessary.

Go slow and switch will operate.

Go fast and throw switch by hand.

NOTICE

Safety car operators are hereby notified not to leave car on Central Street opposite Waiting Room. This is to prevent an accident in case the brakes should become released.

However, should it become absolutely necessary to leave car, some operator or the Inspector should remain in car until operator returns.

BANGOR HYDRO-ELECTRIC COMPANY

By E. H. Sturdevant
Supt. of Transportation.

August 26th, 1925.

NOTICE

ORDER NO. 279

On and after Saturday, September 26th, 1925, cars on the Old Town Division on week days will be operated with the one man system from 4.30 A. M. to 7.15 A. M.; from 7.15 A. M. to 12 midnight, two man system, except the 9 P. M. trip from Bangor to Old Town and the 10.15 P. M. trip from Old Town to Bangor. Sundays, from 5.30 A. M. to 12.15 P. M., one man system; from 12.15 P. M. to 12 midnight, two man system. Under the one man system, Bangor to Greatworks, passengers will deposit money in fare box when leaving car; Greatworks to Bangor, passengers will pay fare to destination on entering car and receive identification check, which will be surrendered to Operator on arriving at destination.

Your attention is called to the operation of block signals, be absolutely sure that the proper time is used when blocks are out of order or are unable to register in. Also be sure, when tagging blocks out of order, that both ends are properly tagged. After the above rules have been complied with, proceed cautiously through the block. At such times when approaching sharp curve where operator's vision is not clear around the curve, he must stop the car and conductor must proceed ahead and flag car around curve. If there is no conductor, operator will come to full stop on approaching dangerous place, and then proceed cautiously.

All cars on the Old Town Division south-bound, in Orono opposite Goodie's residence on brow of hill, must slow down to two miles per hour.

BANGOR HYDRO-ELECTRIC COMPANY

By _____
Superintendent of Transportation

NOTICE

ORDER NO. 280

Commencing Thursday, October 22nd, a few cars on the Figure 8 and Center Street Loops will be equipped with chains on front end of car, from entrance of car to post to which register is attached. It will be the duty of the operator to see that no passengers stand between chain and front end of car, also that the passage-way from door to aisle of car is kept clear at all times. If, at any time, it is necessary to change ends, chains are so arranged to fit either end of car.

Any employee caught talking to operator will be sufficient cause for lay-off or dismissal. No excuse will be accepted from any operator who fails to comply with this order.

Oct 1925
BANGOR HYDRO-ELECTRIC COMPANY

By _____
Superintendent of Transportation

NOTICE TO OPERATORS ON ALL DIVISIONS

On December 10th, 1924, an order was issued to Safety Car Operators stating that passengers would not be permitted to deposit pennies in fare boxes. This reduced the amount of pennies received at the office from 800 per day to 175.

In counting the money at the present time, it does not come out in units of ten, which leads us to believe that passengers paying their fare with pennies are not depositing the correct amount in fare boxes. It, therefore, becomes necessary to issue an order that, commencing this date, pennies must not be deposited in fare boxes.

It is the duty of the operators to see that this order is strictly adhered to at all times. Watch the passengers and see that the pennies do not enter the fare box. Please inform passengers that pennies are not to be deposited in the fare box, and see that they are provided with the proper coin.

Fare boxes will be checked in the office to see who fails to comply with this order.

BANGOR HYDRO-ELECTRIC COMPANY

C. H. Johnson, Supt. of Transportation.

Dated
Saturday,
November 21st, 1925.

NOTICE TO MOTORMEN AND CONDUCTORS ON FREIGHT CARS. GRAVEL CARS,
LINE CARS. BONDING CARS and ALL OTHER CARS WHICH ARE NOT ON
REGULAR SCHEDULE

On and after this date the above mentioned cars must be in clear on siding five (5) minutes previous to the time when passenger cars are due at the siding. If for any reason, due to accident, you are unable to be clear on the siding, conductor must go back at least 500 feet to signal car which is coming from that direction.

This order is issued to avoid meeting cars between switches and delaying passenger cars.

Conductors and motormen must see that this order is strictly adhered to at all times.

BANGOR HYDRO-ELECTRIC COMPANY

BY _____

Supt. of Transportation.

Dated
November 25th, 1925.

NOTICE TO CONDUCTORS AND SAFETY CAR
OPERATORS

In order to give the public better service during snow storms it is quite necessary that we have many extra men to relieve car operators who operate snow plows and pushers. Therefore in the future operators or conductors who have asked off for the day who are not sick must call the Superintendent to ascertain if their services are needed when it commences to snow.

Safety car operators must provide themselves with the proper amount of change, sufficient to carry them through each relief, thereby doing away with leaving the car and delaying the schedule. If it is necessary to have change before Inspector is on duty you may get same from Cashier at main office.

When passing over special work run car very slow and use as small amount of power as possible. Also when entering curve slow car down to four miles per hour and be sure that brakes are released when entering curve.

BANGOR HYDRO-ELECTRIC CO.

January 12, 1926

OPERATORS AND CONDUCTORS

Attention is called to Order No. 226 and No. 244, in regard to crossing Bangor & Arcostook Railroad in Old Town, Maine Central Railroad in Veazie, and Maine Central Railroad in Bangor. That in the future any Operator or Conductor failing to comply with the above order in every respect will be sufficient cause for dismissal.

BANGOR HYDRO-ELECTRIC COMPANY

Superintendent of Transportation

May 8, 1926

FARE COLLECTIONS FROM BANGOR TO GREATWORKS OUTBOUND

- Zone #1. Passengers boarding car in #1 zone will not receive identification checks. Passengers leaving car not having check will always pay from Bangor.
- Zone #2. Passengers boarding car in #2 zone will receive identification checks, color green, and surrender same to operator and deposit money in fare box when leaving car.
- Zone #3. Passengers boarding car in #3 zone will receive identification checks, color yellow, and surrender same to operator and deposit money in fare box when leaving car.
- Passengers boarding car in this zone [at University of Maine waiting room or beyond will receive identification check, color yellow, punched University of Maine, and surrender same to operator and deposit money in fare box when leaving Bangor.
- Zone #4. Passengers boarding car in #4 zone will receive identification checks, color buff, and surrender same to operator and deposit money in fare box, when leaving car.

FARE COLLECTIONS FROM GREATWORKS TO BANGOR INBOUND

- Zone #1. Passengers boarding car in #1 zone will pay fare to destination when entering car and receive identification check if destination is beyond #1 zone, and will surrender same to operator when leaving car. It will not be necessary to issue identification checks to passengers leaving car at Stillwater. Passengers boarding car in this zone, destination University of Maine, operator will punch out University of Maine.
- Zone #2. Passengers boarding car in #2 zone will pay fare to destination and receive identification check, which will be surrendered to operator when leaving car. Passengers at University of Maine waiting room or beyond are entitled to a cut rate same as at present time. They will receive identification check and surrender same to operator when leaving car.
- Zone #3. Passengers boarding car in #3 zone will pay fare to destination and receive identification check, which will be surrendered to operator when leaving car.
- Zone #4. Passengers boarding car in #4 zone will pay fare to destination and receive identification check, which will be surrendered to operator when leaving car.

NOTICE TO OPERATORS ON OLD TOWN DIVISION

On and after Tuesday, June 15th, 1926, cars on the Old Town Division will be operated with the one man system from Post Office Square, Bangor, to Greatworks and return.

From Bangor to Greatworks, passengers will pay as they leave car.

From Greatworks to Bangor, passengers will pay thru fare to destination when entering car and receive identification check, which will be surrendered to operator when leaving car.

It will not be necessary to issue identification checks to passengers from Greatworks to Stillwater.

Identification checks, color green, will be used between Veazie and Orono outbound.

Identification checks, color yellow, will be used between Orono and Stillwater outbound.

Identification checks, color buff, will be used between Stillwater and Greatworks outbound.

Identification checks, color pink, will be used between Veazie and Bangor inbound.

Outbound means from Bangor to Greatworks. Inbound means from Greatworks to Bangor.

Operators' attention is called to the rule in regard to crossing Maine Central R. R. crossing in Veazie and Bangor & Aroostook R.R. crossing in Old Town under one man system.

— NOTICE —

Safety Car Operators are hereby instructed that the limit on Hospital Switch, Old Town, when north bound is three minutes. If block is clear, Operator will procede after waiting three minutes past the crossing time. If, however, you should meet a car at Stillwater and Main Street, it will be the duty of the Operator on southbound car to change trolley and go back to Old Town Waiting Room before transferring passengers. This is done in order to avoid passengers changing cars who would leave car at Waiting Room. Operator on southbound car will not be governed by any limit in regard to block signal at Stillwater and Main Street. Take block whenever it is clear.

BANGOR HYDRO-ELECTRIC COMPANY

By _____

November 28, 1927

NOTICE TO OPERATORS ON THE OLD TOWN DIVISION

On and after Thursday, March 22, 1928, when making the "No Nothing" stop on the Stillwater side of Orono bridge, south bound of Maine Central track, passengers must not be allowed to leave car. In the future the regular stop for discharging passengers will be at the white pole, sixty (60) feet south of Maine Central track.

*Gen List
Mar 22, 1928*

NOTICE

Attention is called to motormen and safety car operators when arriving at east side, Hammond and Central Streets, and Harlow and Central Streets to bear in mind at all times to observe the orders of the traffic officer on duty.

If sign "Special, No Passengers, or Work Car", point out to the officer the direction in which you desire to go.

Can list April 25, 1928

Notice to Safety Car Operators on all Divisions

It has been called to my attention by patrons of the road that they are many times carried by their stop due to operators talking to passengers. Every operator knows or should know that this is strictly against the rules of this Company, therefore, in the future, any operator engaged in unnecessary conversation with passengers or allowing them to stand in the front vestibule when there is room elsewhere in the car submit himself to a layoff or dismissal.

You are also reminded that passengers should not be allowed to leave car between regular stops, especially on the Old Town, Hampden and Charleston divisions. Carry them to the regular stop that they may leave the car at a safe landing.

On list November 7, 1928.

January 17th, 1929.

N O T I C E

Attention is called to safety car operators in regard to leaving transfer and hat checks in sand boxes, as the checks should be kept on the person at all times.

Operators are also reminded, when telephoning for a set-back or for any other purpose, to be sure that the person answering the telephone repeats the message, that you may know that he has heard you correctly.

January 26th, 1929.

N O T I C E

Attention is called to safety car operators to notify passengers standing in the front vestibule and forward end of car to "Please move down the car". If each Operator will do his duty in regard to the above order the public in a very short time will get into the habit of doing this.

February 14th, 1929.

N O T I C E

Operators on all divisions are hereby instructed to be sure to announce all streets and principal stops, especially after dark, in a clear and audible tone of voice, so that strangers and regular patrons of the road alike will not be carried by their stop. Also any employees who wish to change the beneficiary on their insurance policy must supply the information to Mr. Preston A. Mann at the new Bangor Hydro building.

February 20th, 1929.

N O T I C E :

On and after February 20th, 1929, until further notice, Operators on all Divisions must take down the number of each free pass presented for fare, turning in same on daily report. Operators must be very careful to see that each pass contains the correct date. Any employee who refuses to display his pass to the inspection of the Operator must be reported to the Superintendent.

February 28th, 1929.

N O T I C E

Attention is called to operators while in the Harlow Street Waiting Room to please refrain from smoking and talking too loud. Complaints have been made to this office to that effect.

March 5th, 1929.

N O T I C E

On and after Tuesday, March 5th, 1929, snow plow crews on all Divisions will be governed as follows in regard to lunches - The restaurant selected is the University Lunch, the amount not to exceed 60¢ per person, and the motorman of each plow will sign for his crew, namely:

C. A. Brown - M1, Leroy Springer - M2, Ned Mansell - M5, Fred Avery - M12, Jerry Mishou - M4.

The slips are to be made in duplicate form, and the carbon copy turned in with time card.

March 9th, 1929.

N O T I C E

Safety car operators in the future will be held responsible for the working condition of the scrapers. Try them many times during the day, and if found to be out of order, report to the Inspector that the car may be taken to the car barn for repairs. By so doing, the scrapers will be kept in good condition. When the occasion requires, all must use scrapers. This not only helps yourself, but also the other fellow.

March 29th, 1929.

N O T I C E

On and after March 29th, 1929, cars on the Hampden Division will come to a full stop before crossing the highway near the Bangor - Hampden Line and W. W. Emerson's residence.

NOTICE

Operators on the Figure 8 are reminded that after a passenger has been carried the 8 and 1/10 miles, or has reached the place where he boarded the car, the Operator will request him to deposit another fare in fare box.

Operators are also reminded that a fare must be collected from all children more than five years of age.

Signs at all times must be turned to the correct destination, as many complaints are made at this office that the signs are not properly turned.

From List of June 5th, 1929.

NOTICE

Attention is called to safety car operators on the Figure 8 to be very careful in regard to letting off and taking on passengers on Hammond Street where the road is under construction. If the regular stop does not make a safe landing take them to a place of safety. Do not invite the passengers to board the car where the step is too high, but ask them to walk to a place where it is more convenient to board the car.

From List of June 14th, 1929.

NOTICE TO SAFETY CAR OPERATORS

Traffic signals have been installed at Main and Union Streets, and at Central and Harlow Streets. All movements of the cars must be made straight ahead, or left and right turns on the green light. Please be sure that you have the green light before proceeding.

From List of July 2nd, 1929.

N O T I C E

To Operators - When it is time for you to leave the Waiting Room at the Graham Building and the traffic signal is against you, sound one tap of the gong and the Officer on duty will give you the signal to go as soon as it is possible for him to do so.

From List of July 3rd, 1929.

N O T I C E

The attention of the safety car operators is called to the following changes in regard to car stops at Main and Union Streets. The white pole on the north side of Union Street is discontinued, stop in the future at pole in front of the Opera House. White pole south of Main Street is discontinued. The new stop is in front of the main entrance to the Bangor House.

Until such time as patrons of the road are familiar with the new stop on the north side of Union Street, take them on at the old stop and explain to them that the stop in the future will be at the white pole near the Opera House. This rule applies only to cars on the north-bound track.

On List of July 4th, 1929.

N O T I C E

Attention has been called to the fact that safety car operators have turned partly around and talked to passengers sitting in the front seat while the car is in motion. This is a very dangerous practice, owing to the large amount of traffic in the streets, and should be discontinued. If the occasion arises when, in the performance of his duties, an operator has to speak to a passenger, the car should be brought to a full stop.

From List of July 19th, 1929.

NOTICE TO SAFETY CAR OPERATORS AND MOTORMEN ON THE
CHARLESTON DIVISION.

In case of an electrical storm of any consequence,
bring the car to a full stop and remove pole from
wire until such time as in the judgment of the
Operator it is safe to proceed.

From List of August 6th, 1929.

NOTICE TO SAFETY CAR OPERATORS

Transfers issued from the Figure 8 between Cumberland Street Switch and Post Office Square via. Garland Street inbound on State Street, and between Post Office Square and Cumberland Street Switch outbound via. State Street, will not be accepted for fare on the Old Town Division. Figure 8 Operators will put a punch mark in column reading "Mount Hope", which will indicate to the Old Town Operator that the transfer is not good. If a transfer marked as above stated is presented for fare by a passenger boarding the Old Town car at State and Otis Streets, it will be accepted. This is for the benefit of passengers who board the car on Garland Street.

Operators are also reminded that when a request for a transfer is made or when a transfer is presented for fare which will, in your opinion, defraud the Company of a fare, the matter should be immediately reported to the Superintendent's Office, that steps may be taken to correct it.

BANGOR HYDRO-ELECTRIC COMPANY

By _____
Superintendent of Transportation.

August 26th, 1929.

N O T I C E

Safety car operators are reminded that while on duty it is strictly against rules to use tobacco in any form. Any operator failing to comply with this rule may expect a lay-off or dismissal.

Operators must see that the sand pail is on the front end of car at all times, and be sure that the sand and pail are kept in a clean condition. Before leaving Car House operators must see that sand is in working condition, and operators going to work in Westmarket and Post Office Squares will try sand. If it is not in working condition the fact must be reported to the Inspector.

From List of October 11th, 1929.

NOTICE TO SAFETY CAR OPERATORS

Let of Art 13, 29

In case of an accident with an automobile, Operators are requested to be sure and obtain the following:

1. Name and address of the driver of the auto, together with names and addresses of the passengers in auto.
2. License number and the name of the State.
3. Make and type of automobile.

NOTICE TO OPERATORS ON THE BREWER DIVISION

Block signals have been installed on the Brewer Division between Brewer Junction and Center Street Switch. While the signals are in working order the present limit on this switch is discontinued between the above points. Cars bound for Bangor must not take the block on Center Street Switch ahead of time, which is 2 minutes past the hour, 17 minutes past, 32 minutes past, and 47 minutes past. The limit between Center Street and Grove Street Switches will remain as at present.

On List of October 29th, 1929.

NOTICE

Attention is again called to Safety Car Operators who have failed to comply with the recent order in regard to being in full uniform while on duty, which consists of a cap, coat, vest, trousers, and regulation buttons.

From List of November 8, 1929.

N O T I C E

Safety car operators on all Divisions must report to the Inspector or Superintendent any block signals or electric switches which are not in working condition. Operators are also reminded, when checking in or out of the block, to slow car down to six miles per hour. During a snow storm, or whenever material should be removed from the track, each Operator must see that the scrapers are down.

From List of December 27th, 1929.

N O T I C E

All cars north or south bound on Main Street will stop to take on and let off passengers with front door opposite waiting room.

Safety car operators are requested to be sure that signs are turned to the correct destination. Also that the rear fender is hooked up at all times.

From List of February 6th, 1930.

N O T I C E

Safety Car Operators are hereby instructed, when
commission of a Chief Clerk or Assistant Chief Clerk of the
Railway Mail Service is presented for fare, to take the number
and the points between which transportation is required, and
turn in same on report.

On List of February 12th, 1930.

NOTICE

Operators on the Hampden Division are requested to be very careful and look out for trucks when passing the entrance to the Hughes Gravel Pit in East Hampden.

From List of February 14th, 1930.

NOTICE

The following running time is given for the benefit of Operators leaving Bangor at 7.05 A. M. for Charleston, and leaving Charleston at 9.05 A. M. for Bangor, -

Leave Bangor at 7.05 AM, Morse's at 7.11, Buckley's at 7.22, Six Mile Falls at 7.30, North Bangor at 7.35, Wentworth's at 7.42, Worster's at 7.50, Kenduskeag at 8, Higginsville 8.10, Houston's at 8.20, East Corinth at 8.30, Ripley's at 8.40, Four Corners at 8.50, arriving at Charleston at 9 AM.

Leave Charleston at 9.05 AM, Four Corners at 9.12, Ripley's at 9.22, East Corinth at 9.33, Houston's at 9.45, Higginsville at 9.55, Kenduskeag at 10, Worster's at 10.10, Wentworth's at 10.17, North Bangor at 10.25, Six Mile Falls at 10.30, Buckley's at 10.42, Morse's at 10.50, arriving at Bangor at 11 AM.

From List of February 18, 1930.

NOTICE

Safety Car operators and motormen of freight cars, snow plows and work cars are hereby instructed, when pedestrians, autos or teams are near the track, to slow car down and ring gong and have car under full control, that should the occasion require, the car could be brought to a full stop quickly. Also, when passing workmen on the track, to slow car down, ring gong, and watch to see that the track is clear of any tools which may be left on the rails. This order must be strictly adhered to at all times.

From List of March 28th, 1930.

N O T I C E

Many of the Operators in a spirit of accommodation, are stopping their car between the white poles to let off passengers. This is a very dangerous practice, due to the fact that drivers of trucks and automobiles are expecting passengers to leave electric car only at the regular stops. If it is absolutely necessary to stop between the white poles to allow passengers to leave the car, Operators are requested to be sure that no automobiles are about to pass the car, and that the street is in a safe condition, before opening the door.

Some of the census takers are of the opinion that they are entitled to free transportation on the electric cars while working for the government. This is not so and Operators are instructed to collect a cash fare at all times.

Operators are also requested to take the number of any automobile passing car at a fast rate of speed when passengers are boarding or leaving the car.

On List of April 12th, 1930.

N O T I C E

Operators on all divisions are informed that the practice of stopping to let off or take on passengers between white poles must stop. With traffic conditions as they are today, it is very dangerous.

The practice of leaving car in the street to go into a store or into the Waiting Room for change, must also be stopped. The proper amount of change should be obtained when making reliefs.

On List of July 16th, 1930.

NOTICE TO OPERATORS ON THE OLD TOWN DIVISION

On List of July 19th, 1930.

It is the desire of the officials of the Eastern
Maine General Hospital that passengers on electric cars bound for
the hospital leave car at the main entrance, and not at the Bellevue
Avenue stop. Operators are requested to use their most earnest
efforts to see that the above request is complied with.

NOTICE TO OPERATORS ON THE MAIN AND
HAMPDEN DIVISION.

Can cut 7 or 30, 30

Commencing Sunday November 30, 1930 cars on the Main Street line will run to Tin Bridge, and stop with head end opposite street light.

All cars on Main Street, south bound, south of Thatcher Street, opposite the Standard Oil Company when passing from Center to side of street, must bring car to a full stop and before starting car look back and be sure that you have ample time to cross in safety.

Bangor Hydro-Electric Company

N O T I C E

From Brewer Junction	to	Second and Union Streets
" Somerset St. Sw.	"	Main and Cedar Streets
" Harlow & Cumberland Sts.	"	P. O. Sq.

Operators must be in a standing position going in either direction.

Operators must see that this order is strictly adhered to at all times.

Thursday, December 18th, 1930.

NOTICE TO SAFETY CAR OPERATORS ON THE OLD TOWN DIVISION.

Notice on list of Monday, February 2nd, 1931 in regard to Old Town cars leaving Bangor at 5 and 35 minutes past the hour and Greatworks at 20 and 50 minutes past the hour is abolished and superceded by notice on list of February 3rd, 1931, which is as follows: From 10.30 A. M. to 10 P. M. Old Town cars inbound on Exchange Street must not pass Exchange and State Streets before 2 minutes of the hour and half-hour. During the above time inbound cars on Waterworks Switch will give outbound cars three minute limit before taking block.

Safety car operators are hereby notified that in the future any notice which appears on the list is for the sole benefit of the operators and employees of the Railway Department, and is not to be broadcast to the public. Notices for the benefit of the public will be printed in the daily papers.

Tuesday, February 3rd, 1931.

N O T I C E

Operators are requested not to accept School Tickets for fare from any person other than those attending public and parochial schools. When refusing to accept the ticket you are authorized to inform the holder that his or her money will be refunded upon application to the office of this Company.

Saturday, February 14th, 1931.

N O T I C E

To Operators using Cleveland Fare Boxes - When taking charge of a car the Operator will at once fill out and deposit in the fare box, the fare box indentification slip.

Friday, February 27th, 1931.

N O T I C E

Safety car operators on all divisions are hereby instructed that on and after Monday, March 9, 1931, parts of school tickets presented for fare will not be accepted. Operators will send word to the parents by the child presenting the part of ticket in regard to this order and the date it goes in effect. If part of a ticket is presented for fare on or after March 9th, 1931, operator will take it and turn it in to Superintendent's office with report. Parts of tickets are only to be taken when the child is returning home. Adjustment will be made on all tickets in the Bangor office, No. 33 State Street.

Thursday, March 5th, 1931.

N O T I C E

Commencing this date one-half of the heaters must be cut out in the cars on all Divisions except those on the Charleston Division.

Operators will take number of all employees' passes and turn in same on daily report from March 12th to the 26th, 1931, inc.

Thursday March 12, 1931.

NOTICE TO SAFETY CAR OPERATORS ON THE FIGURE EIGHT, HAMPDEN AND OLD TOWN
DIVISIONS

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Old Town Division

Commencing Wednesday, December 16th, 1931 and continuing until further notice Operators will note on their report in the dime column the number of passengers leaving car out-bound between Post Office Square and Otis & State Streets, and in-bound the number of passengers boarding car between Otis & State Streets and Exchange & State Streets.

Hampden Division

Operators on the Hampden Division will note on their report in the dime column the number of passengers leaving car out-bound between West Market Square and Murray's Service Station, and in-bound the number of passengers boarding car between Murray's Service Station and West Market Square.

Figure Eight

Operators on the Figure Eight will note on their report in the dime column the number of passengers on car when arriving on Westland Park Switch going in either direction.

NOTICE TO SAFETY CAR OPERATORS ON ALL DIVISIONS

On and after Tuesday, April 12th, 1932, State
Police in full uniform are to ride free.

BANGOR HYDRO-ELECTRIC COMPANY

By C. H. Johnson

ORDER

Supt. of Transportation

May 13, 1932.

On and after Friday, May 13, 1932, all cars in-bound on Washington Street will not stop to take on or let off passengers at the Union Station Stop, but will pass around curve on to Exchange Street, stopping front end of car at white pole. The stop for out-bound cars to take on or let off passengers will remain the same, that is, at the Union Station.

When two cars meet at Washington and Exchange Streets the in-bound car will have the right-of-way. Out-bound car will stop a sufficient distance from the curve to allow the in-bound car to pass around curve in safety.

NOTICE TO OPERATORS ON ALL DIVISIONS

Commencing June 5, 1932 and continuing until further notice, fare zones on the Old Town Division will be as follows:

Bangor to Greatworks

First Zone - Post Office Square, Bangor, to
Veazie Hill Switch

Second Zone - Veazie Hill Switch to North Hall,
U. of M.

Third Zone - North Hall, U. of M. to Greatworks

Greatworks to Bangor

First Zone - Greatworks to Island Avenue, Orono

Second Zone - Island Avenue, Orono to School
Street, Veazie

Third Zone - School Street, Veazie to Post
Office Square, Bangor

Passengers boarding car at School Street, Veazie are entitled to ride for one fare to North Hall, U. of M.

Passengers boarding car at Island Avenue, Orono, are entitled to ride for one fare to Greatworks.

Passengers boarding car in Greatworks are entitled to ride for one fare to Island Avenue, Orono.

Passengers boarding car at North Hall, U. of M. are entitled to ride for one fare to School Street, Veazie.

Passengers boarding car at Veazie Hill Switch are entitled to ride for one fare to Post Office Square, Bangor.

The \$1.00, \$1.50 and \$1.75 Weekly Passes, and the Shopper-Theatre Pass (price 50¢) will be sold by Operators, beginning Saturday, June 4, 1932 and continuing through Sunday, Monday and Tuesday, and on the same days of each week thereafter. Cash for the tickets will be turned in each day to clerk at the Main Street Car House. Any unsold passes will be turned in on Tuesday night or Wednesday morning of each week to the clerk at the Car House. Operators must be careful that all unsold tickets are not detached from the block, as the clerk will not accept any that are torn off.

Students' Weekly Pass (price 50¢) will be sold at 31 Main Street, Bangor, and at the Company's stores in Orono and Old Town.

Students' Pass, good for twenty rides (price \$1.00) will be sold at 31 Main Street, Bangor, and at the Company's stores in Orono and Old Town.

Cash fare per passenger - 10¢.

The \$1.00 Weekly Pass is good on any line in Bangor and Brewer and on any one zone on the Hampden and Old Town Divisions.

The \$1.50 Weekly Pass is good on any line in Bangor and Brewer, on the entire length of the Hampden Division, and on any two zones on the Old Town Division.

The \$1.75 Weekly Pass is good on any line, on any number of zones on any line, and on any car.

The Shopper-Theatre Pass (price 50¢) is good on any line in Bangor and Brewer and on any one zone on the Old Town and Hampden Divisions from 9 A. M. to 4 P. M. and from 6.30 P. M. to last car on Monday to Friday inclusive, and is good from 9 A. M. to last car on Saturday, Sunday and holidays, all hours.

The 50¢ Students' Pass is good on any line in Bangor and Brewer and on any one zone on the Old Town and Hampden Divisions. It must bear the signature of the student presenting it for transportation. This Pass will be stamped with a symbol which will appear on the Daily List, so that Operators may know that the Pass is good.

The \$1.00 Students' Pass is good at all times, providing it is used in the student's own community, and is to be punched only once.

The Students' Ticket (in use at the present time) is to be accepted for payment of fare until used up. No new ones, however, will be issued.

Registers to be used in keeping count of passengers riding on the new passes will be issued to Operators on the early runs and returned to Car House with fare boxes by the night crews. Riders on the one-zone pass will be counted once on the register. Riders on the two-zone pass will be counted twice on the register. Riders on the three-zone pass will be counted three times on the register.

BANGOR HYDRO-ELECTRIC COMPANY

By _____
Supt. of Transportation.

June 3, 1932.

CHANGE AFFECTING OLD TOWN DIVISION - BANGOR TO OLD TOWN.

On and after Sunday, March 5th, 1933, all passengers boarding an Old Town car in Bangor will pay the first-zone fare on entering. Passengers beyond the first zone will pay the second or third-zone fare on leaving car. Operators must be careful that passengers boarding the car in the first zone, holding a one-zone pass, do not attempt to use the pass when leaving car in the second or third zones. Passengers boarding car at School Street, Veazie, or beyond that point, will pay fare when leaving car. The collection of fares from Greatworks to Bangor will remain as it is at present.