

1939

# Maine Central Railroad Time Table No.18, September 1939

Maine Central Railroad

Follow this and additional works at: [https://digicom.bpl.lib.me.us/railroad\\_pubs](https://digicom.bpl.lib.me.us/railroad_pubs)

---

## Recommended Citation

Maine Central Railroad, "Maine Central Railroad Time Table No.18, September 1939" (1939). *Maine Railroad Publications*. 35.  
[https://digicom.bpl.lib.me.us/railroad\\_pubs/35](https://digicom.bpl.lib.me.us/railroad_pubs/35)

This Text is brought to you for free and open access by the Railroads in Bangor and Vicinity at Bangor Community: Digital Commons@bpl. It has been accepted for inclusion in Maine Railroad Publications by an authorized administrator of Bangor Community: Digital Commons@bpl. For more information, please contact [ccoombs@bpl.lib.me.us](mailto:ccoombs@bpl.lib.me.us).

## INDEX

---

	Page
Speed Schedule.....	1
Portland to Bangor (Lower Road)....	2-3
Bangor to Portland (Lower Road)....	4-5
Royal Junction to Waterville.....	6
Waterville to Royal Junction.....	7
Skowhegan Branch.....	6-7
Lewiston Branch.....	8
Farmington Branch.....	8
Harmony Branch.....	8
Rockland Branch.....	9
Dover-Foxcroft Branch.....	9
Bingham Branch.....	9
Rumford Branch.....	10
Canton Branch.....	10
Portland to St. Johnsbury.....	11
St. Johnsbury to Portland.....	11
Quebec Junction and Beecher Falls..	12

---

Bangor to Vanceboro.....	13
Vanceboro to Bangor.....	13
Bangor to Calais.....	14
Calais to Bangor.....	15
Bucksport-Waukeag.....	16
Eastport and Woodland Branches.....	16
General Special Instructions....	17-18-19-20
Portland Division Special Instructions.	20-31
Eastern Division Special Instructions.	32-36

*A. P. Prescott*

# MAINE CENTRAL RAILROAD

*BANGOR.*

*VANCEBORO*

## TIME TABLE No. 18

*CALAIS*

FOR EMPLOYEES ONLY

EFFECTIVE AT

12.01 A. M., SUNDAY

SEPTEMBER 24, 1939

*Bucksport  
WOODLAND*

SUPERSEDING

TIME TABLE NO. 17 AND ALL

SUPPLEMENTS THERETO

J. W. SMITH.  
GENERAL MANAGER.

S. E. MILLER,  
ASSISTANT GENERAL MANAGER.

F. W. ROURKE,  
GENERAL SUPERINTENDENT.

F. O. WOOD,  
SUPERINTENDENT  
PORTLAND DIVISION

M. A. THOMAS,  
SUPERINTENDENT  
EASTERN DIVISION

-----  
This card must be immediately filled out, signed, properly addressed to your Superior Officer and mailed.  
=====

Date \_\_\_\_\_ 1939.

I have received copy of Maine Central TIME TABLE No. 18,  
effective September 24, 1939.

\_\_\_\_\_  
Name

\_\_\_\_\_  
Occupation

\_\_\_\_\_  
Location

# SPEED SCHEDULE.

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

EASTWARD TRAINS—FIRST CLASS.

Miles from Portland	STATIONS.	23	5	701	707	1	503 B. & Ar.	11	213	711				
		Ex. Sun.	Ex. Sun.	Sun. Only	Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only				
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	Noon	P. M.	P. M.				
0.00	Portland Yard 8 W													
1.57	Portland Union Sta. W-N	12.05	7.00	7.05	7.10	7.10		12.00	12.03	12.05				
2.41	Tower Five N													
3.12	Woodfords	12.09	s 7.04	s 7.09	s 7.14	s 7.15		s 12.04	s 12.07	s 12.09				
4.19	Deering Junction X-W-N	12.12	B 7.07	7.12	f 7.17	B 7.18		12.07	f 12.10	12.12				
6.56	P. T. Limit	12.15	7.10	7.15	7.20	7.21		12.10	12.13	12.15				
7.92	West Falmouth													
11.07	Cumberland Center W	12.21	B 7.17	B 7.21	f 7.26	s 7.29		12.16	f 12.20	12.21				
13.30	Royal Junction N	12.24	7.20	7.24	7.29	7.32		12.19	12.23	12.24				
15.09	Yarmouth Junction N			s 7.28		s 7.39		f 12.22		12.26				
20.64	Freeport N			s 7.37		s 7.49		f 12.32		s 12.34				
25.32	Hillside			7.44		7.56		12.39		12.41				
29.21	Brunswick X-W-N			s 7.50 8.00		s 8.02 8.12		s 12.44 12.53		s 12.46 12.50				
33.05	Cathance			8.06		8.18		12.59		12.56				
36.90	Bowdoinham D			s 8.11		s 8.24		1.04		f 1.01				
40.58	Harwards			8.17		8.30		1.09		1.06				
44.64	Richmond W-D			s 8.23		s 8.37		s 1.15		s 1.12				
48.23	Dresden			8.28		8.42		1.20		1.17				
51.87	Lawrence Mills—South Gardiner			s 8.34		s 8.49		1.25		1.22				
56.10	Gardiner X-N			s 8.42		s 8.58		s 1.33 <sup>350</sup>		s 1.29 <sup>350</sup>				
56.34	Cobbossee Crossover													
57.34	Farmingdale Crossover													
60.34	Hallowell			s 8.49		s 9.06		1.39		s 1.36				
62.48	Augusta X-W-N			s 8.59		s 9.10 9.15 <sup>10</sup>		s 1.46		s 1.43				
66.33	Kennebec			9.09 <sup>764</sup>		9.21		1.52		1.49				
70.09	Riverside			9.16		9.26		1.57		1.54				
73.91	Vassalboro			f 9.21		s 9.32		P 2.02		f 1.59				
80.21	Winslow X			# 9.30		9.40		2.09		2.06				
81.76	Waterville X-W-N	2.20		s 9.34 9.42		s 9.44 9.53		s 2.12 2.20		s 2.09 2.15				
84.32	Fairfield X	2.25		B 9.47		s 9.58		2.25		f 2.20				
85.16	Parkers Crossover													
89.14	Canaan Road Crossover													
90.11	Clinton N	2.32		f 9.55		s 10.07		2.32 <sup>12</sup>		f 2.28				
95.41	Burnham Jct. W-D	2.39		f 10.04		s 10.18		s 2.42		f 2.37 <sup>702</sup>				
99.10	Half Way	2.44		10.10		10.24		2.48		2.43				
102.48	Pittsfield X-N	2.49		s 10.16		s 10.30 <sup>360</sup>		s 2.54		s 2.49				
106.71	Detroit			f 10.22		f 10.36				2.55				
109.49	Newport Junction X-W-D	2.58		s 10.28		s 10.46		s 3.06		s 3.01				
112.19	East Newport D	3.02		f 10.33		f 10.51		3.11		f 3.06				
117.87	Etna	3.09		f 10.41		f 10.59		3.18		3.13				
121.82	Carmel	3.14		f 10.47		f 11.05		3.23		f 3.18				
124.50	Dabscook Crossover													
126.22	Hermon Pond D	3.20		f 10.53		f 11.12		3.29 <sup>48</sup>		f 3.24				
129.96	Center—Hermon Center X-W	3.26		10.58		11.17		3.34		3.29				
131.29	Northern Maine Jct. X-N	s 3.28 3.39 <sup>502</sup>		11.00		11.20	1.28 <sup>12</sup>	3.36		3.31				
136.56	Bangor Frgt. Yd. X-W-N	3.47		11.07		11.27	1.38	3.43		3.38				
136.93	Bangor X-W-N	3.50		11.10		11.30	1.40	3.45		3.40				
		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				

Runs via Lewiston

No. 503 loses right and schedule after 2.30 P. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 11 is superior to Nos. 48 and 512.

No. 711 is superior to 702.

# Stops to unload newspapers.

Trains using Portland Terminal Company tracks will be governed by Portland Terminal Company timetable and rules, and assume corresponding schedules of that timetable. Train schedules and all regulations shown in this timetable as applying within Portland Terminal Company limits are for information only.

For references, see page 20.

EASTWARD TRAINS—FIRST CLASS. WESTWARD

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	EASTWARD TRAINS—FIRST CLASS. WESTWARD				THIRD CLASS.			
			15	19	509 B. & Ar.	21	351	321 Mixed	339	
			Ex. Sun. P. M.	Ex. Sun. P. M.	Ex. Sun. P. M.	Daily P. M.	Daily A. M.	Ex. Sun. A. M.	Ex. Sun. P. M.	
		<i>Rigby Yard</i> W-N						12.01		5.00
0.00		<i>Portland Yard 8</i> W								
1.57		<i>Portland Union Sta.</i> W-N	1.55	7.05		10.20				
2.41		<i>Tower Five</i> N								
3.12		<i>Woodfords</i>		7.09		10.24		12.16		5.16
4.19		<i>Deering Junction</i> X-W-N	1.59	7.12		10.27		12.20		5.20
6.56		<i>P. T. Limit</i>	2.02	7.15		10.30		12.25		5.25
7.92		<i>West Falmouth</i>								
11.07	E. 71	<i>Cumberland Center</i> W		7.20		10.36		12.32		5.32
13.30		<i>Royal Junction</i> N	2.09	7.23		10.39		12.36		5.36
15.09		<i>Yarmouth Junction</i> N		f 7.25		10.41				
20.64	47	<i>Freeport</i> N		s 7.36 <sup>48</sup>		f10.49				
25.32	61	<i>Hillside</i>		7.43		10.56				
29.21		<i>Brunswick</i> X-W-N		s 7.48 7.55		s 11.01 11.10				
33.05	111	<i>Cathance</i>		8.01		11.16				
36.90	53	<i>Bowdoinham</i> D		c 8.06		11.21				
40.58	60	<i>Harwards</i>		8.11		11.26				
44.64	W.112	<i>Richmond</i> W-D		s 8.18		f11.32				
48.23	W. 73	<i>Dresden</i>		8.23		11.37				
51.87	E 36	<i>Lawrence Mills</i> — South Gardiner		8.28		11.42				
56.10	W. 34	<i>Gardiner</i> X-N		s 8.35		s 11.48 <sup>22</sup> 11.51				
56.34		<i>Cobbossee Crossover</i>								
57.34		<i>Farmingdale Crossover</i>								
60.34		<i>Hallowell</i>		s 8.42		c11.58				
62.48		<i>Augusta</i> X-W-N		s 8.50		s12.10				
66.33	107	<i>Kennebec</i>		8.56		12.16				
70.09	E. 50	<i>Riverside</i>		9.01		12.21				
73.91	E.107	<i>Vassalboro</i>		c 9.06		12.26				
80.21	W. 53	<i>Winslow</i> X		9.13		12.33				
81.76		<i>Waterville</i> X-W-N	3.46	s 9.16 9.23		s 12.36 12.45		4.00	6.00	8.50
84.32		<i>Fairfield</i> X	3.50	9.28		12.50		4.10	f6.15	9.00
85.16		<i>Parkers Crossover</i>								
89.14		<i>Canaan Road Crossover</i>								
90.11	E.53-E. 58	<i>Clinton</i> N	3.56	9.36		12.57		4.22		9.12
95.41	114-43	<i>Burnham Jet.</i> W-D	4.02	9.43		1.07		4.33		9.23
99.10	72	<i>Halfway</i>	4.06	9.48		1.12		4.40		9.30
102.48	W. 56	<i>Pittsfield</i> X-N	M 4.10	s 9.54		s 1.19		4.46		9.36
106.71		<i>Detroit</i>		10.00		1.25				
109.49	W. 44	<i>Newport Junction</i> X-W-D	M 4.19	s10.06		s 1.40		4.58		9.48
112.19		<i>East Newport</i> D		10.11		1.45				
117.87		<i>Etna</i>		10.18		1.52		5.13		10.03
121.82		<i>Carmel</i>	4.36	10.23		1.57				
124.50		<i>Dabscook Crossover</i>								
126.22	W. 71	<i>Hermon Pond</i> D	4.42	10.29		2.03		5.28		10.18
129.96	W. 52	<i>Center—Hermon Center</i> X-W		10.34		2.08		5.35		10.25
131.29	E. 46	<i>Northern Maine Jct.</i> X-N	L 4.50 <sup>612</sup>	10.36 <sup>339</sup>	10.53	2.10		s6.15		10.30 <sup>19</sup> s11.10 <sup>509</sup>
136.56		<i>Bangor Frgt. Yd.</i> X-W-N		10.43	11.03	2.18		6.30		11.30
136.93		<i>Bangor</i> X-W-N	5.00	10.45	11.05	2.20				
			P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	P. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 15 is superior to Nos. 14, 48, 512 and 16.

No. 19 is superior to No. 22.

No. 21 is superior to No. 22.

Trains using Portland Terminal Company tracks will be governed by Portland Terminal Company timetable and rules, and assume corresponding schedules of that timetable. Train schedules and all regulations shown in this timetable as applying within Portland Terminal Company limits are for information only.

For references, see page 20.

WESTWARD TRAINS—FIRST CLASS.

4

Miles from Bangor	STATIONS.	8	502 B. & Ar.	214	10	764	12	14	702	724					
		Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.	Ex. Sun.	Sun. Only	Sun. Only					
0.00	Bangor	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.					
0.37	Bangor Frgt. Yd.	X-W-N	12.35	3.20	6.50	7.15	1.15		1.15						
5.64	Northern Maine Jct.	X-N	12.37	3.22	6.52	7.17	1.17		1.17						
6.97	Center—Hermon Center	X-W	12.49	3.32 <sup>23</sup>	7.01	7.26	s 1.28 <sup>503</sup>		1.27						
10.71 12.43	Hermon Pond Dabscook Crossover	D	12.51		7.03	7.28	1.30		1.29						
15.11	Carmel		12.56		7.08	f 7.34	1.35		1.34						
19.06	Etna		1.01		7.13	f 7.39			1.39						
24.74	East Newport	D	1.07		7.18	f 7.46			1.44						
27.44	Newport Jct.	X-W-D	1.15		f 7.26	f 7.54	1.51		1.51						
30.22	Detroit		1.18		s 7.37	s 8.00	s 1.57		s 2.05						
34.45	Pittsfield	X-N	1.28			f 8.05									
37.83	Half Way		1.33		s 7.49	s 8.11	s 2.08		s 2.16						
41.52	Burnham Jct.	W-D	1.38		7.54	8.16	2.13		2.22						
46.82 47.79 51.77	Clinton Canaan Road Crossover Parkers Crossover	N	1.45		s 8.04	f 8.21	s 2.20		s 2.27 <sup>711</sup>						
52.61	Fairfield	X	1.52		f 8.12	f 8.29	2.27 <sup>711</sup>		f 2.51						
55.17	Waterville	X-W-N	s 2.05	No. 502 loses right and schedule after 5.15 A. M.	f 8.20	f 8.37	2.34		B 2.59						
56.72	Winslow	X	2.08			s 8.25	s 8.42	s 2.38		3.04					
63.02	Vassalboro		2.16			s 8.35	s 8.47	s 2.43		s 3.10					
66.84	Riverside		2.21			8.38	8.50	2.46							
70.60	Kennebec		2.26			f 8.47	f 8.58	P 2.53		f 3.22					
74.45	Augusta	X-W-N	A 2.32			9.03	2.58								
76.59	Hallowell		2.35		s 9.07 <sup>1</sup>	s 9.17	s 3.03		3.32						
79.59 80.59	Farmingdale Crossover Cobbossee Crossover				s 9.12	s 9.22	s 3.13		s 3.40						
80.83	Gardiner	X-N	2.42						3.44						
85.06	Lawrence Mills— South Gardiner		2.49		s 9.21	s 9.30	s 3.25		s 3.52						
88.70	Dresden		2.54		9.28	f 9.38	3.32		f 4.00						
92.29	Richmond	W-D	2.58		9.33	9.44	3.37		4.05						
96.35	Harwards		3.04		s 9.41	s 9.50	s 3.43		s 4.11						
100.03	Bowdoinham	D	3.09		9.47	9.56	3.49								
103.88	Cathance		3.15		s 9.53	f 10.02	3.54		f 4.23						
107.72	Brunswick	X-W-N	Q 3.21		9.59	10.08	3.59		4.29						
111.61	Hillside		3.27		s 10.05	s 10.14	s 4.05		s 4.35						
116.29	Freeport	N	3.33		10.15	10.19	4.15		4.43						
121.84	Yarmouth Junction	N	3.40		10.22	10.26	4.22		4.50						
123.63	Royal Junction	N	3.43		s 10.31	s 10.34	s 4.30		f 4.58						
125.86	Cumberland Center	W	3.46		f 10.39	f 10.42	f 4.38		f 5.06						
129.01	West Falmouth				10.42	10.45	f 10.48	4.44	f 4.47	5.12	f 5.15				
130.37	P. T. Limit		3.53		10.49	10.52	10.54	4.50	4.54	5.19	5.22				
132.74	Deering Junction	X-W-N	3.57		10.53	10.56	10.58	4.53	c 4.58	5.23	f 5.26				
133.81	Woodfords		4.00		10.55	s 10.59	s 11.00	s 4.55	c 5.00	c 5.25	f 5.29				
134.52	Tower Five	N													
135.36	Portland Union Sta.	W-N	4.05		11.00	11.05	11.05	5.00	5.05	5.30	5.35				
136.93	Portland Yard 8	W													

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 711 is superior to No. 702.  
No. 15 is superior to No. 14.

Trains using Portland Terminal Company tracks will be governed by Portland Terminal Company timetable and rules, and assume corresponding schedules of that timetable. Train schedules and all regulations shown in this timetable as applying within Portland Terminal Company limits are for information only.

WESTWARD TRAINS—FIRST CLASS.

THIRD CLASS. 5

Miles from Bangor	STATIONS.	48	512	16	22					322	398	394	350	354
		Mixed	B. & Ar.											
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily					Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Daily
		P. M.	P. M.	P. M.	P. M.					A. M.	P. M.	P. M.	A. M.	P. M.
0.00	Bangor X-W-N	3.00	4.35	5.15	9.30									
0.37	Bangor Frgt. Yd. X-W-N	3.02	4.37		9.32								7.30	2.00
5.64	Northern Maine Jct. X-N	f 3.12	4.47 <sup>15</sup>	5.28 5.38	9.43								s 9.15	2.22
6.97	Center—Hermon Center X-W	3.14			9.45								9.20	2.25
10.71 12.43	Hermon Pond D Dabscook Crossover	f 3.21 <sup>11</sup>		5.44	9.50								9.30	2.33
15.11	Carmel	f 3.28			9.55								9.40	2.43
19.06	Etna	f 3.36			10.00								9.52	2.53
24.74	East Newport D	f 3.45			10.07								10.04	3.05
27.44	Newport Junction X-W-D	s 3.50 4.02		m 6.04	s 10.14								10.10	3.10
30.22	Detroit	f 4.09												
34.45	Pittsfield X-N	s 4.20		m 6.13	s 10.27								10.32 <sup>1</sup>	3.23
37.83	Half Way	4.26		6.18	10.33								10.40	3.30
41.52	Burnham Jct. W-D	s 4.43		6.22	10.38								10.47	3.37
46.82 47.79 51.77	Clinton N Canaan Road Crossover Parkers Crossover	s 4.52		6.28	f 10.46								10.57	3.47
52.61	Fairfield X	s 5.01		6.35	10.55					10.55			11.08	3.58
55.17	Waterville X-W-N	s 5.06 5.25		s 6.39	s 11.00 11.10					11.05			f 12.15	f 4.35
56.72	Winslow X	5.28			11.13								12.20	4.40
63.02	Vassalboro	f 5.36			11.21								12.31	4.51
66.84	Riverside	5.41			11.26								12.37	4.57
70.60	Kennebec	5.46			11.31								12.43	5.03
74.45	Augusta X-W-N	s 6.05			s 11.40								12.52	5.12
76.59	Hallowell	s 6.10			11.44								12.56	5.16
79.59 80.59	Farmingdale Crossover Cobbossee Crossover													
80.83	Gardiner X-N	s 6.20			s 11.53 <sup>21</sup>								1.33 <sup>11</sup> 7:11	5.25
85.06	Lawrence Mills—South Gardiner	f 6.28			12.01								1.43	5.33
88.70	Dresden	6.33			12.06								1.49	5.39
92.29	Richmond W-D	s 6.40			v 12.11								1.58	5.46
96.35	Harwards	6.47			12.16								2.25	6.05
100.03	Bowdoinham D	f 6.52			12.21								2.32	6.12
103.88	Cathance	6.58			12.26								2.40	6.20
107.72	Brunswick X-W-N	s 7.04 7.15			s 12.32 12.38								2.48	6.28
111.61	Hillside	7.22			12.45								2.59	6.39
116.29	Freeport N	s 7.33 <sup>10</sup>			v 12.51								3.09	6.49
121.84	Yarmouth Junction N	f 7.45			v 12.58								3.20	7.00
123.63	Royal Junction N	7.48		8.14	1.00					1.35	1.54		3.24	7.03
125.86	Cumberland Center W	f 7.51			1.03					1.39	1.58		3.28	7.07
129.01	West Falmouth													
130.37	P. T. Limit	7.59		8.22	1.09					1.48	2.07		3.42	7.16
132.74	Deering Junction X-W-N	8.03		8.25	1.13					1.54	2.13		3.48	7.22
133.81	Woodfords	c 8.06			1.15					1.58	2.17		3.52	7.26
134.52	Tower Five N													
135.36	Portland Union Sta. W-N	8.12		8.30	1.20									
136.93	Portland Yard 8 W													
	Rigby Yard W-N									A. M.	2.30 P. M.	2.50 P. M.	4.15 P. M.	8.05 P. M.

No. 512 loses right and schedule after 5.45 P. M.

Runs via Lewiston

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

- No. 11 is superior to Nos. 48 and 512.
- No. 15 is superior to Nos. 48, 512 and 16.
- No. 19 is superior to No. 22.
- No. 21 is superior to No. 22.

Trains using Portland Terminal Company tracks will be governed by Portland Terminal Company timetable and rules, and assume corresponding schedules of that timetable. Train schedules and all regulations shown in this timetable as applying within Portland Terminal Company limits are for information only.



6

EASTWARD TRAINS—FIRST CLASS.

THIRD CLASS.

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	EASTWARD TRAINS—FIRST CLASS.								THIRD CLASS.	
			23	5	7	707	213	15	245	351	339	
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	
13.30		Royal Junction N	A. M. 12.24	A. M. 7.20	A. M.	A. M. 7.29	P. M. 12.23	P. M. 2.09		A. M. 12.36	P. M. 5.36	
16.91	W. 67	Walnut Hill	12.29	7.25		7.34	12.28					
19.19		Mill Road										
21.28		Gray W	12.34	f 7.33		f 7.40	f 12.35			12.51	5.55	
25.84	45	New Gloucester D	12.40	s 7.41		f 7.47	f 12.42	2.23		1.00	6.05	
30.73	61	Danville Jct. N	12.47	s 7.51		s 7.55	s 12.51 <sup>898</sup>	2.30		1.10	6.15	
32.94	W. 62	Rumford Jct. X	12.51	s 8.02		7.59	12.56	2.33		1.15	6.20	
33.47		Hacketts X		8.03								
36.29	W. 37	Auburn X	12.55	s 8.11		s 8.16	s 1.03	2.37	s 4.23	1.22	6.27	
37.07		Lewiston X-W-N	s 12.57 1.10	s 8.13 8.22	8.30	s 8.18 8.35	s 1.05 <sup>894</sup> 1.15 <sup>894</sup>	s 2.41	4.25	1.25	6.30	
38.90	231	Fair Grounds X		8.26	8.36	8.39	1.19			1.28	6.33	
44.60	W. 29	Greene	1.22	B 8.34	f 8.44	f 8.47	f 1.27	2.50		1.40	6.45	
47.69	139	Leeds Jct. X-W-N	1.26	B 8.38	s 8.49	s 8.52	s 1.32	2.54 <sup>6</sup>		2.00	7.29 <sup>10</sup>	
51.12	52	Monmouth D	1.31	s 8.45				2.59		2.08	7.37	
53.61	16	Annabessacook		f 8.48				3.02				
56.67	W.17-W.63	Winthrop X-D	1.37	s 8.56				s 3.07 <sup>14</sup>		2.16	7.45	
59.90	W. 34	Maranacook	1.41	f 9.01				3.12				
62.34	E. 107	Readfield D	1.44	s 9.08				3.15		2.26	7.55	
65.52	17	Hoyts		9.13								
70.24	W. 41	Belgrade D	1.54	s 9.20				3.25		2.40	8.09	
75.07	47	Messalonskee-North Belgrade W	2.00	f 9.27						2.47	8.16	
79.23	W. 79	Oakland X-W-N	2.05	s 9.36				3.36		2.55	8.24	
85.29		Waterville X-W-N	s 2.14	9.45	A. M.	A. M.	P. M.	s 3.44	P. M.	3.10	8.40	

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 15 is superior to Nos. 6, 14 and 16.

EASTWARD TRAINS—FIRST CLASS.

SKOWHEGAN BRANCH

THIRD CLASS.

Miles from Fairfield	Passing Sidings. Capacity Cars.	STATIONS.	EASTWARD TRAINS—FIRST CLASS.								SKOWHEGAN BRANCH		THIRD CLASS.	
											321 Mixed			
											Ex. Sun.			
0.00		Fairfield X									A. M. 6.15			
3.04	45	Shawmut									f 6.30			
6.33		Good Will Farm									f 6.38			
7.73	20	Hinckley									f 6.55			
15.65		Skowhegan X-D									7.20			
											A. M.			

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 321 is superior to No. 322.

WESTWARD TRAINS—FIRST CLASS.

THIRD CLASS. 7

Miles from Waterville	STATIONS.		242	214	6	14	724	16					398	394
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.					P. M.	P. M.
0.00	Waterville	X-W-N	No. 242 loses right and schedule after 9.00 A. M.				2.14	6.41						
6.06	Oakland	X-W-N					s 2.25	6.49						
10.22	Messalonskee	No. Bel. W					f 2.32							
15.05	Belgrade	D					s 2.40	7.00						
19.77	Hoyts						2.46	7.06						
22.95	Readfield	D					s 2.52	7.10						
25.39	Maranacook						f 2.56							
28.62	Winthrop	X-D					s 3.00 <sup>15</sup> 3.07 <sup>15</sup>	s 7.18						
31.68	Annabessacook						f 3.12							
34.17	Monmouth	D					s 3.19							
37.60	Leeds Jet.	X-W-N		9.34	3.01 <sup>15</sup>	c 3.27	4.03	7.29 <sup>339</sup>					12.20	
40.69	Greene			f 9.39	f 3.06	c 3.31	f 4.08						12.28	
46.39	Fair Grounds	X		9.46	3.14	3.38	4.15	7.39					12.40	
48.22	Lewiston	X-W-N	7.40	s 9.50 9.57	3.20	s 3.42 3.53	s 4.21	s 7.44					1.05 <sup>215</sup>	
49.00	Auburn	X	s 7.43	s 10.03		s 3.59	s 4.34						1.10	
51.82	Hacketts	X	7.48	10.08		4.04	4.39							
52.35	Rumford Jet.	X		s 10.09		s 4.11	4.40	7.50				12.30	1.16	
54.56	Danville Jet.	N		s 10.15		s 4.17	s 4.45	7.54				s 12.36 1.00 <sup>215</sup>	1.21	
59.45	New Gloucester	D		f 10.22		f 4.24	f 4.52	8.00				f 1.10	1.30	
64.01	Gray	W		f 10.28		f 4.32	f 5.00					f 1.20	1.39	
66.10	Mill Road													
68.38	Walnut Hill											f 1.28	1.47	
71.99	Royal Junction	N		10.39		4.43	5.12	8.14				1.35	1.54	
			A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				P. M.	P. M.	

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 15 is superior to Nos. 6, 14 and 16.

Arriving time of No. 14 at Winthrop to be advertised as leaving time.

WESTWARD TRAINS—FIRST CLASS.

SKOWHEGAN BRANCH

THIRD CLASS.

Miles from Skowhegan	STATIONS.										322
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
0.00	Skowhegan	X-D									A. M.
7.92	Hinckley										9.45
9.32	Good Will Farm										f 10.10
12.61	Shawmut										f 10.15
15.65	Fairfield	X									f 10.30
											f 10.55
											A. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 321 is superior to No. 322.

8 EASTWARD TRAINS—THIRD CLASS. LEWISTON BRANCH WESTWARD TRAINS—THIRD CLASS.

Miles from Brunswick	Passing Sidings. Capacity Cars.	STATIONS.	317		Miles from Lewiston	STATIONS.	318	
			Ex. Sun.	A. M.			Ex. Sun.	A. M.
0.00		Brunswick X-W-N	5.15	A. M.	0.00	Lewiston—Lower Sta. X-W	11.00	A. M.
4.64	W. 17	Pejepscot Mills	5.30		4.83	Crowleys X	11.13	
5.99	Mill Spur	Simpsons	5.35		7.91	Lisbon X	11.25	
8.22	Yard	Little River—Lisbon Falls X-D	5.55		11.41	Little River—Lisbon Falls X-D	11.45	
11.72	Frnt.Track	Lisbon X	6.15		13.64	Simpsons	12.40	
14.80	Yard	Crowleys X	6.45		14.99	Pejepscot Mills	12.45	
19.63		Lewiston—Lower Sta. X-W	7.15	A. M.	19.63	Brunswick X-W-N	1.00	P. M.

EASTWARD TRAINS—FIRST CLASS. FARMINGTON BRANCH WESTWARD TRAINS—FIRST CLASS. THIRD CLASS

Miles from Leeds Junc.	Passing Sidings. Capacity Cars.	STATIONS.	7			STATIONS.	214			6			724	394
			Ex. Sun.	Sun. Only	Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
0.00	E. 19	Leeds Junction X-W-N	8.50	8.53	1.33	Farmington X-W-D	A. M.	P. M.	P. M.				A. M.	
1.78		Highmoor				Westville—W. Farmington X	s 1.43	f 2.53					f 8.03	
4.39	E. 20	Curtis Corner	8.58	9.01	f 1.42	Tyngston—East Wilton		1.50	3.00				f 8.15	
7.26	E. 40	Centraltown—Leeds Center	9.02	f 9.05	f 1.47	Wilton X-D	s 1.59	s 3.07					s 8.45	
8.40		Androscoggin			f 1.50	North Jay X-W	s 2.07	f 3.14					f 8.55	
10.08	23	Littleboro—North Leeds	f 9.12 <sup>214</sup>	f 9.11	s 1.54	The Bridge—Jay		2.14	3.21				f 9.05	
12.27	47	Stricklands	9.18	9.15	s 1.59	Livermore Falls X-W-D	8.52	s 2.18 2.22 <sup>214</sup>	s 3.25				s 9.15 11.20 <sup>7</sup>	
15.02	W. 19	Norlands—East Livermore	f 9.23	f 9.20	s 2.04	Shuy X	8.55	2.25	3.28				11.25	
18.80	28	Shuy X	9.29	9.26	2.10	Norlands—East Livermore	s 9.01	f 2.31	f 3.33				11.35	
20.14	Yard	Livermore Falls X-W-D	s 9.35 <sup>394</sup>	s 9.35	s 2.13 <sup>6</sup>	Stricklands	s 9.07	2.36	3.38				11.41	
22.33	E. 18	The Bridge—Jay	9.39	9.39		Littleboro—North Leeds	s 9.12 <sup>7</sup>	f 2.41	f 3.42				11.46	
25.76	W. 24	North Jay X-W	s 9.46	f 9.45		Androscoggin	f 9.15							
29.38	W. 23	Wilton X-D	s 9.54	s 9.53		Centraltown—Leeds Center	f 9.18	2.47	f 3.48				11.52	
31.70	W. 11	Tyngston—East Wilton	9.59	9.58		Curtis Corner	f 9.23	2.51	3.52				11.58	
35.89	W. 19	Westville—W. Farmington X	s 10.07	s 10.05		Highmoor	9.27	2.55						
36.58		Farmington X-W-D	10.10	10.08		Leeds Junction X-W-D	s 9.31	s 2.59	s 4.00				s 12.10	
			A. M.	A. M.	P. M.		A. M.	P. M.	P. M.				P. M.	

EASTWARD TRAINS—FIRST CLASS. HARMONY BRANCH WESTWARD TRAINS—FIRST CLASS.

Miles from Pittsfield	Passing Sidings. Capacity Cars.	STATIONS.	805		Miles from Harmony	STATIONS.	804	
			Mixed	Ex. Sun.			Mixed	Ex. Sun.
0.00		Pittsfield X-W-N	8.30	A. M.	0.00	Harmony X-W-D	10.15	A. M.
3.92	3	West Palmyra	f 8.42		2.00	Mainstream	f 10.21	
6.08		Thompsons	f 8.50		5.77	Wild Goose Club	f 10.30	
8.06	Frnt.Track	Hartland X	s 9.10		9.41	Hartland X	s 10.55	
11.70		Wild Goose Club	f 9.20		11.39	Thompsons	f 11.02	
15.47	4	Mainstream	f 9.27		13.55	West Palmyra	f 11.10	
17.47		Harmony X-D	9.40	A. M.	17.47	Pittsfield X-W-N	11.25	A. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 317 is superior to No. 318.

No. 394 has rights of an extra train only, between yard limit signs, Livermore Falls yard.

No. 805 is superior to No. 804.

EASTWARD TRAINS—FIRST CLASS.

ROCKLAND BRANCH

WESTWARD TRAINS—FIRST CLASS.

THIRD CLASS.

Miles from Brunswick	Passing Sidings. Capacity Cars.	STATIONS.	775	55	57	59	Miles from Rockland	STATIONS.	52	54	776	56	324	
			Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only		Ex. Sun.
0.00		Brunswick X-W-N	A. M. 8.02	A. M. 8.14	P. M. 12.55	P. M. 7.57		0.00	Rockland X-W-D	A. M. 8.00	P. M. 2.00	P. M. 2.40	P. M. 5.00	A. M. 5.30
4.33	W. 25	Hardings	8.09	8.21	1.02	8.04		0.71	Lime Rock Cr's'g	8.02	2.02	2.42	5.02	5.33
8.74		Bath X-W-D	s 8.19	s 8.33	s 1.12	s 8.14		4.17	Thomaston X-D	s 8.10	s 2.10	s 2.50	s 5.10	s 6.00
9.52	E. 29	Woolwich X	s 8.21	s 8.35	1.14	8.16		6.91	Georges River	f 8.15	2.15	2.55	5.15	f 6.06
11.91		Nequasset	c 8.38					11.35	Warren W-D	s 8.24	s 2.23 <sup>57</sup>	f 3.03	s 5.23	s 6.45
13.66		Wrights	8.28	8.42	1.20	8.22		12.94	Spears					
16.44	W. 19	Montsweag	f 8.32	f 8.46	1.24	8.26		17.10	Allens	8.33	2.35	3.12	5.32	f 7.00
20.15	Yard	Wiscasset X-D	s 8.41	s 9.03	s 1.34	s 8.35		18.10	Waldoboro D	s 8.37	s 2.39	s 3.15	s 5.35	s 7.15
22.03		Sheepscot	8.44	9.11 <sup>52</sup>	1.37	8.38		19.71	Winslows Mills	s 8.41	2.42	f 3.18	s 5.38	s 7.25
22.96	W. 16	Marsh— <sup>South</sup> Newcastle	8.46	9.14 <sup>324</sup>	1.39	8.40		23.93	Muscongus Bay	8.48	2.48	3.25	5.45	7.35
27.17	E. 14	Newcastle X-W-D	s 8.55	s 9.23	s 1.48	s 8.48		24.90	Nobleboro	f 8.50		f 3.27	f 5.47	f 7.38
29.05	E. 25	Damariscotta Mills	s 8.59	s 9.27	1.52	8.52		27.66	Damariscotta Mills	s 8.56	2.55	f 3.33	f 5.53	f 7.45
31.81		Nobleboro	f 9.05	f 9.32				29.54	Newcastle X-W-D	s 9.02	s 3.01	s 3.38	s 5.58	s 8.45
32.78	W. 25	Muscongus Bay	9.07	9.34	1.58	8.58		33.75	Marsh— <sup>South</sup> Newcastle	9.09 <sup>324</sup>	3.08	3.45	6.05	f 8.55 <sup>52</sup> 9.14 <sup>55</sup>
37.00	E. 27	Winslows Mills	s 9.14	s 9.41	f 2.05	9.04		34.68	Sheepscot	9.11 <sup>55</sup>		3.47	6.07	9.18
38.61		Waldoboro D	s 9.20	s 9.47	s 2.10	f 9.08		36.56	Wiscasset X-D	s 9.18	s 3.16	s 3.51	s 6.11	s 9.50
39.61	15	Allens	9.23	9.50	2.13	9.10		40.27	Montsweag	f 9.26	f 3.59	f 6.19	f 10.02	
43.77		Spears						43.05	Wright's	9.30	3.27	4.03	6.23	f 10.07
45.36	E. 22	Warren W-D	s 9.33	s 10.01	2.23 <sup>54</sup>	c 9.19		44.80	Nequasset					10.12
49.80	W. 10	Georges River	9.40	10.08	2.31	9.26		47.19	Woolwich X	s 9.38	3.34	4.10	6.30	f 10.18
52.54	E. 13	Thomaston X-D	s 9.46	s 10.15	s 2.40	c 9.31		47.97	Bath X-W-D	s 9.45	s 3.40	s 4.14	s 6.34	s 10.45
56.00		Lime Rock Crossing	9.53	10.22	2.48	9.38		52.38	Hardings	9.54	3.49	4.23	6.43	11.00
56.71		Rockland X-W-D	9.55	10.25	2.50	9.40		56.71	Brunswick X-W-N	10.01	3.56	4.30	6.50	11.15
			A. M.	A. M.	P. M.	P. M.				A. M.	P. M.	P. M.	P. M.	A. M.

No. 54 take siding for No. 57.

DOVER-FOXCROFT BRANCH

BINGHAM BRANCH

EASTWARD TRAINS				WESTWARD TRAINS		THIRD CLASS	EASTWARD TRAINS				WESTWARD TRAINS.		THIRD CLASS
Miles from Newport	Passing Sidings. Capacity Cars.	STATIONS.		STATIONS.		384	Miles from Oakland.	Passing Sidings. Capacity Cars.	STATIONS.	STATIONS.		334	
						Ex. Sun.						Ex. Sun.	
0.00		Newport Junction		Dover-Foxcroft X-W-D		A. M. 5.45	0.00		Oakland	Bingham W-D		A. M.	
7.07	33	Corinna		Starbirds			5.54	13	Otis Hill	Austin Junction X		7.33	
9.52		Lincoln Mills		West Dover		f 6.05	7.79	13	Hoxies	Solon		f 7.50	
11.64		Moodys		Silvers Mills		f 6.12	13.04	19	Norridgewock	Embden		f 8.05	
15.35	23	Dexter		Dexter X-W-D		s 6.45	20.89	E. 10	Madison	North Anson X-D		s 8.30	
20.03	8	Silvers Mills		Moodys		f 6.55	21.30	Yard	Riverview—Anson	Riverview—Anson X		f 8.45	
22.53		West Dover		Lincoln Mills		f 7.00	25.26	W. 23	North Anson	Madison X-W-D		s 8.50 10.30	
24.17		Starbirds		Corinna X-D		s 7.45	30.43		Embden	Norridgewock X-D		s 11.15	
29.43		Dover-Foxcroft		Newport Junction X-W-D		8.05 A. M.	33.84		Solon	Hoxies		f 11.32	
							39.98	8	Austin Junction	Otis Hill		f 11.39	
							41.02		Bingham	Oakland X-W-N		11.55	
												A. M.	

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 384 has rights of an extra train only, in Newport Junction Yard.

No. 334 has rights of an extra train only, in Oakland yard.

10 EASTWARD TRAINS—FIRST CLASS.					THIRD CLASS	RUMFORD BRANCH	WESTWARD TRAINS	FIRST CLASS.	THIRD CLASS		
Miles from Rumford Jct.	Passing Sidings. Capacity Cars.	STATIONS.	205	213		Miles from Rumford	STATIONS.	214	226		⊕398
			Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.		Ex. Sun.
0.00	17	Rumford Junction X	A. M. 8.03	P. M.		0.00	Rumford X-D	A. M. 8.00	P. M. 2.20		A. M.
5.85		Riccars				1.52	Lower Yd. X-W-D	8.03	2.23		9.00
7.97	W. 49	Poland	s 8.18			4.52	Dixfield X-D	s 8.09	s 2.30		f 9.41 <sup>200</sup>
11.62	16	Mechanic Falls X-W-D	s 8.30			7.91	Peru	f 8.16	f 2.37		9.50
16.08	25	West Minot	s 8.40			9.74	Worthley	8.19	2.40		9.55
20.21	19	East Hebron	f 8.47			14.39	Gilbertville X	f 8.26	s 2.50 <sup>213</sup>		10.05
24.75	31	Buckfield X-D	s 8.56			14.68	Whitney Brook X	s 8.27	2.51		10.07
29.52	25	East Sumner	f 9.04			15.08	The Park X				
31.52	45	Hartford	J 9.09			15.37	Branch Switch X				
36.61	W. 31	Canton X-W-D	s 9.18			16.08	Canton X-W-D	s 2.54			s 10.20
37.32		Branch Switch X				21.17	Hartford	J 3.02			f 10.32
37.61	E. 23	The Park X	9.20			23.17	East Sumner	f 3.07			f 10.37
38.01		Whitney Brook X		2.44		27.94	Buckfield X-D	s 3.17			s 10.50
38.30	W. 19	Gilbertville X	f 9.21	s 2.50 <sup>220</sup>		32.48	East Hebron	f 3.24			f 11.02
42.95	32	Worthley	9.28	2.58		36.71	West Minot	s 3.32			f 11.15
44.78	E. 19	Peru	f 9.32	f 3.03		41.07	Mechanic Falls X-W-D	s 3.42			s 11.50
48.17	39	Dixfield X-D	s 9.41 <sup>300</sup>	s 3.11		44.72	Poland	s 3.50			f 12.00
51.17		Lower Yard X-W-D	9.47	3.17		46.84	Riccars				
52.69		Rumford X-D	9.50	3.20		52.69	Rumford Jct. X	4.04			s 12.17
			A. M.	P. M.				A. M.	P. M.		P. M.

EASTWARD TRAINS—FIRST CLASS.					THIRD CLASS.	CANTON BRANCH	WESTWARD TRAINS—FIRST CLASS.	THIRD CLASS.
Miles from Livermore Falls	Passing Sidings. Capacity Cars.	STATIONS.	213			Miles from Whitney Brook	STATIONS.	214
			Ex. Sun.					Ex. Sun.
		Livermore Falls X-W-D	P. M. 2.23				Whitney Brook X	A. M. 8.28
0.55		Chisholm Yard X-D				0.44	The Wye X	8.30
2.50		Jay Bridge	2.29			0.82	Waites	8.31
4.59		Rileys	f 2.33			4.62	Sawyers	8.38
5.33	15	Sawyers	2.34			5.36	Rileys	f 8.40
9.13	14	Waites	2.41			7.45	Jay Bridge	8.44
9.51		The Wye X	2.42			9.40	Chisholm Yard X-D	
9.95		Whitney Brook X	2.43			9.95	Livermore F'ls X-W-D	s 8.49
			P. M.					A. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 205 is superior to Nos. 214 and 226.

No. 213 is superior to No. 226 Whitney Brook to Gilbertville passing siding.

⊕ No. 398 must obtain clearance card (Form M. C. 30) before leaving Lower Yard.

MOUNTAIN SUBDIVISION

PORTLAND DIVISION

WESTWARD TRAINS—FIRST CLASS.				THIRD CLASS.		EASTWARD TRAINS—FIRST CLASS.				Third Class 11
Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	162	376	378	STATIONS.	163	375	Ex. Sun.	Ex. Sat.
			Ex. Sun.							
			A. M.	P. M.	A. M.		P. M.	P. M.		P. M.
		Rigby Yard W-N		11.30		St. Johnsbury X	2.30			2.40
0.00		Portland (Un.Sta.) W-N	8.00			Griswold—East St. J. s	2.40			2.55
0.83		River Jct.	8.05	11.40		Concord s	2.50			3.07
5.43		Cumberland Mills X-W-D s	8.16	11.50		Essex—No. Concord s	2.58			3.17
7.31		P. T. Limit	8.20	11.56		Miles Pond s	3.06			3.28
10.86	E. 17	South Windham X s	8.26			Mayo—East Concord s	3.11			3.35
11.99	E. 9	Newhall	8.28			Gilman X s	3.17			f 3.45
13.60	W. 20	White Rock	8.31			Lunenburg X s	3.22			3.51
16.74	E. 22	Sebago Lake X-W s	8.39	12.20		Scott f	3.28			3.59
24.63	17	Steep Falls D s	8.53			Whitefield X	3.33			4.27
26.36	W. 19	Mattocks s	8.58	12.40		Whitefield (B.&M.) X s	3.40			s 4.30
31.69	17	Cornish D s	9.10			Diamond Crossing	3.34			4.28
33.42	27-11	West Baldwin f	9.14	12.55		Quebec Junction X s	3.55			f 4.42
36.27	E. 15	Bridgton Junction X s	9.20			Carroll	4.01			4.52
36.82	21	Hiram X-W-D s	9.23	1.03		Twin Mountain s	4.08			5.05
43.27	11	Brownfield s	9.35			Fabyan X s	4.19			5.17
49.81	E. 34	Fryeburg W-D s	9.48	1.40		Bretton Woods X				
54.30	E. 23-15	Conway Centre s	9.56			Crawford Notch X s	4.30			s 5.45
56.84	E. 23	Redstone f	10.01	1.55		Willey House f	4.40			6.08
59.33	E.37-W.19	North Conway s	10.07	2.01		Carrigain	4.47			6.23
61.36		Intervale X s	10.12			Notchland f	4.51			6.32
64.73	28	Glen—Glen and Jackson s	10.19	2.12		Sawyers River f	4.55			6.42
70.51	E. 32-35	Bartlett X-W-N s	10.35	s 3.10	5.30	Bartlett X s	5.10			s 7.20
74.79	E. 27	Sawyers River f	10.43	3.25	5.44	Glen—Glen and Jackson s	5.19			
76.54	17	Notchland f	10.47			Intervale X s	5.26			
78.13		Carrigain	10.51			North Conway s	5.31			7.40
80.88	E. 20	Willey House W f	10.57	s 4.15	s 6.25	Redstone s	5.37			
85.02	E. 31-27	Crawford Notch X-D s	11.10			Conway Centre s	5.43			8.00
88.27		Bretton Woods X	11.16			Fryeburg s	5.53			
89.09	W. 50	Fabyan X-W-D s	11.20	4.30	6.40	Brownfield s	6.03			
93.53	14	Twin Mountain s	11.28			Hiram X s	6.14			8.25
97.23	28	Carroll W	11.38			Bridgton Jct. X s	6.18			
99.50	22-8	Quebec Junction X s	11.43	5.05	s 7.10	West Baldwin f	6.22			8.31
103.41		Diamond Crossing	11.50	5.20		Cornish s	6.28			
		Whitefield (B.&M.) X-D s	11.55	s 5.30		Mattocks s	6.38			8.45
103.57	11	Whitefield X	12.00	5.35		Steep Falls s	6.42			
106.77	E. 20	Scott f	12.06	f 5.44		Sebago Lake X s	6.55			9.05
109.27	33	Lunenburg X-W s	12.11	f 5.52		White Rock	7.00			
111.54	W. 18	Gilman X-D s	12.18	f 6.00		Newhall	7.03			
113.50	17	Mayo—East Concord s	12.23	f 6.06		South Windham X s	7.05			9.18
116.22	W. 1	Miles Pond f	12.29	f 6.18		P. T. Limit	7.10			9.24
119.67	E. 23	Essex—No. Concord W s	12.35	f 6.30		Cumberland Mills X s	7.16			9.30
123.23	13	Concord D s	12.46	f 6.45		River Jct.	7.25			9.40
127.01	18	Griswold—East St. J. s	12.54	f 7.00		Portland (Union Sta.)	7.30			
131.26		St. Johnsbury X-W-N	1.05	7.30		Rigby Yard				10.00
			P. M.	A. M.	A. M.		P. M.		A. M.	P. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.  
 Time shown for Me. C. trains at Whitefield B. & M. R. is for information only. No. 375 is superior to No. 376.

# MOUNTAIN SUBDIVISION

# PORTLAND DIVISION

12

## WESTWARD TRAINS—FIRST CLASS

## THIRD CLASS.

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	6051 B. & M.		□378 Mixed	
			Sun. Only		Ex. Sun.	
			P. M.		A. M.	
99.50	22-8	Quebec Junction X				7.20
101.91	W. 19	Waumbek Junction X	3.22			f 7.26
104.39	13	Baileys	3.27			f 7.33
107.69	E. 3	Riverton	3.33			f 7.41
111.36		Lancaster X-W-D	3.41			s 7.51 8.30
112.44	E. 16	Coos Junction X				s 8.35
117.47	20	Gulldhall				f 8.46
124.02	W. 18	Maidstone W				f 9.03
126.00	32	Fitches				9.08
126.87		Masons				f 9.10
132.02	17	North Stratford X-W-D				s 9.30
135.65	12	Georges				f 9.38
138.33	2	Cones				f 9.44
140.91	E. 30	Columbia Bridge				f 9.50
144.76	W. 15	Colebrook X-D				s10.30
152.78	W. 16	West Stewartstown X				s11.00
154.51		Beecher Falls X-W-D				11.10 <sup>377</sup>
			P. M.		A. M.	

## EASTWARD TRAINS—FIRST CLASS.

## THIRD CLASS.

Miles from Beecher Falls	STATIONS.	6056 B. & M.		448 B. & M.		□377 Mixed	
		Sun. Only		Ex. Sun.		Ex. Sun.	
		P. M.		P. M.		A. M.	
0.00	Beecher Falls X-W-D					11.10 <sup>378</sup>	
1.73	West Stewartstown X					s11.20	
9.75	Colebrook X-D					s11.50	
13.60	Columbia Bridge					f12.10	
16.18	Cones					f12.17	
18.86	Georges					f12.25	
22.49	North Stratford X-W-D					s 1.00	
27.64	Masons					f 1.11	
28.51	Fitches					1.13	
30.49	Maidstone W					f 1.17	
37.04	Gulldhall					f 1.32	
42.07	Coos Junction X					s 2.00	
43.15	Lancaster X-W-D	4.15		1.00		s 2.50	
46.82	Riverton	4.23		1.10		f 3.00	
50.12	Baileys	4.29		1.19		f 3.09	
52.60	Waumbek Junction X	4.34		1.26		s 3.15	
55.01	Quebec Junction X					3.22	
		P. M.		P. M.		P. M.	

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 377 is superior to No. 378.

Nos. 378 and 377 have rights of an extra train only, between Lancaster and Coos Junction, and in Beecher Falls Yard.

□ Mixed only between Lancaster and Beecher Falls.

EASTWARD TRAINS—FIRST CLASS.  
BANGOR TO VANCEBORO

WESTWARD TRAINS—FIRST CLASS.  
VANCEBORO TO BANGOR

Miles from Bangor	Passing Sidings. Capacity Cars.	STATIONS.	40	42	23	93	Miles from Vanceboro	STATIONS.	92	41	103	39	8
			C. P.	C. P.					C. P.	C. P.	C. P.	C. P.	
			Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.	Ex Sun.
			A. M.	A. M.	A. M.	P. M.			A. M.	P. M.	P. M.	P. M.	P. M.
0.00		Bangor X-W-N			4.15	4.15	0.00	Vanceboro X-W-N	8.20	6.30	7.20	9.10	9.20
3.90	35	Veazie			4.23	s 4.23	5.01	Lambert Lake	s 8.30	6.39	7.29	9.19	9.29
7.28	20	Basin Mills X				4.29	9.08	Todds Farm	8.36	6.45	7.35	9.25	9.35
8.06	91	Orono X-D			4.31	s 4.33	12.22	Tomah W f	8.41	6.50	7.40	9.30	9.40
11.15	132	Great Works X				s 4.39	16.50	Forest D s	8.49	6.56	7.47	9.36	m 9.47
12.21	28	Oldtown X-W-N			A 4.39	s 4.45	21.08	Eaton	s 8.58	7.03	7.54	9.43	9.54
13.08	41	Milford X				s 4.49	26.08	Danforth X-W-D	s 9.07	f 7.11 <sup>93</sup>	s 8.01	9.49	s10.04
18.03	⊙16	Costigan			4.50	s 4.56	31.04	Cherookee	9.15	7.19	8.08	9.56	10.11
22.63	⊙16	Greenbush			4.57	f 5.03	35.39	Bancroft	s 9.22	7.26	8.15	10.03	c10.18
26.33	29	Olamon			5.02	s 5.09	38.54	Wytopotlock D	s 9.28	7.31	8.19	10.07	c10.23
30.58	⊙24	Passadumkeag			5.08	s 5.16	41.21	Meadow Brook	9.33	7.35	8.23	10.11	10.27
35.09	34	Enfield D			5.15	s 5.23	44.92	Drew	9.38	7.40	8.28	10.16	10.32
40.19	W. 24	Pollard Brook—South Lincoln			5.23	f 5.30	47.81	Kingman W-D	s 9.44	7.45	8.32	10.20	κ10.36
44.46	E. 22	Lincoln W-D			s 5.33	s 5.40	52.44	Gordon	9.52	7.52	8.38	10.26	10.43
46.10	⊙22	Middletown—Lincoln Center			5.36	s 5.43	56.08	Mattawamkeag X-W-N	s10.00	8.00	8.45	10.32	s10.50
49.23	—	Houstons—North Lincoln				f 5.49	58.48	Winn D	s10.06				
49.98	38	Chamberlains			5.43	5.50	59.76	Penobscot	10.09				
53.98	⊙29	Penobscot				5.56	63.76	Chamberlains	10.15				11.01
55.26	⊙18	Winn D				s 6.00	64.51	Houstons—North Lincoln	f10.16				
57.66	25-W. 81	Mattawamkeag X-W-N	2.08	5.40	s 5.55	s 6.10	67.64	Middletown—Lincoln Center	s10.22				
61.30	56	Gordon	2.15	5.48	6.03	6.17	69.28	Lincoln W-D	s10.27				s11.11
65.93	W.56-W.56	Kingman W-D	2.21	5.55	P 6.10	s 6.25	73.55	Pollard Brook—South Lincoln	f10.34				11.19
68.82	56	Drew	2.25	5.59	6.14	6.30	78.65	Enfield D	s10.42				11.26
72.53	20	Meadow Brook		6.04	6.19	6.35	83.16	Passadumkeag	s10.49				11.32
75.20	E. 66	Wytopotlock D	2.33	6.08	6.23	s 6.41	87.41	Olamon	s10.57				11.38
78.35	56-56	Bancroft	2.37	6.13	6.28	f 6.47	91.11	Greenbush	f11.03				
82.70	56	Cherookee	2.43	6.20	6.35	6.54	95.71	Costigan	s11.11				11.49
87.66	E. 56 E. 56	Danforth X-W-D	2.50	y 6.28	s 6.44	s *7.02 <sup>41</sup>	100.66	Milford X	s11.18				
92.66	E. 55	Eaton	2.56	6.36	6.51	s 7.19	101.53	Oldtown X-W-N	s11.23				B11.59
97.24	W.56-W.55	Forest D	3.02	6.43	H 6.59	s 7.27	102.59	Great Works X	s11.26				
101.52	W. 24	Tomah W	3.08	6.49	7.05	f 7.34	105.68	Orono X-D	s11.34				12.06
104.66	56	Todds Farm	3.13	6.55	7.11	7.40	106.46	Basin Mills X	11.36				
108.73	60	Lambert Lake	3.18	7.01	7.17	s 7.46	109.84	Veazie	f11.43				
113.74	—	Vanceboro X-W-N	3.25	7.10	7.25	7.55	113.74	Bangor X-W-N	11.50				12.20
			A. M.	A. M.	A. M.	P. M.			A. M.	P. M.	P. M.	P. M.	A. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 23 is superior to No. 92.

No. 42 is superior to No. 92.

\* Arriving time of No. 93 at Danforth to be advertised as leaving time.



14

EASTWARD TRAINS—FIRST CLASS.  
CALAIS BRANCH

SECOND CLASS.

Miles from Bangor	Passing Sidings. Capacity Cars.	STATIONS.	123		129		433 Mixed	439 Mixed	
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
			A. M.	P. M.			A. M.	P. M.	
0.00		Bangor X-W-N	5.00	4.05			5.45		
1.25		Brewer Junction X	5.07	4.12		s 5.53			
6.85	17	Fishers	5.17	4.23					
10.65	⊙14	Holden	5.25	f 4.32					
13.93	W. 13	Lucerne in Maine	5.31	f 4.38					
17.35	7	Green Lake	5.39	f 4.46					
21.58	12	Nicolin	5.47	4.54					
27.59	13	The Falls— Ellsworth Falls X	5.57	• 5.05					
29.18	E. 10 E. 14	Ellsworth X-D	s 6.00 6.09	s 5.08 5.17					
31.60	E. 13	Washington Junction X-W	s 6.15	s 5.23					
40.86	⊙12	Franklin D	s 6.33	s 5.41					
46.33	13	Schoodic W	6.44	5.52					
48.32	⊙6	Tunk Lake	6.48	f 5.56					
51.18	⊙13	Goodwins	6.53	6.01					
55.87	—	Unionville	s 7.02	f 6.11					
58.51	—	Halfway							
60.33	13	Cherryfield W-D	s 7.13	s 6.22					
64.44	—	Dorman		6.30					
66.14	12	Harrington D	s 7.25	s 6.33					
69.91	⊙14	Addison	7.31	6.40					
71.57	—	Ward							
73.01	⊙22	Columbia Falls D	s 7.39	s 6.47					
75.02	—	Indian River							
77.18	⊙14	Jonesboro	• 7.48	f 6.56					
84.75	⊙18	Whitneyville	• 8.01	f 7.09					
88.65	9	Machias W-D	s 8.12	s 7.20					
91.14	—	Machiasport	f 8.18	f 7.26					
93.05	⊙7	East Machias D	s 8.25	s 7.32					
94.02	11	Gardners	8.28	7.38 <sup>16</sup>					
94.51	—	Jacksonville		f 7.39					
99.15	14	McGeorges	8.36	7.47					
99.92	—	Ellis							
100.42	—	Southern Inlet W							
106.26	⊙18	Marion	8.54 <sup>22</sup>	8.00					
110.58	E. 6	Dennysville D	s 9.03 9.08	s 8.08 8.12					
114.75	—	Robinson	9.16	8.20					
117.36	21	Ayers Junction X-W-D	s 9.28	s 8.27					
120.41	⊙16	Charlotte	f 9.35	8.34					
123.82		Youngs Pit	9.41	8.40					
129.92		St. Croix Junction X	9.51	8.50			1.47		
130.56		Campbells X							
131.41		Milltown X	s 9.54	s 8.53			f 1.58		
132.18		Salmon Falls X							
132.91	18	Indian Point X							
133.45		Calais X-W-D	10.00	9.00			2.05		
			A. M.	P. M.			A. M.	P. M.	

No. 433 loses right and schedule between Bangor and Brewer Jct. after 6.15 A. M.

No. 439 loses right and schedule between St. Croix Jct. and Calais after 2.30 P. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

- Stops to Receive or Deliver parcel post.
- No passengers carried.
- ⊙ Public Loading track.

WESTWARD TRAINS—FIRST CLASS.  
CALAIS BRANCH

SECOND CLASS.

Miles from Calais	STATIONS.	122		116														438		
		Ex. Sun.	Ex. Sun.																Mixed Ex. Sun.	
			A. M.	P. M.															A. M.	
0.00	Calais X-W-D	7.55	6.10															10.15		
.54	Indian Point X																			
1.27	Salmon Falls X																			
2.04	Milltown X s	8.03	s 6.18															f10.23		
2.89	Campbells X																			
3.53	St. Croix Junction X	8.06	6.21															s10.35		
9.63	Youngs Pit	8.16	6.31																	
13.04	Charlotte	8.22	f 6.37																	
16.09	Ayers Junction X-W-D s	8.30	s 6.51																	
18.70	Robinson	8.35	6.56																	
22.87	Dennysville D s	8.45	s 7.08																	
27.19	Marion	8.54 <sup>123</sup>	7.16																	
33.03	Southern Inlet W																			
33.53	Ellis																			
34.30	McGeorges	9.07	7.30																	
38.94	Jacksonville f	9.15																		
39.43	Gardners	9.16	7.38 <sup>129</sup>																	
40.40	East Machias D s	9.19	s 7.41																	
42.31	Machiasport f	9.25	f 7.47																	
44.80	Machias W-D s	9.32	s 7.53																	
48.70	Whitneyville f	9.41	8.02																	
56.27	Jonesboro f	9.54	8.15																	
58.43	Indian River																			
60.44	Columbia Falls D s	10.03	s 8.24																	
61.88	Ward																			
63.54	Addison	10.09	8.30																	
67.31	Harrington D s	10.15	f 8.37																	
69.01	Dorman	10.18	8.40																	
73.12	Cherryfield W-D s	10.29	s 8.51																	
74.94	Halfway																			
77.58	Unionville f	10.38	9.01																	
82.27	Goodwins	10.48	9.11																	
85.13	Tunk Lake f	10.53	9.16																	
87.12	Schoodic W	10.57	9.20																	
92.59	Franklin D s	11.08	s 9.32																	
101.85	Washington Junction X-W s	11.27	s 9.51																	
104.27	Ellsworth X-D s	11.32 s 11.44	9.57 s 10.08																	
105.86	The Falls— Ellsworth Falls X	11.47	10.11																	
111.87	Nicolin	11.57	10.22																	
116.10	Green Lake f	12.05	10.30																	
119.52	Lucerne in Maine f	12.13	10.38																	
122.80	Holden f	12.19	10.44																	
126.60	Fishers	12.27	10.52																	
132.20	Brewer Junction X	12.33	11.03																	
133.45	Bangor X-W-N	12.45	11.10																	
		P. M.	P. M.																A. M.	

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

• Stops to Receive or Deliver parcel post.

16

EASTWARD TRAINS—SECOND CLASS.

BUCKSPORT  
BRANCH

WESTWARD TRAINS—SECOND CLASS.

Miles from Brewer Jct.	Passing Sidings. Capacity Cars.	STATIONS.	433 Mixed Ex. Sun.	Miles from Bucksport	STATIONS.
0.00		Brewer Junction X	A. M. 5.54	0.00	Bucksport X-W-D
1.91	⊙6	South Brewer X	f 6.00	5.07	Winterport Ferry
5.56		Orrington	s 6.11	9.89	Mill Creek—So. Orrington
8.15		Mill Creek—So. Orrington	s 6.20	12.48	Orrington
12.97	⊙5	Winterport Ferry	f 6.35	16.13	South Brewer X
18.04	W. 38	Bucksport X-W-D	7.10 A. M.	18.04	Brewer Junction X

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

■ No passengers carried.

EASTWARD TRAINS—FIRST CLASS.

WAUKEAG  
BRANCH

WESTWARD TRAINS—FIRST CLASS.

Miles from Washington Jct.	Passing Sidings. Capacity Cars.	STATIONS.	Miles from Waukeag	STATIONS.
0.00	20	Washington Junction X-W	0.00	Waukeag
3.48	⊙12	Franklin Road	1.05	Hancock
7.25	⊙14	Hancock	4.82	Franklin Road
8.30	⊙11	Waukeag	8.30	Washington Junction X-W

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

EASTWARD TRAINS—FIRST CLASS.

EASTPORT  
BRANCH

WESTWARD TRAINS  
FIRST CLASS.

Miles from Ayer's Jct.	Passing Sidings. Capacity Cars.	STATIONS.	Miles from Eastport	STATIONS.
0.00		Ayers Junction X-W-D	0.00	Eastport X-W-D
3.45	⊙7	Pembroke	2.65	Quoddy
8.69	⊙6	Perry	4.69	Pleasant Point
11.03		Pleasant Point	7.02	Perry
13.06		Quoddy	12.26	Pembroke
15.71		Eastport X-W-D	15.71	Ayers Junction X-W-D

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

EASTWARD TRAINS—SECOND CLASS.

WOODLAND  
BRANCH

WESTWARD TRAINS—SECOND CLASS.

Miles from Woodland	Passing Sidings. Capacity Cars.	STATIONS.	439 Mixed Ex. Sun.	Miles from St. Croix Junction	STATIONS.	438 Mixed Ex. Sun.
0.00		Woodland X-W	P. M. 1.15	0.00	St. Croix Junction X	A. M. 10.37
6.56		Baring	s 1.40	1.52	Baring	s 10.42
8.08		St. Croix Junction X	s 1.45 P. M.	8.08	Woodland X-W	11.15 A. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

⊙ Public Loading Track.

# GENERAL SPECIAL INSTRUCTIONS

NOTE—These general special instructions are in effect on both Divisions.

## STANDARD CLOCKS.

Telegraph Office, Lewiston Upper Station. Telegraph Office, Mattawamkeag.  
Telegraph Office, Brunswick Station. Telegraph Office, Vanceboro.  
Telegraph Office, Waterville Yard. Telegraph Office, Calais.  
Train Dispatchers' Office, Bangor. Telegraph Office, Lower Yard.  
Telegraph Office, Bangor Freight Yard. Telegraph Office, Bartlett.  
Engine House, Bangor.

The Rules of the Operating Department are printed separately in book form. Every employe whose duties are connected with the movement of trains must have a copy of them and of the current time table accessible when on duty.

## CHANGES IN GENERAL RULES, INCLUDING RULE 503 OF SUPPLEMENT No. 2.

### 10. COLOR SIGNALS.

COLOR.	INDICATION.
(a) Red	Stop.
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Green and White.	Flag stop. See Rule 28.
(e) Blue	See Rule 26. (Night indication for dummy mast marker).

### 11. Fuseses burning red 5 minutes will be used.

Excepting between Bangor and Mattawamkeag where Fusees burning RED five minutes and YELLOW five minutes will be used.

### GENERAL RULE 14 (I) REVISED.

#### Indication.

O O

Approaching public crossings at grade. To be prolonged or repeated until crossing is reached, beginning the first long blast at the whistle post, using a minimum of three seconds for each long blast, and one second for each short blast, with a perceptible time between the blasts.

In case of fast moving trains, the whistle signal shall be prolonged until engine is on the grade crossing. In case of slow moving trains, the crossing signal shall be repeated, the last blast to be sounded as engine goes onto the grade crossing.

17. When it will not interfere with proper observation of signals, or safe train operation, the headlight of engines equipped with electric headlight must be dimmed when approaching other trains in same or opposing direction, two hundred feet before reaching such trains, and kept dimmed until passed; also approaching stations where opposing trains are making station stop, while making a station stop, entering terminals or passing through yards where engines are working near main tracks, also approaching stations where train order signal is displayed.

Headlights of helping engines must be dimmed when cutting out helpers, so hand or lantern signals can be seen.

### 19. By day marker lamps unlighted.

26a. A red tag, displayed on the throttle handle of an engine indicates that workmen are under, on or about it; when thus protected, the throttle, reverse lever or wheel, air brake handles, injectors or other of the engine's devices must not be operated. Each workman must display his personal tag specified for this purpose and the same workman is alone authorized to remove it.

28b. A Standard Slow Board, with speed plate showing speed allowed, and in addition two yellow lights by night, shall be displayed beside the track on the engineman's side, approximately 4000 feet from the portion of the track to be protected. Also a yellow flag, and in addition two yellow lights by night, shall be displayed beside the track on the engineman's side 100 feet from the portion of the track to be protected. A green flag, and in addition two green lights by night, shall be displayed on the engineman's side 100 feet beyond portion of track protected, as a "resume regular speed" signal.

### 33.—

#### PUBLIC CROSSINGS.

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

There are in operation at various highway crossings, automatic crossing flagmen, their operation being same as other automatic crossing signals on line of road including bells.

When a train stops on a circuit that keeps an automatic crossing wig-wag, bell or flasher working, a member of the crew should protect this crossing against highway traffic being unnecessarily held up, or crossing under the false assumption that the standing train is the only one working the signal, when as a matter of fact, a train from the opposite direction may be approaching.

Some of the automatic signals have a "cut-out" connection in a control box near the crossing. Instructions as to movements and operation of the

"cut-outs" are inside the control box, and these instructions must be carefully observed when trains are switching, or standing in the signal circuit.

Crossings having automatic protection with "cut-out" device will be listed in Special Instructions of each division.

At all crossings protected by automatic crossing signals in any form, such protection does not cover reverse movements on main lines after train has passed over the crossing but has not passed out of the operating circuit for reverse movements, nor for movements in either direction on sidings.

Therefore, when necessary to make reverse movements on main lines after a train passes over the crossing, or when making movements on sidings, the crossing must be protected by a member of the train crew as flagman where a crossing tender is not on duty.

Whenever necessary for train crews or yard crews to protect highway traffic at any highway crossing in the State of Maine, a red flag or red lantern must be used, except where standard crossing gates or discs are available.

Upper quadrant yellow arms have been attached to whistle or ring posts, for crossings where trains are required by special arrangement to stop-and-protect, or stop-and-proceed, either part, or all of the time.

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

When trains on double track are making through movements against traffic, the speed at such crossings must be reduced to conform to safe operation, except where automatic crossing signals are connected to operate in either direction.

Train crews will, so far as possible, avoid standing or leaving their train in Crossing Signal Circuits, causing automatic crossing signals to operate when train is not to immediately pass over the crossing, or during switching movements.

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

In operating trains when a back up move is likely to be made after dark, enginemen will see that they are provided with a portable tender headlight before leaving terminal.

Should occasion arise where a back up move is required after dark and portable tender headlight is not available, train must be stopped at each highway crossing and flagged over such crossing by member of crew.

When foot note in time table provides that a superior train take siding for an inferior train, this applies only at scheduled or train order meeting points, and if foot note designates by name the point at which the superior train is to take siding, it does not apply at any other point, unless so directed by train order.

### 90. Last paragraph changed to read:

The conductor of each train equipped with communicating signal appliance will give signal 16 (n) (— — o) at least one mile before reaching a meeting or waiting point. The engineman will sound signal 14 (n) in acknowledgement. Should the engineman fail to respond to signal 16 (n) as herein prescribed, the conductor must take immediate action to stop the train.

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

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

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

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

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

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

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

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

104. **Add:** In switching, passenger cars must not be kicked onto bunter tracks, or to couple to other cars. Air brakes must be in use while switching occupied passenger equipment, and when coming onto passenger trains, or drafts made up for occupancy or placed on station tracks in position for loading, regardless of whether occupied or not.

108. **Add:** Enginemen are relieved from examining train registers, except when they act as pilot or have no conductor, but unless otherwise provided must not leave a terminal, or a register station on single track where their rights are affected, until the conductor has checked the register, filled out Register Check, Form E, and delivered the same personally to each engineman of his train.

108a. Trains entering double track from single track may register by slip (Form M. C. 64) at such point, and will be notified by train order should a preceding superior train, that did not display signals to such point, display signals from there, and trains not scheduled to stop at a registering point will be notified by train order should a preceding superior train display signals from such registering point, if signals not displayed to such point. This does not apply to branch line trains at junction points with main line.

Referring to rule 108c regarding the registering of "Schedule Assumed at" the following examples are given to show the application of the rule where sections are involved:

No. 11 operates in sections Portland to Brunswick. Sections to be registered **ARRIVING** at Brunswick "Schedule assumed at Portland."

No. 11 leaving Brunswick register "Schedule assumed at Brunswick" showing this information on all register books to the end of the run on the division, unless another change is made.

No. 12 operates in sections Waterville to Portland.

On arrival at Waterville conductor registers "Schedule assumed at Bangor," and in leaving Waterville, sections to register "Schedule assumed at Waterville" showing this information on all register books to the end of the run unless another change is made.

Whenever a conductor is relieved at an intermediate point of a schedule the relieving conductor to register where he actually assumed the schedule of the train on the Division.

In registering trains it will not be necessary to enter the date in the column headed "Date" unless the trip extends into the following day in which case enter the later date in accordance with Rule 108.

In the columns head "signals"—"Displayed From"—"Displayed to" leave all three columns blank unless green has been displayed for a following section, in which case, in every instance, register green where displayed from and to. The use of ditto marks not permitted.

In registering extra trains in the column headed "Train" write the word "Extra" in full, keeping all information in the correct columns.

Not necessary to register "White" and leave columns headed "Signals" "Displayed From"—"Displayed To" blank.

Attention is called to Rule 108d. This in no way refers to extra trains which must register at all registering stations unless cleared on register book by proper authority, and when so cleared to a stated time, no rights are conferred over any schedule due at such register station after time stated.

109. Bulletin boards have two position numbered 1 and 2.

1 is used exclusively for bulletin orders.

2 is used for miscellaneous notice and circulars.

Under position 2 is given the name of the person having charge of the board who must daily inspect, change and correct them as necessary.

Bulletin ORDERS, unless otherwise specified, expire on the 10th of the month following that in which they are issued, and must be resissued if intended to remain in effect.

206. First paragraph changed to read:

In train orders, regular trains will be designated by number as "No. 10," and sections as "Second 10," adding engine number when necessary for identification.

210. Change to read:

When a "31" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must read it to the operator and then sign it, and the operator will send their signatures preceded by the number of the order to the train dispatcher. The response "complete" and the time, with the initials of the superintendent, will then be given by the train dispatcher. Each operator receiving this response will, in his own handwriting, enter on each copy the word "complete," the time, and his last name in full, and then deliver a copy for each employee addressed. The copy for each engineman must be delivered to him personally by the conductor, and enginemen must read the order to the conductor before proceeding.

Enginemen must show train orders to firemen, and when practicable to forward trainmen. Conductors must show train orders when practicable to trainmen. Trainmen and firemen should keep informed of all train orders affecting the movement of their train.

**Note:**—Enginemen of freight trains may be instructed by message signed by the superintendent to sign orders designated by number in lieu of the conductor. In such cases all enginemen addressed will read the order to the operator, sign it, and receive their copies, properly "complete," personally from the operator. Delivery of such orders to the conductor accompanied by a copy of the message authorizing signature by the engineman, will then be made by the operator in the same manner as are "19" orders delivered. Enginemen, in pulling away from the order station, must so govern the speed of their trains as to insure proper delivery of orders at the caboose. Train order signal will be kept displayed until rear of train has passed.

210a. Cancelled.

## FORMS OF TRAIN ORDERS

### G.

#### EXTRA TRAINS

**Change (4) to read as follows:**

After arrival of extra 99 east, which left B at (or about) 4.55 four fifty-five P. M., Eng. 25 run extra A to G.

The second named train must not leave A until the first named train has arrived, unless directed by train order to do so.

**Add:**

(5) Eng. 99 run extra A to G, clears East of B Extra 25 West which left D at 12 05 twelve naught five p m.

The first named train must not leave B until the second named train has arrived, unless otherwise provided.

503. Trains or engines finding home signal indicating "Stop" must stop before reaching signal and not more than 200 feet from the signal.

Train or engines, after passing an Automatic Block Signal displaying clear or approach medium indication, finding the next block signal displaying stop indication, must stop as quickly as possible consistent with safety.

Such an occurrence must be reported to the Superintendent.

866. This rule modified as follows:

Except when switching, doubling over, or when good operating practice requires it, it will not be necessary, in complying with the provisions of this rule, to be on top of cars.

1012. Motor cars should usually be run at less than the permitted maximum speed and great care used that all tools and other articles on the car are secured from falling off. Hand cars must not be pushed or hauled by motor cars. Push or trailer cars may be used with motor cars equipped with free running engine. When so used, they must always be coupled behind the motor car by standard coupler attachments, and speed must not exceed 10 miles per hour. Motor cars are neither to be pulled nor pushed except by hand from behind. When more than one motor or hand car is used in a gang, cars must not be run nearer to each other than distance of three telegraph poles when running to and from work.

1013a. Foremen or their men must not line switches for trainmen. When switches are to be lined for loaded push and motor cars, it must be done only under the personal supervision of the foreman, and switch must be immediately returned to its original position and locked, and points examined. When oiling switches, the reverse position must be oiled first, switch then returned to normal position and the oiling completed.

All derailing frogs and switches must be left in derailing position regardless of whether there are any cars on the track or not.

Engines operating tender first will not exceed speed of 20 miles per hour. Articulated Motor 6000 when making back up moves will not exceed 25 miles per hour.

When class S, W, or K-8 engines haul passenger trains, speed must not exceed 40 miles per hour.

Engines 651-653 and B. & M. Santa Fe type engines 3000 series must not exceed 35 miles per hour.

Freight trains with yard engines assisting will not exceed speed three and one-third minutes per mile and yard engines when running light will be governed by same speed restriction.

Freight trains running as section of passenger train must be governed by speed regulations prescribed for freight trains.

Passenger trains handling freight cars equipped for freight service only, must not exceed maximum speed as prescribed for freight trains.

Speed of light engines or engine with caboose must not exceed 35 miles per hour.

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

Speed of trains passing through lead at ends of double track must not exceed 30 miles per hour and at points where spring switches are installed, speed restrictions of 20 miles per hour when trailing through switch must be observed, as hereinafter prescribed in rules governing spring switches at ends of double track.

Where rate of speed per hour is specified that is the maximum at any point. Example: 20 miles per hour means each one mile in three minutes, one-half mile in one and one-half minutes.

### MISCELLANEOUS.

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

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

Freight conductors will in all cases leave a consist of their trains at designated points showing destination of cars and total tonnage, also register tonnage of train at all points where they register.

Freight conductors will leave with telegraph operator each day at end of their trip the total number of loaded and empty cars handled on each train run by them and on symbol and scheduled freight trains register total tonnage handled.

Passenger trains will wait for connecting trains from other railroads, twenty minutes behind the schedule time of departure given in Time Tables of this railroad, then proceed, unless ordered to the contrary.

Sacks of U. S. mail matter unless labelled must not be accepted for forwarding.

In case of passenger train stopping at station where sleeping cars, parlor cars or coaches stand beyond the platform trainmen, where practicable, will not permit passengers to entrain from or detrain to the ground, but arrange for them to pass through other cars so that they may entrain or detrain at the platform.

To avoid accidents passenger trainmen will be careful to close vestibules or platform gates immediately when train starts and when opening vestibules or gates avoid possibility of passengers attempting to leave cars while train is in motion.

Conductors of Passenger and Mixed Trains will announce in Waiting Rooms at Union Station Bangor customary time before departure.

Signs reading "USE AIR BRAKES WHEN SWITCHING THIS TRACK" have been installed on certain side tracks at various places. While working on those tracks, crews will have automatic brakes coupled and in use on all cars.

In switching caboose cars, under no circumstances are they to be kicked. Follow the same plan switching caboose cars as passenger equipment, not uncoupling caboose until it has stopped, and in coupling on to caboose cars that are occupied, or that may be occupied, engines will come to full stop before coupling on.

Attention is called to possible fouling of train movements at diverging routes. After train hauls in on one track and clears the fouling point, train must not be backed beyond fouling point without providing flag protection against conflicting movements. At interlocking plants where signals are provided for all possible routes, train must not be backed beyond the fouling point until signal that governs reverse movement indicates proceed, or if signal cannot be operated, movements must be governed as provided in Rules 608 and 668.

Movement of trains on Crossovers Kenduskeag Stream Bridge, Passenger Yard, Bangor, will be regulated by Switchman on duty who will, when switches are properly lined and he is ready for the move, signal by hand approaching trains from either direction to proceed. In absence of such signals, movement of trains must be stopped before fouling Crossovers. Hand signals to be used by Switchman as per Rule 12, Sections "C" and "D."

Before coupling onto passenger train road engines will stop within a few feet of the train and then couple on carefully. Switching engines will make stop before coupling onto any passenger car that is occupied. This rule also applies to M. C. Class S and larger engines backing onto freight trains.

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

In case of failure of air pump on passenger train it will continue along to first open telegraph office and report to Superintendent and await instructions. In case of failure of air pump on freight train it will continue along to first freight siding where train can be set off and if not a telegraph office, take engine and caboose along to the first telegraph office and report to Superintendent and await instructions.

On all air brake trains eighty-five per cent. of the cars must have air brakes in operation. Attention is called to Supplements 3 and 4 to M. C. Rules Governing the Use and Care of Air Brakes and Rule 796 Rules of the Operating Department, which provide that at any point when general change of make up of train has taken place a terminal test of brakes must be made by trainmen, where no inspector located, and whenever cars are set off or picked up it must be known to conductor whether or not brake is operating on eighty-five per cent. of train and engineman must require a report of brakes in operation.

In addition to the present air brake tests, both terminal and road tests, the following will also be observed at designated inspection points.

Whenever the engine is changed (the lead engine in case of a double-header) or the engine crew is changed a complete terminal test must be made.

Helping engines when leading on trains in either direction from Bangor must have air brake coupled and in use, movement of train to be controlled by engineman on the leading engine.

When running snow plow trains with wing plows, engineman is wholly responsible for observance of all signals and safe operation of train, except when under unfavorable conditions engineman is unable to see signals, he will arrange with the conductor to ride in snow plow; then conductor will assume responsibility for correct observance of signals and, by electric bell, signal engineman who will regulate movement of train from engine, except in case of emergency making necessary, the conductor will stop the train by use of air brake valve located in snow plow.

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

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

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

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

Snow plow trains will not under any conditions exceed speed of 40 miles per hour, and on lines where maximum speed of first class trains is less than 40 miles per hour will not exceed the maximum speed for first class trains, and will run at slower speed where conditions make necessary, and conform to any other speed restrictions specified by timetable or bulletin.

When necessary to handle a car not equipped with marker brackets on rear of caboose, markers will be displayed on rear of caboose as usual, and in addition a red flag by day and a red lantern by night will be displayed on rear of the car. So far as possible these cars to be handled during hours of daylight.

### APPLICATION OF HOURS OF SERVICE LAW.

#### Trainmen and Enginemen.

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

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

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

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

#### Telegraph Operators.

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

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

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

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

Referring to Rules of the Operating Department, Nos. 666, 737, 864, 897, 1005 and 1039.

To make known conditions observed in accordance with these rules, the following code of signals to be used:

<b>Hot Journals</b> . . . . .	By Day:	Hold nose with first finger and thumb of right hand and point down toward track with left hand.
	By Night:	Swing lantern in small vertical circle when running, lantern to be held in hand by the guard wires around the globe.
<b>Connection Dragging</b> . . .	By Day or	
	By Night:	Stop signal to be given.
<b>Car Door Swinging or About to Fall Off</b> . . .	By Day:	Raise and lower right hand full length of body slowly and give stop signal.
	By Night:	Same signal with lantern. In addition, give stop signal.
<b>Brakes Sticking</b> . . . . .	By Day:	Palms of hands rubbed together in front of body.
	By Night:	Lantern swung horizontally in front of body in circle. (Commonly known as kick motion).
<b>All Clear</b> . . . . .	By Day:	Raise hand and hold it stationary.
	By Night:	Quick sharp proceed signal.

So far as practicable, the rear trainmen (from the rear platform) must closely observe the general conditions the entire length of passing trains, if any indications of conditions endangering the train, or any other train, "stop" signal must be given; if no apparent defects, "proceed" signal must be given. Rear trainmen of freight trains after passing another train and exchanging signal, must look over each side of their train.

When trains are standing and when other duties do not interfere, trainmen must place themselves in the best possible position on the ground to observe the running gear of trains passing in either direction.

The engineman and forward trainman of freight trains must be on the lookout for signals from the rear after meeting or passing trains, also when approaching and passing stations, towers, and trackmen. The rear trainman of all trains must frequently look over each side of their train for hot journals and other defects. Rear trainmen of freight trains must also perform this duty approaching stations.

When other duties will permit, Operators (except in towers) and from the station platform when possible, must observe all passing trains that do not stop, and exchange signals with the rear trainmen; if any indication of conditions endangering the train, or other trains, "stop" signal must be given; if no apparent defects, "proceed" signal must be given. Towermen will be governed in like manner, except that they will make such observation of passing trains as is possible from the tower.

Trackmen, bridgemen, signal maintainers and other employes must observe passing trains and signal them to stop if any indications of conditions endangering the train or other trains is noted.

## PORTLAND DIVISION—SPECIAL INSTRUCTIONS.

### REFERENCES.

- A Stops to leave passengers from Bangor and points east, including passengers from Bangor and Aroostook R.R. and to pick up passengers.
- B Stops to take passengers.
- c Stops to leave passengers.
- D Day train order office.
- E Stops leave passengers from Waterville and east and to take passengers for Portland and West.
- f Flag stop to receive or discharge passengers or freight.
- J Nos. 205 and 226 stop at Hartford for school children, during periods while school is in session.
- L Stops to leave passengers holding tickets for B. & Ar. points.
- M Nos. 15 and 16 stop at Pittsfield and Newport Jct. only to leave, or take passengers from or to Winthrop, or Augusta, or points west.
- N Day and night train order office.
- P Flag stop Fridays only.
- Q Stops to leave passengers holding tickets from points east of Bangor and from Bangor and Aroostook points.
- S Regular stop.
- U Stops to leave passengers holding tickets from Augusta and points west.
- V Flag stop, Sunday nights only.
- w Water Station.
- x Yard Limits.

### DOUBLE TRACK.

P. T. Limit to Freeport	Waterville to Clinton
Royal Junction to New Gloucester.	Pittsfield to Hermon Pond.
Gardiner to Augusta.	Bangor Freight Yard to double track sign located on Kenduskeag Bridge.

### ELECTRIC STREET RAILWAY CROSSINGS.

Electric street railway crosses main line at the following places:

Auburn	Court Street.
Lewiston	Cedar Street.

Ball signals are located at these crossings: (See rule No. 698).

### WATCH INSPECTORS.

Portland, Me.,	Frank E. Brown	Lewiston, Me.,	H. E. Doten
Portland, Me.,	Blake & Hendrickson	Livermore Falls,	
Bangor, Me.,	Earl A. Gordon	Me.,	H. F. Small
	George R. Townsend	Rockland, Me.,	Leon J. White
Yarmouth, Me.,	C. R. Fields	Rumford, Me.,	Jack Kersey
Bath, Me.,	A. G. Page & Co.	Skowhegan, Me.,	A. L. Nutting
Brunswick, Me.,	L. P. Caron	Waterville, Me.,	Dieudonne Fortin
Bingham, Me.,	J. L. Andrews	St. Johnsbury, Vt.,	Lurchin & Lurchin
Farmington, Me.,	Geo. H. Brown	Lancaster., N. H.,	H. J. Whitcomb and Sons
Gardiner, Me.,	Avard T. Purdy & Co.		

### WHISTLING RULES.

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

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

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

Brunswick, enginemen of main line trains give one continuous sound of whistle, and branch trains give two continuous sounds.

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

### CROSSINGS.

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

**FREEPORT.**—Movements on Track 14 (Freeport Realty Company's track) in either direction over Bow and Mill Streets must be made at speed not exceeding six (6) miles per hour, and both crossings must be protected by flagman on the ground in street, before any part of the engine or cars are within 50 feet of lines of streets.

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

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

**BRUNSWICK.**—South crossing gate at Union Street, does not protect tracks 25, 27, 29 and 31 (1st, 2nd, 3rd and 4th tracks from the freight house).

All switching, train, engine, and hoister movements on these tracks, in either direction, over Union Street must be protected by a member of the crew making the move, on the ground in the street, before any part of locomotive, car or hoister is within fifty feet of the crossing.

**HALLOWELL.**—Greenville Street crossing, when switching movements are made, a member of the train crew will protect this crossing, and any train moving against current of traffic over this crossing must reduce speed to conform to safe operation in use of the crossing.

**EAST AUGUSTA.**—Grade crossing leading to Cushnoc Paper Company's mills, must not be blocked by freight trains or switchers. Main line between this crossing and Bridge Street will hold fifty cars.

**WINSLOW.**—At the west end of Sand Hill Crossing, there is located a sign marked "Brick Yard Crossing Signal" that indicates the east end of the westbound operating section of Brick Yard Crossing Signal.

Push keys are provided in a box marked "Push Keys" located on crossing sign post at Sand Hill Crossing to stop and start the crossing signal at Brick Yard Crossing when switching movements are made to and from Hollingsworth & Whitney Co. tracks.

When Crossing Tender is not on duty, and switching movements are to be made that will extend west of Sand Hill Crossing, but not over Brick Yard Crossing, a member of the switching crew will press push key marked "stop" when main track is occupied. If they are to move west over Brick Yard Crossing after having pressed the key marked "stop" they must, before proceeding west, restore automatic operation by pressing key marked "start."

During hours Crossing Tender is on duty he will look after this operation of push keys in place of member of switching crew.

**WATERVILLE.**—Temple Street Crossing, crossing protection on the main line is provided by flashing-light crossing signals and bells.

When switching movement is made over the crossing on side tracks a member of crew on the ground in the street will protect crossing before any part of train is within fifty feet of the crossing.

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

**DOVER-FOXCROFT.**—All switching and Train movements over Summer St. crossing must be protected by a member of the crew on the ground.

All switching movements over Spring St., North St., and Mechanic St. crossings must be protected by a member of the crew on the ground and speed must be restricted to six miles an hour over all four of the above named crossings.

All switching, train, engine and hoister movements on tracks 15, 21, 31, and 11 in either direction over Summer Street must be protected by a member of the crew making the move, on the ground in the street, before any part of locomotive, cars or hoister is within 50 feet of the crossing.

**BATH.**—Bath Iron Works have driveways in their yard which cross track 89 (Running Track) at each end of their building known as "The Blacksmith Shop." These driveways are close to the building, which restricts the view of those using them from movements on the track.

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

**BATH.**—Crossings are protected by Crossing tenders as follows, at present:

Water Street.....	} Week Days	6.15 A. M. to 10.15 P. M.
Washington Street.....		
School Street.....		
Center Street.....		
North Street.....	} Sundays	7.30 A. M. to 9.30 A. M.
Pearl Street.....		
York Street.....		

During period crossings are not protected by crossing tenders crew of trains or engines operating over these crossings will protect them while move is being made. Enginemen and Conductors of trains making the move will be held responsible for protection.

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

**WISCASSET.**—Trains occupying track 3 (Transfer Track) to clear westward trains, will in no case open the switch to haul out, or move out beyond the fouling point, until the westward train cleared has passed out of the crossing signal circuit, which is about 600 feet west of Main Street Crossing.

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

Trains must not exceed a speed of ten (10) miles per hour between the sign reading "Crossing Signal Circuit" and the crossing.

**WARREN.**—Westward freight trains having to do switching west of station, unless required to take siding, will stop back of automatic crossing signal circuit marker, "East End Crossing Signal Circuit," located about 1800 feet east of the crossing. After switching is completed and train coupled up, entire train must be east of marker sign before proceeding west, so crossing signal will operate to protect westward move over the crossing.

**THOMASTON.**—All extra trains other than symbol trains must reduce speed to 6 miles an hour over crossings at Green Street, Elliott Street and Mechanic Street.

All scheduled and symbol trains between the hours of 4.00 P. M. and 7.00 A. M. and at all times on Sunday will reduce speed to 6 miles an hour over the above named crossings.

**ROCKLAND.**—Spur tracks of Lawrence-Portland Cement Company cross highway known as Marsh Road. Trains and engines operating over this crossing, on either track, will not exceed ten (10) miles per hour and all movements over crossing must be protected by member of train crew, on the ground in Marsh Road, before any part of the train, car or cars is within 50 feet of the limits of the highway.

All switching, train and hoister movements in either direction over South Main Street Crossing (Rockland Wharf Track) must be protected by a member of crew making the move, on the ground in the street, before any part of locomotive, car or hoister is within fifty feet of the crossing.

**SKOWHEGAN.**—Crossing are protected by Crossing tenders as follows, at present:

Water and Russell Streets, just west of station —

Week Days — 7.00 A. M. to 3.00 P. M.

Trains or engines operating over these crossings before or after hours of protection, also over Hillside or Mt. Pleasant Avenue, just east of engine house and west of bridge will protect them by member of crew while move is being made. Enginemen and Conductors will be held responsible to see that crossings are so protected.

All movements of cars and engines over High Street Crossing must be protected by member of crew making the move, on the ground, in the street before any part of engine or cars are within 50 feet of the crossing. Crews making moves will be held responsible for protection.

**BARTLETT.**—Trains or engines turning on wye must come to full stop before reaching highway crossings, and crossings must be protected by member of crew while move is being made over them.

**NORTH STRATFORD.**—Protection of crossing known as Baileys or Main St., state highway is as follows: By a flagman situated at the crossing 8.00 A. M. to 4.00 P. M. daily.

Between the hours of 6.00 A. M. and 8.00 A. M. and from 4.00 P. M. until 7.00 P. M. before passing over this crossing each train, engine or gasoline car shall come to a full stop and after coming to a full stop, a member of the crew shall proceed to the crossing where he will warn highway traffic with flag or lantern and when he is satisfied that train, engine or gasoline car may proceed without risk to highway traffic, he will signal the train, engine or gasoline car to proceed and they will then pass over crossing at speed not in excess of ten miles an hour.

All switching movements over this crossing to be protected by a member of the crew with flag or lantern.

**WHITEFIELD.**—On B. & M. track, Littleton Road highway crossing is protected by automatic color light signal.

In order to avoid false indications on this crossing by trains from the north standing in station, a cut-out switch has been installed in box located on station near bay window and has double switch lock. With cut-out switch handle at "Right," flasher signals are cut in for automatic operation. With cut-out switch handle to "Left" flasher signals are cut out and while in this position, warning bell in box on station will continue to ring until lever is restored to "Right." This cut out operated by station force 5.15 A. M. to 8.15 P. M., balance of time to be operated by train crews, but must be restored to normal position before southbound movements are made over Littleton Road crossing. When switching movements are made within the limits of the crossing signal circuit, and movements are made over the crossing, a member of the crew making the move will flag highway travelers over the crossing.

A sign marked "crossing signal" is located at east end of the crossing signal circuit.

Trains or engines moving from west end of sidetrack on to crossing will not operate crossing signal until train is about thirty feet from crossing, and when moving from sidetrack a member of crew will flag crossing.

About 2500 feet WEST of GRISWOLD, an Evans Auto Stop is installed at State Road Crossing. Trains must not exceed 30 miles an hour when approaching this crossing in either direction.

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

**CORINNA.**—All train and switching movements over Main Street crossing must be protected by flagging on the ground, either by a member of the train crew or station staff, and no movement will be made over this crossing without first making sure required protection is given.

**DEXTER.**—All train and switching movements over Grove Street and Dam Street crossings must be protected by flagging on the ground, either by a member of the train crew or station staff, and no movement will be made over either of these crossings without first making sure required protection is given, and at speed not exceeding 6 miles per hour.

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

**MADISON.**—All trains and engines reduce speed to not exceeding 6 miles per hour over Main Street crossing between 6.00 P. M. and 6.00 A. M. and all extra trains and engine movements, except symbol trains, reduce speed to not exceeding 6 miles per hour over this crossing between 6.00 A. M. and 6.00 P. M.



**ANSON.**—Preble St. crossing is protected by crossing signal. For Eastward trains cut-out signal is located in crossing tender's cabin at Main Street in Madison, and cabin equipped with switch lock. The cut-out circuit extends from a point just east of Main Street, Madison, to a point 300 feet west from center line of Preble St. crossing. Eastward trains will cut out this signal when occupying or doing work within the cut-out circuit, to avoid unnecessary operation of signal at Preble St., and when ready to leave, cut circuit in.

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

**MECHANIC FALLS.**—All trains and engines reduce speed to not exceeding six (6) miles per hour over Maple and Pleasant Streets crossings between 7.00 P. M. and 7.00 A. M. and all extra trains and engine movements, except symbol trains, reduce speed to not exceeding six (6) miles per hour over these crossings between 7.00 A. M. and 7.00 P. M.

**BRUNSWICK.**—(Lewiston Branch) Pleasant and Cedar Street Crossings; all trains, engines and hoisters will come to a full stop before moving over these crossings and must be protected by a member of crew making the move by flagging on the ground in the street before any part of train, engine or hoister enters onto crossing.

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

**GARDINER.**—Switching crews doing work on the Cobbossecontee branch will see that the highway crossing sre protected as follows:

**Main Ave.** Member of crew protect eastward and westward moves over crossing.  
**Bridge Street.** Speed must not exceed four miles per hour and member of crew protect when making eastward move.  
**Winter Street.** Speed must not exceed four miles per hour and member of crew protect eastward and westward moves.

Crossing signals on double track are connected to operate in either direction at West St., Bow St. and School St., Freeport; Railroad St., Clinton and Hermon Pond Road, Hermon Pond.

Crossing signals are connected for manual operation for shifting movements at West St., Bow St. and School St., Freeport; Main Road Leeds Jct.; Depot St., Main St. and Bridge St., Livermore Falls; Main St., Winthrop; and Front St. Waterville.

#### CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE.

**BOWDOINHAM.**—Center and Main Streets.  
Control box on east end of station.  
**SOUTH GARDINER.**—Church Street.  
Control box on relay case at crossing.  
**WINSLOW.**—Brick Yard Crossing.  
Control box on crossing sign post at Sand Hill crossing.  
**WATERVILLE.**—Temple Street.  
Control box on relay case at crossing.  
**FAIRFIELD.**—Bridge and Railroad Streets.  
Control box at west end of track 3 at Burrill Avenue.  
**HERMON POND.**—Highway Crossing.  
Control box on signal 1261. When crossing signal is cut out, signal 1261 will indicate "stop."  
**WISCASSET.**—Main Street.  
Control box on west side of relay case at Crossing.  
**AUBURN.**—Adams Street.  
Control box on signal B-357.  
**LEEDS JCT.**—Highway Crossing.  
Control box near train register book.  
**WINTHROP.**—Main Street.  
Control box on east end freight house.  
**WILTON.**—Wilton Road.  
Control box on station.  
**ANSON.**—Preble Street.  
Control box on crossing tender's cabin at Main Street, Madison.  
**BARTLETT.**—Portland Road.  
Control box at both Albany Avenue and Portland Road.  
**WHITEFIELD.**—On B. & M. track, Littleton Road.  
Control box on B. & M. station.  
**WHITEFIELD.**—On M. C. track, High Street.  
Control box on post at crossing.  
**GILMAN.**—Gilman Road.  
Control box on station.  
**ST. JOHNSBURY.**—Portland Street.  
Control box on post at west end track 3.

#### TRAIN REGISTER

Freeport. Brunswick.	Passenger Station Telegraph Office. Yard Office for freight trains only.	Bangor Freight Yard Office for freight trains only.	Lower Yard for freight trains only.
Waterville		Bangor Dispatcher's Office. New Gloucester. Rumford Junction. Lewiston Leeds Junction. Oakland, for branch trains only. Skowhegan. Harmony. Dover-Foxcroft. Farmington. Livermore Falls. Whitney Brook.	Rumford Station for passenger trains only. Rockland. Lewiston, Lower Sta. Bingham. Bartlett. Crawford Notch. Quebec Junction. Whitefield, Diamond Crossing. St. Johnsbury. Waumbek Junction. Lancaster. Coos Junction. Beecher Falls.
Fairfield, for branch trains only. Clinton. Pittsfield for branch trains only. Newport Junction for branch trains only. Northern Maine Jct. for B. & Ar. trains only.			

Conductor of train displaying signals, or a train for which signals are displayed to Bangor, which is not to go to the Passenger Station, will arrange with Train Dispatcher's Office Bangor, by telephone from Yard Office, for registering at Passenger Station.

#### RAILROAD GRADE CROSSINGS ARE LOCATED AT

Yarmouth Junction.	Rockland.	Coos Junction.
Danville Junction.	Whitefield.	Masons.
Mechanic Falls.	Waumbek Junction.	

#### SIDINGS.

Regular passenger trains meeting at Brunswick, meet at the station and use for the siding, the Bath track between crossover at Union Street, and the east crossover.

All other trains meeting at Brunswick meet in the west yard, using for siding, the "running" track, between west switch and the crossover west of Spring Street.

Richmond, all trains meet west of station.

Vassalboro, all trains meet east of station.

Burnham Junction, regular passenger trains when taking siding to meet any opposing trains, will use the siding back of the station.

Dover-Foxcroft, no Maine Central train or engine will foul or operate on B. & A. main line track without permission from the Agent or his representative and then only under flag protection. No B. & A. train or engine will foul or operate on Maine Central main line track without permission from Agent or his representative and then only under flag protection.

Dover-Foxcroft, the switch leading to spur track, known as the passenger car track, must always be left set for the spur track. This in order to prevent cars running foul of the B. & A. main line.

Trains or engines making move from Dover-Foxcroft branch through west leg of wye to main line at Newport Junction must use extreme care in all cases and be governed by Rule 517 of the Operating Department.

Northern Maine Junction, regular passenger trains meet in front of station by using crossover just east or west of station. Eastward freight trains required to take siding to meet other trains will use track No. 11 on south side of main line east of station. Westward freight trains required to take siding will haul in at crossover just east of station onto track No. 14 on north side of main line.

Northern Maine Junction, when main track in front of passenger station is occupied by passenger train and it is necessary for freight trains, light engines or switchers to make move over track No. 14 which is track next to main track on north side between east crossover and first crossover west of station, flagman must precede the move and see that baggage and express trucks are clear.

Regular passenger trains meeting at Lewiston will use short siding opposite passenger station.

Freight trains use long siding between Lewiston and Fair Grounds. The east switch of this siding is the extreme east switch, located about 1100 feet east of the highway underpass.

Leeds Junction, regular passenger trains to meet, use south siding west of station.

Winthrop, regular passenger trains to meet, use siding north side of track west of station.

Allens, use the portion of siding East of the crossover for trains to meet.

Oakland, regular passenger trains to meet will use West and East Crossovers.

Livermore Falls, all trains meet at station.

**SPEED RESTRICTIONS.**

Miles per hour  
Direction Psgr. Frt.

**DEERING JUNCTION AND BANGOR VIA BRUNSWICK OR LEWISTON.**

Maximum	Both	50	35
Except that between East Yard Limit sign, Deering Jct. and Mile post 7, West Falmouth maximum is	"	55	
Between Mile post 7, West Falmouth and New Gloucester, also between Tower "B" Waterville and Detroit maximum is	"	60	
Fairfield, Kennebec Bridge	"	30	30
Waterville — Tower A	"	25	25
Waterville Ticonic Bridge and Curves East and West	"	30	30
Waterville and Winslow	"	45	35
Reverse Curve East of Vassalboro	"	40	
Between Kennebec River Bridge, Augusta and Winslow	"	55	25
Augusta, Kennebec River Bridge	"	25	25
Augusta, between Kennebec River Bridge and east end of passenger station	"	10	10
Millikens and Hollowell	"	40	35
West of South Cardiner — Freeman Creek Bridge	"	40	35
Between mile post 34, west of Bowdoinham and mile post 44	"	55	
Auburn, Court Street	"	15	15
Danville Junction, Canadian National Railway Crossing	"	15	15
Reverse curves, near mile post P 73, East of Belgrade	"	45	

Freight trains using crossovers between tracks 2 and 6, Lewiston must not exceed 15 miles an hour.

Eastward freight trains must not exceed speed of 25 miles per hour through Oakland. Trains using the East crossover at Oakland must not exceed speed of 15 miles an hour through it.

Eastward trains will not exceed speed of 20 miles per hour between switch at west end of Bangor West yard and lead at east end of double track and must not exceed 15 miles per hour passing through lead at east end of double track, and between east end of double track and Limit Board No. 1 east of Union Station, Bangor.

**ROCKLAND BRANCH.**

Maximum	Both	40	30
Bath Bridge	"	25	25
Wiscasset, Main Street	"	10	10
Marsh River Bridge	"	15	15
Nichols River Bridge	"	30	30
Georges River Bridge	"	30	30
Mill Creek Bridge	"	30	30
Curve at Nequasset	"	35	30
McKenney's Curve, west of mile post P 44	"	35	30
Umberheims Curve, near mile post P 63	"	35	30
Curve at Allens	"	35	30
Curve at East Waldoboro	"	35	30
Sidensparker's Curve, east of mile post P 72, Rockland Branch	"	35	30
Curve at Spears	Both	35	30
Wiley's Curve, east of mile post P 73	"	35	30
Nigger Meadow Curve, east of block BR 773	"	35	30
Reverse Curves west of Thomaston	"	20	20

**LEWISTON LOWER BRANCH.**

Maximum	Both	25	25
---------	------	----	----

**FARMINGTON BRANCH.**

Maximum	Both	35	30
Tyngston (East Wilton)	"	6	6
Livermore Falls, Depot Street (east end of freight house)	"	6	6

**BINGHAM BRANCH.**

Maximum	Both	25	25
Norridgewock, Bridge St. crossing	Westward	6	6
Norridgewock all other highway crossings	Both	10	10
Madison, Main St. crossing	"	6	6
North Anson, Elm St. crossing	"	10	10
10° Curve at west end Kennebec River Bridge west of Solon	"	20	20
4° and 5° reverse curve at P. 118 between Solon and Austin Jct.	"	20	20

**RUMFORD JUNCTION AND RUMFORD.**

Maximum	Both	40	30
Gilbertville	"	20	20
Rumford between coal shed and passenger station	"	20	20

**HARMONY BRANCH.**

Maximum	Both	25	20
Sebastcook and Mainstream Bridges	"	10	10
West Palmyra Road Crossing	"	10	10

**FOXCROFT BRANCH.**

Maximum	Both	25	25
Piscataquis River Bridge, Class O and W engines	"	10	10
St. Albans Street, Foxcroft Branch, about one mile east of Newport Jct.	"	8	8
Corinna, Main St. crossing	"	6	6
Dexter, Grove Street and Dam Street	"	6	6

**CUMBERLAND MILLS AND SAWYERS RIVER.**

Maximum	Both	45	35
Mile Post P-10 to P-11.10	"	40	30
Curve Newhall	"	35	30
First Curve east of White Rock	"	40	30
Sebago Lake and Mile Post P-18	"	40	30
First and second curves east of West Baldwin	"	40	30
Bridgton Junction to Hiram	"	40	30
North Conway, between Mile Post P.59 and passenger station	"	35	30
Curve east end Saco River Bridge, one mile west of Glen	"	40	30
Curve Mile Post P-72, west of Bartlett	"	40	30

**SAWYERS RIVER AND CRAWFORD NOTCH.**

Miles per hour  
Direction Psgr. Frt.

Maximum	Both	30	20
Frankenstein	"	15	15
Willey Brook	"	10	10

**CRAWFORD NOTCH AND ST. JOHNSBURY.**

Maximum	Both	35	20
One-fourth mile west of Mile Post P-90 to P-93, west of Fabyan	"	30	
Whitefield, all grade crossings	"	8	8
First and second curves west of East Concord	"	30	
First and second curves west of Mile Post P-121, west of North Concord	"	25	
Second and third curves west of Mile Post P-122, east of Concord	"	30	
Between East St. Johnsbury and St. Johnsbury	"	30	
St. Johnsbury, between Passumpsic River Bridge and passenger station	"	5	5

**QUEBEC JCT. AND BEECHER FALLS.**

Maximum	Both	30	25
			West of North Stratford Frt.-20
Isreals River Bridge, Except Motor Trains	"	10	10
Isreals River Bridge Motor Trains	"	25	25
Lancaster, all grade crossings	"	8	8
Connecticut River Bridge about one and one-half miles west of Coos Jct.	"	10	10
North Stratford, first highway crossing east of station	"	8	8
Columbia Bridge, first crossing west	"	10	10
West Stewartstown, all grade crossings	"	8	8

Class S engines will not be allowed under any circumstances to exceed a speed of 20 miles per hour in either direction between Bartlett and Coos Junction, or in either direction between Quebec Jct. and St. Johnsbury, and Class S, C and BO engines will not exceed 20 miles per hour over Gambo Bridge about one-half mile west of Newhall, 10 miles per hour over Hiram Bridge, west of Bridgton Junction.

And from Crawford Notch to Sawyers River, and from Crawford Notch to Bretton Woods:

	PASSENGER.	FREIGHT.
Crawford Notch to Mt. Willard	3 minutes.	8 minutes.
Mt. Willard to Willey House	7 "	15 "
Willey House to Carrigan	6 "	15 "
Carrigan to Notchland	4 "	9 "
Notchland to Sawyers River	4 "	10 "
Crawford Notch to Bretton Woods	6 "	12 "

This rule applies to all trains. Light engines or engine and caboose may use the shorter time.

**FAIRFIELD AND SKOWHEGAN.**

Maximum	Both	35	20
---------	------	----	----

**CANTON BRANCH.**

Maximum	Both	30	20
Class S, W and "BO" engines Chisholm Yard approaching Androscoggin River bridge	"	15	15

At Mechanic Falls, Locomotives Class 65 to 115, inclusive, backing in either direction on Canadian National transfer track must not exceed speed of 6 miles per hour, on account of curvature.

Class S engines can turn on wye at Pittsfield, speed not to exceed 6 miles per hour.

Referring to Time Table speed restrictions limiting speed to 30 miles per hour over Fairfield, Kennebec River bridge and 25 miles per hour over Augusta, Kennebec River bridge. Speed of trains must be reduced and brake released before going onto either end of bridge, so train will not exceed the speed over any part of the bridge and no requirement for applying brake while on the bridge to reduce speed, except in some emergency.

Speed of 15 miles per hour over Frankenstein Trestle must be strictly observed, and in passing over the trestle brake should not be used except in emergency cases.

The maximum speed of relief trains handling wrecking cranes is to be the speed limit allowed freight trains in the territory where relief train is being operated, except between Rigby and Bangor, both routes, also between Rigby and Sawyers River, maximum speed to be 30 miles per hour.

Wrecking and Industrial cranes will not be permitted to operate over lines as indicated below:

Wrecking Crane 180 (Waterville) Capacity 120 tons.	
East of Hartland	Quebec and Beecher Falls
On Rockland Wharf	Lunenburg and St. Johnsbury
Cobbosseecontee Branch	

Wrecking Crane 177 (Bangor) Capacity 75 tons.

Wrecking Crane 178 (Rumford) Capacity 75 tons.

On Rockland Wharf.

Wrecking Crane 179 (Portland) Capacity 100 tons.

Cobbosseecontee Branch

On Rockland Wharf

East of Hartland

When Crane 179 is operated between Quebec Jct. and Beecher Falls the following speed restrictions must be observed:

Cherry Brook Bridge — Waumbek Jct.	} 10 miles per hour
Carpenter Cattle Pass — .70 mile east of Maidstone	
Open Culvert — 2 miles east of W. Stewartstown	

#### Industrial Crane 194.

Cobbosseecontee Branch

Harmony Branch

West of Lancaster

On Rockland Wharf

When Crane 194 is run in the following territory, the following speed restriction must be observed:

#### Rockland Branch.

Long Trestle, $\frac{1}{2}$ mile east of Wiscasset,	} 10 miles per hour.
Georges River Bridge,	
Mill Creek Bridge,	

#### Lewiston Branch.

Androscoggin River Bridge,	} 6 miles per hour. Crane to be lightened as much as possible, resting boom on idler.
Little River Bridge,	
South Crowleys Bridge, Crowleys,	} 10 miles per hour.
North Crowleys Bridge, just east Crowleys,	

#### Bingham Branch.

Stevens Brook Bridge — 1 mile east of Embden,	} 10 miles per hour.
Concord Stream Bridge—1.90 mile east of Embden,	

#### Skowhegan Branch.

Martin Stream Bridge— $\frac{1}{2}$ mile west of Goodwill Farm,	} 10 miles per hour.
---	----------------------

#### Industrial Crane 196.

Cobbosseecontee Branch

East of Hartland

On Rockland Wharf

#### American Ditcher 141.

Cobbosseecontee Branch

\*West of Bartlett

Harmony Branch

\* May be operated by special permission and accompanied by a locomotive.

Stack and bonnet must be removed when machine is moved by train service, owing to structures whose overhead clearance will not permit this machine to operate with the bonnet in place.

Cranes 194 and 196 and American Ditcher 141 must not be moved at a speed exceeding 25 miles per hour.

Time-table and other designated speed restrictions must be complied with.

Me. C. air dump cars numbered 1001-1034, inclusive, not to be handled in freight trains of over thirty cars, except on instructions from Superintendent.

Maintenance of Way work equipment such as ballast cars, living cars flangers, plows and any other type of equipment of this department will be handled only on local freight trains not including RD 1 and DR 2.

### RULES GOVERNING USE OF SPRING SWITCHES AT ENDS OF DOUBLE TRACK AT FREEPORT, GARDINER, AUGUSTA, PITTSFIELD, HERMON POND, AND BANGOR WEST END.

The normal position of spring switches is for movements from single to double track in the normal direction of traffic; and switches will be trailed through in the normal position by trains or engines moving in normal direction of traffic from double to single track.

Switch stands at Freeport, Gardiner, Augusta, Pittsfield, and Bangor West End, are equipped with light and banner. The switch at Hermon Pond is equipped with color light indicator. The lights in switch stand and color light indicator will show green for either eastward or westward movements when switch is in normal position, and red when hand-thrown to reverse position. Where color light indicator is provided, when switch has been trailed thru, the indicator will show red until switch has moved to normal position.

Trains or engines moving from single to double track in the normal direction of traffic finding the signal that governs movements over the spring switch indicating Stop, will flag to the end of double track, examine the switch points closely, and if switch is closed in proper position will proceed in accordance with Rule 509-B. If the switch is not properly closed and can not be closed by means of the hand-throw lever, it must be spiked in the proper position before passing over it; and after the train has passed the switch the spike must be removed to permit trains or engines to trail through. Spiking maul, claw bar and spikes will be found in a cabin or box near the switch.

Trains or engines moving from double to single track, finding governing signal indicating stop, will be governed by Rule 509A, EXCEPT at Bangor and Hermon Pond. At Bangor where light engines moving from the west end of double track to engine house over Crossover "A," finding governing signal indicating stop, will stop back of signal until governing signal indicates proceed, or until they are flagged thru by switchman. At Hermon Pond trains or engines moving from eastward main line to single track, finding governing signal indicating stop, will hand-throw switch to reverse position, and if signal does not then indicate proceed they will be governed by Rule 509A. After passing over switch they must restore switch to its normal position.

Trains or engines trailing through a switch must not exceed a speed of twenty miles per hour until the leading wheels have passed through the switch, when speed may be accelerated to allowable maximum speed.

Trains or engines trailing through a switch and stopping on the switch must not take up slack nor back up until the switch has been set in proper position by hand-throw lever, otherwise the switch will be straddled, resulting in derailment.

#### At end of Double Track, Freeport

For movements against current of traffic from double to single track, the signal near end of double track governing this move will be cleared by operator at the station.

#### At end of Double Track, Gardiner; and end of Double Track, Pittsfield.

For through movements against current of traffic from double to single track, the signal near end of double track governing this move will be cleared by operator at the station. For shifting movements against current of traffic from double to single track, push keys have been provided, located in a box on post of bracket signal; and trainmen may clear the governing signal by pressing the key marked S. If movement is not made, the normal position of signals must be restored by pressing the key marked either L or P.

#### At Pittsfield.

Westward trains hauling onto track 4 (passing siding) will not close main line switch until rear has passed foul post, and Eastward trains hauling off that track will not pass the foul post until the main line switch has been opened, which will avoid setting blocks 1015 and 1023 in face of Eastward trains.

#### At Hermon Pond.

It has been so arranged that, by means of a switch in the telegraph office, Eastward color light automatic block signal 1261 can be set at stop indication by the operator but can not be cleared by him when track is occupied by an opposing move.

Eastward trains finding signal 1261 at stop indication and eastward train order signal displayed at station, will stop back of signal 1261 and crew go to telegraph office for orders.

### SEMAPHORE TRAIN ORDER SIGNALS

At all telegraph stations, except Lower Yard, Chisholm Yard, Livermore Falls Freight House, St. Johnsbury, Bangor Freight Yard and Waterville Station.

At Brunswick the eastward train order signal will govern eastward trains on the main line and to the Rockland branch.

The westward train order signal will govern westward trains on the main line.

All eastward trains on the Lewiston branch must obtain clearance card (Form M. C. 30) before leaving Brunswick and will not be affected by the train order signal at that point.

All first class trains and extra passenger trains must obtain Clearance Card (Form M. C. 30) before leaving Waterville Passenger Station.

All freight trains, work trains, light engines, or engine with cabooses, running through or starting from Waterville, will be governed by train order signal on south side of Yard office and must obtain Clearance Card (Form M. C. 30) before leaving.

All trains on Dover-Foxcroft branch must obtain Clearance Card (Form M. C. 30) before leaving Newport.

All trains must obtain clearance card (Form M. C. 30) before leaving St. Johnsburry.

In absence of train orders, clear signals at Royal Junction for westward trains indicate that superior trains due in same direction on other route have passed.

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

At Bangor, trains whose initial terminal is Bangor Freight Yard, must obtain clearance card (Form M. C. 30) before departing.

Maine Central trains handling passengers or freight to or from Whitefield, B. & M. station, will be governed by train order signal at that station. Trains which do not operate to this station will not be affected.

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

Such trains as go to the Boston and Maine station will be governed as follows:

Electrically operated Home Signal located about 2600 feet south of diamond crossing, near south switch of "Berlin" track, Whitefield.

Northbound movements using Main Line or "Berlin" track finding this signal in stop position will be governed by General Rules.

Double-throw knife switch controlling this signal is located in cabin at Diamond Crossing. "Upward" or contact position sets signal in "proceed" position. "Downward" position sets signal in "STOP" position.

Movements of M. C. R. R. trains to B. & M. R. R. station must be sure controlling switch has been placed in "Stop" position before main track is fouled. While M. C. R. R. trains are on B. & M. R. R. Main Line, no balls or lights will be displayed at mast head.

Trains backing over Carroll Street crossing will protect by member of crew. Speed restriction six (6) miles per hour.

Register books are located in cabin at Diamond. Cabin is double-locked.

B. & M. R. R. time table located in cabin for information of M. C. R. R. conductors to check register as per Rule 83.

Movements of M. C. R. R. trains to B. & M. station will be made in accordance with B. & M. and M. C. General Rules 83 and 93.

When moves are completed home signal must be returned to "proceed" position.

Maine Central Railroad trains making this move will wait three (3) minutes after setting "Home" signal in stop position before B. & M. R. R. main track is fouled.

Maine Central trains on checking the register book at Diamond and finding the Boston & Maine trains due have not arrived or left, will get instructions from Agent before fouling Boston & Maine main track.

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

#### SPECIAL SIGNALS.

**Rockland.**—One ball or one red light at masthead will allow trains of the Lime Rock R. R. to cross the Maine Central tracks.

Absence of signals will allow trains of the Maine Central R. R. to cross the tracks of the Lime Rock R. R.

**Quebec Junction.**—The normal position of the junction switch is for the St. Johnsburry route.

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

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

At Coos Jct., normal position of grade crossing signal is clear for Boston and Maine. Maine Central trains after using the diamond, will leave signal in normal position.

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

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

**St. Johnsburry.**—CANADIAN PACIFIC RAILWAY.—NORTHWARD MOVEMENTS.—By a home signal located to the right of main line about 420 feet south of junction switch, governing movements on or from Canadian Pacific main line by any possible route.

**SOUTHWARD MOVEMENTS.**—By a home signal on right-hand pole of a bracket post located to right of main line, about 50 feet north of DERAILING SWITCH, governing movements on or from Canadian Pacific main line by any possible route.

**St. J. & L. C. R. R.**—EASTWARD MOVEMENTS.—By a distant signal located to the right of main line about 1,300 feet west of home signal. This signal will only be cleared for through movements on the St. J. & L. C. R. R. main line.

By a home signal located to the right of main line about 50 feet west of DERAILING SWITCH, governing movements on or from the St. J. & L. C. R. R. main line by any possible route.

**WESTWARD MOVEMENTS.**—By a semaphore signal on the left-hand pole of a bracket post located to the right of Canadian Pacific main line, about 370 feet north of junction switch, governing movements on or from the St. J. & L. C. R. R. main line or freight track by any possible route.

Enginemen finding the proper signal at safety may proceed over the crossing without stopping, at a speed not exceeding 10 miles per hour.

Enginemen finding the home signals at danger must bring their trains to a full stop before reaching the same and not proceed until the proper signal is cleared for them.

All the above signals will be operated under General Rules 601 to 697, inclusive.

#### INTERLOCKING SIGNALS.

EASTWARD Read Down	LOCATION	WESTWARD Read Up
Approach, Block 123 Light Signal §Home Light Signal, Track 1 L Dwarf Light Signal, Track 2 L	Royal Junction Lower Road	§Home Light Signal, Track 2 L Approach, Block 142 Dwarf Light Signal, Track 1 L
	Royal Junction Back Road	§Home Light Signal, Track 2 B Approach, Block B 140 Light Signal Dwarf Light Signal, Track 1 B
Approach, Block 141 §Home Light Signal Dwarf Light Signal Track 2	Yarmouth Junction	§Home Light Signal Approach, Block 156 Dwarf Light Signal Track 1
Approach, Block 807 §Approach, 2-Arm §Home, 3-arms §Home, 3-arms	Tower A Waterville Lower Road	
Approach, Block B 845 §Home, 3-arms §Home, 3-arms Dwarf, Track 6 Dwarf, Track 8	Tower A Waterville Back Road	
§Home, 3-arms §Home, 3-arms Track 35	Tower A Waterville West end of Yard	§Home, 3-arms §Home, 3-arms Approach, Block 824 §Home, 3-arms, Track 23 Dwarf, Track 21 Dwarf, Track 3 Dwarf, Track 77 Dwarf, Track 71 Dwarf, Track 1
Approach, Block 821 §Home, 3-arms §Home, 3-arms Track 3 Dwarf, Track 2 Dwarf, Track 193	Tower B Waterville (East end of Yard)	§Home, Light Signal Approach, Block 834 Dwarf, Track 1 Dwarf, Track 3
Dwarf Light Signal Track 4	Bangor Yard (West end of crossover "A")	
Approach, Block 1359 §Home, Maine Line Dwarf, Track 15 Dwarf, Track 37	Bangor Yard (Railroad Street)	§Home, 2-arms Approach, Block 1368

## INTERLOCKING SIGNALS.—Concluded.

EASTWARD Read Down	LOCATION	WESTWARD Read Up
Approach, Block B 253 §Home	New Gloucester	§Home Approach, Block B 266
Approach, Block B 297 §Home Light Signal	Danville Junction	§Home Light Signal Approach, Block B 314

At interlocking Towers the restricting arm, that is, the bottom arm of the three-arm home interlocking signal, must be cleared only when positively necessary and required to take care of some condition.

The unnecessary use of this arm must be discontinued.

## INTERLOCKING DRAWBRIDGE SIGNALS.

EASTWARD Read Down	LOCATION	WESTWARD Read Up
Approach, Block R 375 Approach, Block R 381 §Drawbridge Light Signal	Kennebec River	§Drawbridge Light Signal Approach, Block R 388
Approach, Block R 501 Home	Sheepscot River	Home Approach, Block R 516
Approach, Block R 525 Home	Nichols River	Home Approach, Block R 542

## AUTOMATIC INTERLOCKING SIGNALS

EASTWARD Read Down	LOCATION	WESTWARD Read Up
Approach Home	Masons Canadian National Railway Crossing	Home Approach

When a home signal displays "stop," the stop indication will be due to a train approaching or passing over the crossing on the Canadian National Railway or plant out of order.

If, after waiting a reasonable length of time, no train is seen approaching on the Canadian National Railway, trainmen will proceed as follows:

1. Walk to the crossing and unlock box marked "M. C. Switch" which is located on the outside of relay case near the crossing.
2. After opening the box, trainman must positively assure himself that no train is approaching on the Canadian National Railway, and then open switch located in box.
3. Stand at intersection and signal train across.
4. After train passes crossing, close switch and door of box, and lock same.
5. All concerned must understand that the above is the only manner in which signal indicating "stop" may be passed.

EASTWARD Read Down	LOCATION	WESTWARD Read Up
Approach, Signal RB-437 Home, Light Signal	Mechanic Falls Canadian National Railway Crossing	Home, Light Signal Approach, Signal RB-450

When home signal displays stop, the stop indication may be due to:

- (a) A Canadian National train may have previously approached the crossing, and accepted a clear signal, or,
- (b) A Canadian National train may have previously approached the crossing and stopped to do work before accepting a clear signal, or,
- (c) Part of the Maine Central train approaching the stop signal may have been left on the other side of the crossing, or,
- (d) There may be a failure of the apparatus.

Under such circumstances trainmen will proceed to the crossing and unlock box marked "Time Release," operate the time release by turning knob to right until pointer on dial points to "O." Then release knob. Clockwork mechanism will now run and pointer will travel to the left and stop at figure "3" at end of three minutes. This completes the operation of the time release, and it must be left in this position.

If the signal does not clear at end of three minutes, trainmen shall again check to see that no train is approaching on other road, following which train may proceed over crossing on hand signal from the trainman

If a train leaves part of its train on the main track on one side of the crossing while balance of train proceeds over crossing to do work, the same procedure as outlined above must be followed when forward end of train is ready to back across crossing to couple to remainder of train. In this case, however, signal may not clear for the back-up move as rear portion of train may be in the block. All movements over the crossing, when signals will not clear, will be made on hand signal. It is IMPERATIVE that the three-minute operation of the time release be made for every such movement, as signals on Canadian National might have been cleared by train approaching on that road.

## REFERENCES.

- † Automatic routing signal.  
‡ Will govern movements from siding or yard to the main line.  
§ Semi-automatic signal for main line movements.  
¶ Will govern movements over spring switch.

AUTOMATIC BLOCK SIGNALS AND MAIN LINE  
INTERLOCKING SIGNALS.—LOWER ROAD.

SIGNALS EAST- WARD	BETWEEN STATIONS	SIGNALS WEST- WARD	SIGNALS EAST- WARD	BETWEEN STATIONS	SIGNALS WEST- WARD
				Harwards	
67	P. T. Limit	72	411		414
75	and		421	and	424
	West Falmouth		431		434
83		80	447	Richmond	450
89		86	457	and	462
97	and	92	471		474
103		100		Iceboro and Dresden	
	Cumberland Center	108	483		
115					486
123	and	116	499	and	502
§Home,	Royal Junction	124	513		516
				Lawrence Mills	
141	and	§Home,	523		528
§Home,	Yarmouth Junction	142	537	and	540
					552
		§Home,	551		559
		†	559		†
159			156		†S 560
171			166	Gardiner	
177	and		174		
185			182		568
193			192	and	578
199			198		586
	Freeport		591		592
†		†	599		600
†S	and		220	Hallowell	
217			228		608
227			240	and	618
235			248		
247	Hillside			Augusta	
255			258		628
263			268	and	† 632
275	and		278		638
287			288		646
†			290		656
	Brunswick		300	Kennebec	
				and	668
293	and		665		678
			675		688
			685		698
			697	Riverside	
					708
			707	and	720
			715		728
			725		736
			733	Vassalboro	
					752
			749		762
			759		772
			769	and	782
			779		794
			791		
			801	Winslow	
					804
			807	and	812
				Approach 2-arms	816
				§Home, 3-arms	†S 810
				Waterville	§Home, 3-arms
				and	3-arms
	Topsham	308		Tower A	§Home, 3-arms
305	and	318		and	824
317	Cathance				
		332	821		
331	and	346	§Home, 3-arms	Tower B	§Home, Light Signal
341		362			834
359	Bowdoinham				
		374			
371		384			
379	and	392	835	and	
389		404			
399	Harwards			Fairfield	

LOWER ROAD — Concluded.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
843	Fairfield		1121	East Newport	1126
849		844	1131		1134
861		856	1139		1144
869		870	1149	and	1152
879	and	880	1159		1162
889		890	1167		1170
897		898	1175		1178
	Clinton		1185	Etna	1186
901			1193	and	1196
S 901		902		Damascus	1206
909		910	1203	and	1214
919	and	922	1213		
927		932		Carmel	1222
937		940	1219		1228
949		950	1227		1238
	Burnham Junction		1237	and	1248
965		968	1245		1256
975	and	976	1253		† 1262
983		986 †	1261	Hermon Pond	1274
995	Half Way	998	1271	and	1284
1005		1008	1281		1292
1015	and	1016	1291		
† 1023		† 1024	1299	Center	1300
	Pittsfield	†S 1024		and	1308
1031		1032	1305	Northern Me. Jct.	† 1314
1039		1040			1322
1047	and	1048			1328
1055		1056	†S 1313		1336
1063		1064	1313		1344
	Detroit		1319	and	1352
1071		1072	1327		1358
1079	and	1082	1335		† 1360
1087		1088	1341		†S 1360
	Newport Junction		1349		§ Home,
1095		1098 †	1355	75 feet west of Ken-	2-arms
1105	and	1108 †	1359	75 feet west of Kenduskeag bridge	1368
1115		1116	§ Home		
	East Newport		† Circuit ends 75 feet west of Kenduskeag bridge		

BACK ROAD.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Royal Junction			Danville Junction	
B 141		§ Home	B 313	and	B 314
B 151	and	B 140	B 319		B 320
B 159		B 152	B 323		B 326
	Walnut Hill	B 160		Rumford Junction	
B 169		B 170		and	
B 177	and	B 178	B 335	Hacketts	B 338
B 187		B 186	B 345	and	B 348
	Mill Road		B 351		B 352
B 195		B 194	B 357		B 358
B 203	and	B 202		Auburn	B 364
B 209		B 210	B 363	and	B 368
	Gray		† B 367	Lewiston	† B 374
B 217		B 218		and	B 384
B 227	and	B 228	B 371	Fair Grounds	B 394
B 235		B 238	B 381	and	B 404
B 245		B 246			B 414
B 253			B 391		B 424
	New Gloucester		B 401		B 434
§ Home		§ Home	B 409		B 442
B 263		B 266	B 419	and	B 450
			B 429		B 462
B 273	and	B 276	B 439	Greene	B 472
B 285		B 290		and	
B 297		B 302	B 447		
§ Home		§ Home	B 459		
	Danville Junction		B 471	Leeds Junction	

BACK ROAD — Concluded.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
¶ B 477	Leeds Junction		B 657	Hoyts	B 658
B 483		B 476	B 665	and	B 668
B 493	and	B 484	B 675		B 678
B 503		B 494	B 683		B 688
	Monmouth	B 504	B 693	Belgrade	B 696
B 513			B 703		B 706
B 521	and	B 514	B 713	and	B 716
B 529		B 524	B 725		B 726
	Annabessacook	B 530	B 733		B 736
			B 741	Lakeside	B 744
B 541	and	B 544		and,	
B 553		B 558	B 749	Messalonskee	B 752
	Winthrop		B 763		B 768
B 567		B 568	B 779	and	B 782
B 577	and	B 580	B 787		B 788
B 589		B 592		Oakland	B 796
B 597	Maranacook		B 793		B 806
B 609	and	B 604	B 803		B 806
B 619		B 612	B 811		B 814
	Readfield		B 819		B 824
B 633	and	B 622	B 827	and	B 830
B 643		B 636	B 839		B 840
	Hoyts	B 650	B 845		† S 850
			§ Home,	Waterville	
			3-arms	and	
			§ Home,	Lower Road	
			3-arms	junction switch	

ROCKLAND BRANCH.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Brunswick	R 290			
R 293		R 296			
R 305	and	R 308	R 553		R 558
R 315		R 320		Newcastle	
R 327		R 332		and	R 570
	Hardings		R 567		R 580
R 337		R 340	R 579	Damariscotta Mills	
R 345	and	R 348	R 587	and	R 590
R 355		R 358	R 599		R 602
R 365		R 368		Nobleboro	
	Bath	R 376	R 613	and	R 616
R 375				Muscongus Bay	
R 381		R 380	R 623	and	R 628
§ Home,	and	R 637	R 637	Glendon	
draw-bridge signal				and	R 642
			R 653		R 658
R 387	Woolwich	R 388	R 665	Winslows Mills	
	and			and	R 668
R 393		R 396	R 679	Waldoboro	
R 401		R 406		and	R 682
	Nequasset	R 416	R 691	Allens	
R 411	and	R 426	R 701		R 694
R 423	Wrights	R 436	R 715	and	R 706
R 433	and	R 450	R 727		R 720
R 447	Montsweag			Spears	
R 457	and	R 462	R 739	and	R 730
R 469		R 474	R 488		R 742
R 485	Wiscasset			Warren	
R 493		R 494	R 749		R 752
R 501		R 504	R 761	and	R 764
		Home,	R 773		R 778
Home,	and	draw-bridge signal	R 787	Georges River	
draw-bridge signal				and	R 790
	Sheepscott	R 799			R 804
	and	R 811		Thomaston	
R 513	Marsh	R 516			R 814
				and	R 824
R 525	and	R 528	R 835		R 838
Home,		Home,	R 849		R 850
draw-bridge signal		draw-bridge signal		Lime Rock Crossing	
R 539		R 542	R 855	and	R 856
				400 feet west of Rockland Station	

## FARMINGTON BRANCH.

SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD	SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD
	Leeds Junction and 6,600 feet east	F 476 F 482	F 667 F 675	Shuy and Livermore Falls 4,750 feet east	F 676 F 682

## RUMFORD BRANCH.

SIGNALS EASTWARD	BETWEEN STATIONS.	SIGNALS WESTWARD
Approach Home		Home Approach
RB 327	Rumford Junction and Two miles east.	RB 330 RB 332 RB 340
RB 329		
	Hacketts and East end of Y	R Y 332 R Y 330

Circuit of upper arm of R 330 ends at west end of Rumford Junction Station. Circuit of lower arm of R 330 ends at fouling point of Back Road main line at east end of Y.

Trains proceeding from the Rumford branch toward Hacketts will stop back of block RB 330 until switch is set and lower signal of block RB 330 indicated "proceed."

Trains from the Y, before entering Rumford branch, must stop back of block RY 330 until switch is set and block RY 330 indicates "proceed."

If train is to proceed to Rumford Junction, it must be moved back of block RB 330, and stop until upper signal of block RB 330 indicates "proceed."

Should the proper signal not immediately clear when switch is thrown, train movements must be governed by General Rule 509.

## INDICATORS.

Freeport — At switch leading from eastward main line to westward main line, west of station.

At west end of passing track.

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

Pittsfield — At East end of track leading to east bound main line.

Hallowell — At switches leading from eastward main line to westward main line, each side of station.

Vassalboro — At west end of passing track.

Waterville — At Hollingsworth & Whitney switch.

At mill track east of Ticonic bridge.

At west end of new Crossover, Fairfield.

At Skowhegan Branch switch, Fairfield.

At switch leading to West Benton yard.

At each end of crossover east of switch leading to West

Benton yard.

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

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

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

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

## SKOWHEGAN BRANCH.

SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD
	Fairfield and 500 Feet east.	S. B. 844

## MOUNTAIN ROAD.

SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD	SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD
	2000 feet East and Bartlett	M 702		Bretton Woods and Fabyan	M 888
M 711 M 723 M 733 M 743	and			and White Mt. House	M 892 S 892
M 753 M 765	Sawyers River and			and Twin Mountain	M 900 M 912 M 924
M 773	Notchland and Carrigain			and Carroll	M 936 M 952 M 964
M 785 M 797 M 807	and Willey House			and	M 976 M 988
M 815 M 825 M 837 M 847	and Crawford Notch	M 846			Circuit of M 988 ends at the foul- ing points west of junction switch on both St. Johns- bury and Lancaster routes.
M 851 M 853	and Bretton Woods	M 850 M 860 M 868 M 878		Quebec Junction	

No eastward signals between Quebec Junction and Block M 853.

No westward signals between Bartlett and Block M 846.

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

Maranacook — At east end of passing track.

Sawyer's River — At each end of passing track.

Notchland — At each end of passing track.

Willey House — At each end of passing track.

Twin Mountain — At each end of passing track.

Carroll — At each end of passing track.

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

## BULLETIN BOARDS.

Brunswick Station and Engine House.

Rockland Station and Engine House.

Augusta.

Waterville Station Telegraph Office.

Waterville, Yard Office and Eng. House.

Northern Maine Junction.

Bangor Freight Yard Office and Engine House.

Bangor Dispatcher's Office.

Dover-Foxcroft.

Lewiston Station and Eng. House.

Bingham.

Farmington.

Rumford Lower Yard.

Rumford Station and Engine House.

Bartlett Station and Engine House.

St. Johnsbury.

Lancaster.

Beecher Falls

**MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.  
PORTLAND DIVISION.**

RATING CHANGE POINTS.	CLASS.						
	115	110	105	100	70	65	60
Portland to Deering Junction.....				1850	1200	1100	1000
Deering Junc. to Waterville, via L. R. ....				2100	1400	1300	1200
Deering Junc. to Waterville, via B. R. ....				2050	1300	1200	1100
Waterville to Bangor.....				2150	1350	1250	1150
Bangor to Northern Maine Junction.....				1425	1000	925	850
Northern Maine Junction to Rigby.....				2500	1700	1575	1475
Waterville to Leeds Junction.....	2200	2100	2000	1800	1200	1100	1000
Leeds Junction to Lewiston.....	2900	2800	2700	2350	1600	1475	1350
Lewiston to Rigby.....	3400	3200	3000	2800	1800	1600	1400
Rumford Junction to Rumford.....	2400	2200	2000	1800	1250	1150	1050
Rumford Lower Yard to Rumford Junc. ....	2800	2600	2400	2200	1450	1350	1250
Canton to Livermore Falls.....	2800	2500	2300	2100	1400	1300	1200
Livermore Falls to Leeds Junction.....	3000	2700	2500	2200	1600	1475	1350
Leeds Junction to Livermore Falls.....	2600	2400	2200	2000	1400	1300	1200
Livermore Falls to Canton.....	2400	2200	2000	1800	1200	1100	1000
Livermore Falls to Farmington.....		1800	1700	1500	1050	975	900
Farmington to Livermore Falls.....		1800	1700	1500	1050	975	900
Brunswick to Lewiston.....				1425	1000	925	850
Lewiston to Brunswick.....				1425	1000	925	850
Brunswick to Bath.....				2500	1750	1625	1500
Bath to Wiscasset.....				1300	900	850	700
Wiscasset to Rockland.....				1150	800	750	700
Rockland to Bath.....				1375	950	875	675
Bath to Brunswick.....				1500	1050	1000	900
Waterville to Skowhegan.....					1600	1475	1350
Skowhegan to Waterville.....					1500	1375	1250
Pittsfield to Harmony.....					1000	925	850
Harmony to Pittsfield.....					1750	1625	1500
Newport to Dexter, Double Dexter.....					1400	1300	1275
Dexter to Foxcroft.....					825	750	700
Dexter to Newport Junction.....					1400	1300	1275
Foxcroft to Dexter.....					850	775	725
Oakland to Bingham.....					1050	975	900
Bingham to Oakland.....					1050	975	900
Portland to Bartlett.....			2000	1700	950	875	800
Bartlett to Crawford Notch.....			650	625	450	400	350
Crawford Notch to Lancaster.....			3150	3000	2000	1850	1700
Lancaster to North Stratford.....							1500
North Stratford to Beecher Falls.....							1000
Beecher Falls to Lancaster.....							1600
Lancaster to Quebec Junction.....			1600	1450	825	765	700
Quebec Junction to Crawford Notch.....			1100	1000	525	490	450
Crawford Notch to Portland.....			3300	3100	2100	1950	1800
Quebec Junction to St. Johnsbury.....			1600	1550	1000	900	800
St. Johnsbury to Quebec Junction.....			1225	1150	600	565	525

Helper service to take combined rating of engines. Trains starting from Rigby with continuous run to Deering Jct. take rating Deering Jct. East.  
B. & M. engines, Class K-8 series 2600 to 2639 rate 85% of Class 100; 2640 to 2734 rate 95% excepting 2671 and 2696 which rate 100 Class.

**LOCOMOTIVE ADJUSTED TONNAGE.  
CLASS OF POWER**

	Me. C. 650 Series	B. & M. 3000 Series Booster B. & M. 4000 Series	115	110	105
	Tons	Tons	Tons	Tons	Tons
Rigby to Waterville.....	3700	3700	3025	2650	2525
Waterville to Bangor.....	3700	3700	3200	2850	2700
Bangor to Northern Me. Jct. ....	3000	2700	2025	1800	1650
Northern Me. Jct. to Rigby via Brunswick.....	5400	4900	4050	3700	3600

**Temperature Car Factor**  
 A—Above 32 Degrees... 5  
 B—20 to 32 " " " 8  
 C—0 to 20 " " " 12  
 D—Below Zero..... 15

**TRAINS ASSIGNED TO HANDLE PREFERRED TONNAGE WILL HANDLE 90% OF ABOVE TONNAGE.**

In making up trains by the adjusted tonnage method, the actual gross weight of each car in tons should be increased by adding the car factor. Cars should be added to the train until their total gross weight thus increased approaches as close as possible, but does not exceed, the adjusted tonnage. The train is then complete except the adding of caboose which has been allowed for in compiling these ratings.

**TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.**

Class	Locomotive Numbers
150 "SF"	651-653
115 "S"	627-632
110 "S"	601-02-03-04-07-08-10-12-13-17-18
105 "S"	621-626
100 "S"	606-09-11-16
100 "D"	701-702
70 "C"	466-470
70 "W"	501 and 509 to 528 Except 517
70 "K"	167-180
65 "C"	452-465 Except 457
65 "BO"	401-412
65 "W"	502
60 "O"	359-390 Except 360-375-377
60 "K"	161-166
45 "M"	246-247
35 "G"	114
35 "H"	144, 147 and 150

**HEAVIEST ENGINES PERMITTED**

Between	Classes
Portland and Bangor, via Either Route.....	All
Brunswick and Bath.....	115
Cannot turn 401-412, 452-470, 516, 518-528, except 519, 601-632 or 701-702 at Bath.	
Bath and Rockland.....	70 Ex. 466-470
Brunswick and Lewiston Lower.....	70 Ex. 466-470
Cannot turn 359-390, 401-412, 452-465 or 501-528 at Lewiston Lower.	
Leeds Jct. and Livermore Falls.....	115 Ex. 701 & 702
Cannot turn 374-379-380, 401-412, 452-470, 516, 518-528 except 519, or 601-632 at Livermore Falls.	
Livermore Falls and Farmington.....	70 Ex. 466-470
Fairfield and Skowhegan.....	70 Ex. 466-470
Cannot turn 374-379-380, 401-412, 452-465, 516, or 518-528 except 519 at Skowhegan.	
Pittsfield and Harmony.....	60
Cannot turn 374-379-380.	
Newport Jct. and Dexter, cannot turn at Dexter.....	70 Ex. 466-470
Dexter and Dover-Foxcroft.....	70 Ex. 401-412
Cannot turn 374-379-380, 516, 518-528 except 519, and 466-470 at Dover-Foxcroft.	
Rumford Jct. and Rumford.....	115 Ex. 701 & 702
Canton and Livermore Falls.....	115 Ex. 701 & 702
Cannot turn 374-379-380, 401-412, 452-470, 516, 518-528 except 519 or 601-632 at Livermore Falls.	
Oakland and Bingham.....	70 Ex. 466-470
Cobbosecontee Branch, Gardiner, only 114 and 189, can be Operated.	
Portland and St. Johnsbury.....	105 Ex. 701 & 702 and 466-470
At Lunenburg cannot turn 374-379, 380-516 or 518 to 528 except 519.	
Coo's Jct. and Beecher Falls.....	60
Cannot turn 363-369-374-376-379-380 to 390 at Beecher Falls.	

**B. & M. ENGINES PERMITTED.**

2600, 2700, 3600, 3700, 3710, 3000 and 4000 types may operate between Portland and Bangor either route.

2600, 2700, 3600 and 3700 to 3709 types may operate between Rumford Jct. and Rumford—Canton and Livermore Falls—Leeds Jct. and Livermore Falls—Brunswick and Bath, and cannot turn at Livermore Falls and Bath.

2600, 2700 and 3600 types may operate between Bath and Rockland—Brunswick and Lewiston Lower—Livermore Falls and Farmington—Fairfield and Skowhegan—Oakland and Bingham—Portland and St. Johnsbury, and cannot turn at Lewiston Lower and Skowhegan.

In emergency, B. & M. 3000 and 4000 types, and Me. C. class 150 may turn on the Wye at Rumford Jct., Leeds Jct., Newport Jct., and Brunswick, at speed not to exceed 8 miles per hour.

**OAKLAND.**—Class S engines must not operate on tracks 44 and 72.

**DEXTER.**—Class 70 locomotives must not be operated on spur track 11. Crews having work to do on that track will take cars enough so engine will not have to go onto it.

**LIBBY PIT.**—Locomotives must not be operated on spur track 12 beyond west end of loading tower.

**YARMOUTH JCT.**—Engines 651 to 653 and B. & M. engine series 3000 to 3029 and all 4000 series must not be operated on the west Wye. Class "S" restricted to 6 miles an hour.

**FARMINGTON.**—B. & M. K-8 must not be operated on crossover "A," also must not back over west switch to track 3 account curvature.

**FREEPORT.**—Locomotives must not be operated on Soule's Coal Trestle on track 12, until further notice, as trestle is not in fit condition to carry locomotive.



Crews having work to do or cars to place on this track will take enough cars with them so engine will not enter onto the structure.

**PITTSFIELD.**—Locomotives must not be operated on track 16 (lumber track), near coal shed, east of station, on account of curvature.

**NEWPORT JCT.**—Santa Fe engines and B. & M. engines class 4000 may be operated on tracks

16 (Track back of passenger station).

18 (Track front of freight house).

20 (Track back of freight house).

These engines must not be operated over bridge in side track just east of station.

**SOUTH WINDHAM.**—Locomotives, up to 105 class, inclusive, may operate on all tracks east of the coal trestle on track 11, known as the mill track, but must not operate over coal trestle. Engine limit sign has been installed at east end of trestle.

**NORTH CONWAY.**—Locomotives larger than class 60 must not be operated on track 10 (spur track back of former coal shed) beyond a point 400 feet from the switch, which is about 100 feet east of Gibson's Coal Shed.

**BARTLETT.**—Locomotives larger than class 60 must not be operated on track 45 and 47 (fourth and fifth tracks from front coal track) or on track 67 (Peg Mill track).

Locomotives must not be operated over the track scales.

**LUNENBURG.**—Locomotives larger than class 70 must not be operated on tracks 10, (Wharf track) and 12 (turntable track).

**GILMAN.**—Locomotives larger than class 70 must not be operated on track 15.

**MILES POND.**—Locomotives larger than class 70 must not be operated on track 3 (spur track on south side).

**CONCORD.**—Locomotives larger than class 70 must not be operated on track 4 (easterly spur or second spur track east of station on north side) or on track 8 (westerly spur on north side west of station).

**ST. JOHNSBURY.**—Locomotives larger than class 70 must not be operated on tracks 7, 8 and 10 (industrial tracks between Moose River bridge and Passumpsic River bridge) or on track 12 (spur track on north side between Passumpsic River bridge and Portland Street).

Class 70 locomotives, except 466 to 470, inclusive, may couple with class 100, 105 and 115 over Androscoggin River Bridge at Chisholm Yard.

When so coupled engines must not be stopped on the bridge for reverse movement.

Whenever Maine Central class "C" or Boston and Maine class "P" type engines are doubleheaded with Maine Central class S or Boston and Maine class K-8 or with any engine larger than these, the class C or P must be kept ahead.

B. & M. class P-2 should be kept ahead of Me. C. 333-390—401-412—450-470

B. & M. K-8 without booster should be kept ahead of Me. C. 401-412—501-528—601-632—651-653, B. & M. 3000 type and 4000 type, and in case of emergency can be used ahead of Me. C. 452-470 or 333-390.

Locomotives may couple on the Mountain Road as follows:

#### Rigby to Bartlett.

Class 60, may couple

Class 65-70, 501 to 528, inc. may couple

Class 65-70, 501 to 528, inc. may couple with 359 to 390 inc. and 452 to 465, inc.

Class 65, 401 to 412, inc. may couple with Class 60 engines.

Speed restrictions: Gambo Bridge, one-half mile west of Newhall, twenty (20) miles per hour. Hiram Bridge, between Hiram and Bridgton Jct. ten (10) miles per hour.

**WHEN ENGINES ARE USED THAT MAY NOT COUPLE THEY MUST BE SPACED AT LEAST FIVE CARS.**

#### Bartlett and St. Johnsbury.

All classes permitted to operate on Mountain Road may couple.

#### Quebec Jct. and Coos Jct.

Class 35-70, inclusive, except 466-470, may couple in any combination. "BO" type should not be coupled with any combination, if it can be avoided. Class "S" not to be coupled, or coupled with any other type.

**Coos Jct. and Beecher Falls.** Class 60 may couple

**PEJEPSCOT MILLS.**—Class "W" locomotives may be operated on Pejepscot Paper Company's tracks except on trestles. When necessary to operate on trestles take cars enough so engine will not go onto them. Reasonable care must be used, particularly when backing this class of engine on these tracks, to avoid derailments.

**LISBON FALLS.**—Class "W" locomotives must not be operated on trestle of track 16 (Worumbo Coal Trestle) on account of light rail and curvature. When switching this track sufficient cars to be taken so engine will not go onto trestle.

**BATH.**—No locomotive will be operated on Bath Iron Works spur track, leading off their track 85, on account of curvature. Cars for this track to be placed just into clear, and to be moved from and returned to that point by them.

Class 65 and 70 locomotives must not be operated tender first on the Foxcroft Branch between Newport Jct. and Dover-Foxcroft, except in doing switching and in emergency.

Locomotives up to 70 class, inclusive, except 466 to 470, inclusive, may be coupled between Bath and Rockland, except that engines 401 to 412, inclusive, must not be coupled together.

**CANTON.**—Account of curvature on track 5 back of freight house, locomotives must not go on this track beyond the standpipe.

#### MISCELLANEOUS.

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

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

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

**Westward:** Same authority to line up movement with the Towermen, send a responsible man to the entering end to stop train and inform engine and train crew of movement and pilot train through yard; Yardmaster or Assistant Yardmaster, as case may be, to remain at point where the diversion ends and personally furnish flag protection.

**BINGHAM.**—The main track between Austin Jct. and Bingham has been discontinued as a main line. All tracks between those points are yard tracks, and all movements on them will be governed by Yard Rules only. A sign reading "END OF MAIN TRACK—ALL TRACKS EAST ARE YARD TRACKS, AND YARD RULES GOVERN" is located about 150 feet east of State Road Crossing No. 119.14 at Austin Jct. Crews using these tracks may expect to find cars spotted on any or all of them east of this sign. There is a Hayes two-way derail located on former main track about 1500 feet west of the west switch of sidetrack 3, Bingham. This derail to be kept in derailing position and locked at all times when not being used by crews.

**ROCKLAND.**—To provide necessary information for movement of light engines between the engine house and the passenger station or into the so-called Lower Yard, the following arrangement is in effect:

#### Engine House to Passenger Station.

Immediately after reporting at the station, conductors will examine the train register, ascertain whether all trains due in or out have registered, then telephone their engineman at the engine house, information obtained from the register.

If all trains due have not registered, conductor will arrange flag protection for the move.

#### Passenger Station to Engine House.

On arrival at station engineman and conductor will examine train register, and if all trains due have not registered, conductor will arrange flag protection for the move.

**AUGUSTA.**—Platform awning of Cushnoc Paper Company's new storehouse does not properly clear box cars or men on such cars. Crews, doing work on track where this storehouse is located, will govern themselves accordingly.

**BATH.**—Shipways have been erected over Bath Iron Works track 87, about 175 feet back of the frog which will not clear a box car.

Crews doing switching on this track will see box cars are not handled on it to foul the shipways.

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

**PITTSFIELD.**—There is a Company telephone located in the base of block signal 1032, to enable train employes to communicate with the station, and when Westward trains stop back on the hill, head brakeman will immediately communicate with the telegraph office to ascertain conditions existing regarding further movements.

**BRUNSWICK.**—There is a telephone, located in a box in west end of freight yard connecting with the yard office, enginehouse and telegraph office. During time there is no yard clerk or other employe on duty in the yard office trains having any trouble in the vicinity of the freight yard should, when it can be done, call the telegraph office and report particulars.

It is not intended trains shall be delayed to do this, but when it can be done time will be saved in getting information to train dispatcher.

To avoid stopping through tonnage freight trains, head brakeman or some member of crew of westward freight trains intending to haul out west end of freight yard will, before opening main line switches, telephone the telegraph office and find out whether there are any such trains to go ahead of them.

**CRAWFORD NOTCH.**—Eastward freight trains will stop and test and examine the air brakes and will adjust any excessive piston travel. Test must be made as per Rule 11, Page 6, of Air Brake Rules and the number of brakes in working order and the number of retaining valves holding pressure will be reported to engineman before giving signal to go. Enginemen will in all cases require this information before leaving.

No train or engine may follow another train or engine nearer than 10 minutes, and no freight train may follow another freight train nearer than 30 minutes, going east Crawford Notch to Notchland, and in all cases where engines or trains pass trackmen nearer than the time specified they will stop the engine or train and notify them of same.

All freight trains eastward will stop at Willey House and Notchland, and conductors and brakemen will examine the wheels to see that they are not overheated and see that their train is all right. Conductors will see that the brakemen are at their proper station before starting. Enginemen will start slowly and see that train runs at low rate of speed Crawford Notch to Sawyers River and Crawford Notch to Bretton Woods.

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

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

Between Lunenburg and Bartlett enginemen will at all times keep their train under full control and will approach all bridges with great caution.

Care must be used at all points in shifting cars and no car must be left on the main track or at any place where there is a possibility of its getting loose.

**MECHANIC FALLS.**—When Maine Central train is to occupy or foul Canadian National main line, it must first receive train order from Canadian National dispatcher, this train order must also be addressed to agent at Mechanic Falls who will become a party to the movement. When Canadian National train is to occupy or foul main line of the Maine Central, it must first receive train order from Maine Central dispatcher.

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

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

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

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

**AUBURN.**—Googin Fuel Company's coal shed, located on track 8, has not sufficient overhead clearance to receive box cars. Such cars will not be moved into that shed.

Carloads of hogs for Auburn Packing Co., Auburn, on Sundays and holidays will be placed for unloading by road crews at stock unloading platform, at east end freight house track.

With respect to re-icing beef and other perishable freight received from connections: Hereafter re-icing will not be done at any point on the Maine Central unless so designated on face of waybill. This means that we will strictly comply with icing requirements of the Shippers as shown on waybills, except that through trains picking up meat or perishables destined to points on the Bangor & Aroostook Railroad billed to be re-iced at Waterville will handle such cars through to Bangor instead of dropping them at Waterville. Cars to be iced at Bangor and returned to No. Maine Jct. on the evening switcher, to avoid delay to shipments.

With regard to formation of passenger trains in Vermont, the law of that State is as follows:

"Section 4499. In forming a passenger train of more than one passenger car, no loaded and not more than two empty freight, or lumber cars shall be placed in the rear of passenger cars; and, if they are so placed, and an accident happens to life or limb, the officer or agent, who so directed, or

knowingly suffered such arrangement, and the Conductor of the train, shall be held guilty of intentionally causing the injury, and be punished accordingly.

All having to do with forming of passenger trains, moving in or through Vermont, will be governed accordingly.

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

During the time Crawford House is open trains operating in that vicinity will be careful to make as little noise as possible, to avoid disturbing guests of the house.

Crews handling cars consigned to Bretton Woods Company, Fabyan, will set them off on Mt. Pleasant Spur, Bretton Woods, instead of at Fabyan.

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

**SOUTH WINDHAM.**—Platform of the Androscoggin Pulp Co., has close clearance and crews using this track must be careful in handling cars there.

**CHISHOLM.**—International Paper Co. have installed suction pipes along side their clay shed on track 64 which will not clear man on side of car.

**NORTHERN MAINE JCT.**—When turning engines on B. A. R. turntable or on the short or long wye, or when setting off cars in B. A. R. Yard, west of passenger station, making necessary to operate over part of the Searsport main line, movements will be protected as follows: Turning on short wye or on turntable move will be protected by flagman from members of crew making move while fouling B. A. R. main line. When turning on long wye, over the fill, or when setting off in B. A. R. Yard west of passenger station, B. A. R. will furnish an employe to accompany the move, and move will be made under his direction.

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

When an eastward freight train is to hold main line at Danville Jct. to meet a westward train, and has more cars than will stand between east switch of passing siding and clear the interlocking circuit, they will stop back west of interlocking circuit, and not proceed until the westward train is hauling into siding.

**WHITEFIELD.**—On south end of interchange track, 100 feet of space must be left clear for use of motor and trailer operating between Groveton and Whitefield.

**WAUMBEEK JCT.**—B. & M. Train Dispatcher's telephone circuit is located in a box outside of station and box double locked. Maine Central employes can use this telephone if needed to communicate with Lancaster Station. Normal position of west switch of track 5 leading to track 3 and east switch of crossover leading from track 3 to main line will be for movement to and from B. & M. track to Maine Central main line, so that trains entering or leaving Maine Central main line to or from Boston & Maine will have to handle only the main line switch of crossover. Trains using track 3 (long siding) will be careful to see that switches are in proper position for the move to be made.

**NORTH STRATFORD.**—A double locking device has been installed on west switch of Canadian National extension track so that switch can be unlocked with either Me. C. or C. N. switch key when it is necessary to use this extension for picking up or setting off cars.

**RIGBY.**—Instructions in regard to communicating signals from head end to the rear of freight trains starting from Rigby are as follows:

"Effective at once, except in case of short trains where it is possible for conductor and brakemen to be in close touch with each other, all east-bound freight crews (with long trains) will be governed by the following:

"As soon as conditions permit after engine is attached and train is ready to go, the head brakeman and flagman will go to the nearest telephone and communicate with each other, and in no case shall the train start until the head brakeman has been advised that the conductor is on hand and ready for the train to proceed. If necessary the conductor will telephone to the head brakeman."

Crews will govern themselves accordingly.

**H. R. WITHEE, Assistant Superintendent.**

**H. J. KENNEDY, Trainmaster.**

**H. W. HEUGHEN, Trainmaster.**

**Chief Train Dispatchers: H. M. TREAT**

**J. J. LYDEN**

**J. H. PHILLIPS**

**Train Dispatchers: F. E. FOWLES**

**C. H. ADAMS**

**F. H. LYNCH**

**M. J. MEEHAN**

**C. G. PRIEST**

**C. W. WATSON**

**I. C. THOMBS**

**Extra Train Dispatcher: R. E. ROBINSON**

# EASTERN DIVISION SPECIAL INSTRUCTIONS.

### REFERENCES.

- A Stops to leave passengers from Portland or points west or take passengers for Lincoln, Mattawamkeag, Danforth or Vanceboro and points east of Vanceboro.
- B Stops to leave passengers from Vanceboro or points east or from Danforth, Mattawamkeag and Lincoln or to take passengers for Portland and beyond.
- C Stops to leave passengers on Saturdays only.
- D Day train order office.
- F Flag stop to receive or discharge passengers or freight.
- H Stops to leave passengers holding tickets from Bangor or points west.
- K Stops to take passengers holding tickets for Portland or points west or to leave passengers holding tickets from points in Aroostook County on Canadian Pacific Ry.
- M Stops to take passengers holding tickets for Bangor or points west.
- N Day and night train order office.
- P Stops to leave passengers holding tickets from Portland or points west or to take passengers holding tickets for points in Aroostook County on Canadian Pacific Ry.
- s Regular stop.
- w Water station.
- x Yard Limits.
- y Will make Flag Stop on Week Days and Regular Stop on Sundays.

### WATCH INSPECTORS.

Bangor, Me., Earl A. Gordon,                              Calais, Me., George B. Bates.  
Bangor, Me., George R. Townsend,                      Eastport, Me., A. J. Danforth.

### REGISTERING STATIONS.

Bangor Freight Yard.      Vanceboro.              Calais.                      Ayers Junction.  
Unlon Station.              Bucksport.              St. Croix Junction      Eastport.  
Mattawamkeag.              Washington Jct.      Woodland

### ELECTRIC STREET RAILWAY CROSSINGS.

Electric street railway crosses main line at the following places:  
ORONO Bridge Street — Stillwater Branch.      VEAZIE Main Road.

### DOUBLE TRACK.

Bangor Freight Yard to double track sign located on Kenduskeag Bridge.

### WHISTLING RULES.

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

Mattawamkeag, enginemn of Maine Central trains westbound give one sound of whistle, Canadian Pacific trains westbound give two sounds of whistle.

### LIST OF CROSSINGS PROTECTED BY FLAGMEN AND GATES. EASTERN DIVISION.

#### BANGOR TO VANCEBORO.

Location.	Protection.	Week Days.	Hours Protected.	Sundays.
<b>BANGOR.</b>				
Railroad St.	Flagman	6.00 A-6.00 P		None
May St.	Gate			
Opr. at Front St.				
Front St.	Flagman			
When City of Bangor on Standard Time				
		6.00 A. M. - 11.00 P. M.		Same
When City of Bangor on Daylight Time				
		5.00 A. M. - 10.00 P. M.		
When Bangor-Brewer Ferry not running.				
		6.00 A. M. - 7.00 P. M.		
<b>OLDTOWN.</b>				
Center St. (St. Track)	Flagged by Train Crew			Day and Night
<b>LINCOLN.</b>				
Town Road	Flagged by Station Crew		During Time on Duty	None
<b>MATTAWAMKEAG.</b>				
State Road	Flagman	5.15 A-12.25 A		Same
<b>KINGMAN.</b>				
Park St. (Sidetrack)	Flagged by Train Crew			Day and Night

#### STILLWATER BRANCH.

ORONO.				
Water St.	Flagged by Train Crew			Day and Night
Mill St.	Flagged by Train Crew			Day and Night
Bridge St.	Flagged by Train Crew			Day and Night

#### HOWLAND BRANCH.

ENFIELD.				
State Road	Flagged by Train Crew			Day and Night
State Road	Flagged by Train Crew			Day and Night
State Road	Flagged by Train Crew			Day and Night

### CALAIS BRANCH—Bangor to Calais.

	Hours Protected	Week Days.	Sundays.
<b>BANGOR.</b>			
Washington St.	Flagged by Train Crew		Day and Night
(Bacon & Robinson Track)			
<b>BREWER JCT.</b>			
State St.	Flagged by Train Crew		Day and Night
(Smith Mill Track)			
<b>ELLSWORTH FALLS.</b>			
Waltham Road	1 Gate and Crossing		
	Tender	6.00 A-12.00 M	Same
<b>EAST MACHIAS.</b>			
Town Road	Flagman	8.00 A- 8.00 P	Same
<b>DENNYSVILLE.</b>			
Milwaukee Road	Flagged by Station Crew		During Time on Duty
			None

### BUCKSPORT BRANCH—Brewer Junction to Bucksport.

<b>SOUTH BREWER.</b>			
Main St.	Flagged by Train Crew		Day and Night
(Eastern Mfg. Co. Spur)			

### EASTPORT BRANCH—Ayers Junction to Eastport.

<b>EASTPORT.</b>			
Washington St.	Flagged by Train Crew		Day and Night
Key St.			
High St.			
Middle St.			

### SPEED RESTRICTIONS.

BANGOR YARD.	Direction.	Miles Per Hour	
		Pass.	Freight
Between switch at west end of West Yard and lead to east end of double track	East	20	20
Through lead at east end of double track and between east end of double track and Limit Board No. 1 east of Union Station	Both	15	15
Kenduskeag Stream Bridge	"	15	15

#### MAIN LINE.

##### Bangor to Vanceboro.

Maximum	Both	50	35
Bangor to Mattawamkeag	"	45	
Oldtown-Milford Bridges	"	10	10
Speed of Class "BO" engines between Enfield and Howland not to exceed 15 miles per hour.			
Kingman Track No. 8	"	6	6
Vanceboro, 2nd Crossing east of station	East	6	6

#### CALAIS BRANCH.

##### Bangor to Calais.

Maximum	Both	35	25
Over Switch, 26 Main Line to Branch	"	15	15
Bangor-Brewer Bridge	"	6	6
Over Crossings Center-Jordan Sts., Parker St. and Wilson St. Brewer Jct.	"	15	15
Curve 1700 feet East of Brewer Jct.	Mileage P 138.5	"	25
Curve 600 feet West of	" 139	"	25
Curve 2nd East of Fishers	" 144.69	"	30
Curve 1st West of Bagaduce Crossing	" 145.81	"	30
Curve 1800 feet West of	" 147	"	25
Curves (reverse) West of Egerys Mill Bridge	" 148.60	"	25
Curve 2300 feet East of	" 148	"	25
Curve 1850 feet West of	" 149	"	25
Curve 2100 feet East of	" 151	"	25
Curve 2100 feet West of	" 152	"	25
Curve 530 feet West of	" 152	"	25
Curve 260 feet East of	" 152	"	25
Curve East of Green Lake Station	" 154.94	"	30
Curve 800 feet East of	" 154	"	25
Curve 2050 feet West of	" 155	"	25
Curve 500 feet West of	" 161	"	25
Curves (reverse) West of Union River Bridge West of Ellsworth Falls	" 164	"	30
Curve 500 feet West of	" 176	"	25
Curve East of Franklin	" 180	"	25
Curve 1250 feet East of	" 182	"	25
Curve 200 feet West of	" 197	"	25
Curve 3600 feet East of	" 208	"	25
Curve 1000 feet West of	" 226	"	25
Curve at Machiasport	" 228	"	25
Curve East of Machiasport	" 229	"	25
East Machias first and second highway crossing west and the first highway crossing east of station	"	20	10
Curve 500 feet East of	Mileage P 229	"	25
Curve 1500 feet West of	" 230	"	25
Curve 1000 feet West of	" 230	"	25
Curve 100 feet West of	" 232	"	25
Curve 1300 feet East of	" 244	"	25
Curve at	" 252	"	25
Curve 600 feet East of	" 252	"	25
Curve 2000 feet West of	" 256	"	25
Curve 1600 feet West of	" 256	"	25
Curve 900 feet West of	" 256	"	25
Curve 850 feet East of Milltown	"	25	25
Curve 1900 feet East of Milltown	"	25	25
Milltown between 150 feet East and 150 feet West of station	"	4	4
Curve 900 feet East of	Mileage P 268	"	25
Salmon Falls Machine Shops between East and West Switch	"	6	6
Curve 1050 feet West of	Mileage P 269	"	25
Curve 1600 feet West of Calais	"	25	25
Calais west end of cut west of overhead bridge and station	"	6	6

### SPEED RESTRICTIONS.

BO Engines, single or coupled may be operated between Bangor and Calais with the following special speed restrictions:

15 miles per hour between Bangor and Brewer Jct., and as follows:

Over Bridge — Mileage	Direction	Miles per Hour
149.01 — Fitz Pond Bridge	1.43 miles east of Holden	15
153.43 — Reeds Pond Bridge	2.60 miles east of Lucerne-in-Maine	15
159.33 — Boggy Brook Bridge	.80 miles east of Nicolin	15
165.99 — Church Street Bridge	.10 miles west of Ellsworth	15
190.42 — Whitten Stream Bridge No. 4	2.30 miles east of Goodwins	15
224.93 — Marshfield Road Bridge	.60 miles west of Machias	15
232.03 — East Machias River Bridge	2.08 miles east of East Machias	15
239.40 — Harmon Stream Bridge	.69 miles west of Holways	15

Between Washington Jct. and Calais, maximum speed 20 miles per hour and 15 miles per hour when operating tender first.

Direction. Miles per Hour Pass. Freight

#### BUCKSPORT BRANCH.

Brewer Junction to Bucksport.

Maximum	Both	30	20
Over Crossings Parker St. and Wilson St. Brewer Jct.	"	15	15
South Orrington approaching first crossing east of station until engine passes over crossing	"	6	6
Smelt Brook Crossing, Bucksport.	"	6	6
Maximum speed of "BO" Engines between Brewer Jct. and Bucksport 20 miles per hour.			

#### WAUKEAG BRANCH.

Washington Junction to Waukeag.

Maximum	Both	20	20
Waukeag over crossing just west of station	"	6	6
Maximum speed of "BO" engines between Washington Jct. and Waukeag 20 miles per hour, with further restriction of 15 miles per hour over bridge 169.05, .53 miles east of Washington Jct.			

#### EASTPORT BRANCH.

Ayers Junction to Eastport.

Maximum	Both	30	20
All Bridges	"	15	15
Eastport: Middle, Key, High and Washington Streets	"	4	4
Speed of Small O engines between Ayers Jct. and Eastport not to exceed 20 miles per hour and between Eastport and Sea St. 10 miles per hour.			

#### WOODLAND BRANCH.

St. Croix Junction to Woodland.

Maximum	Both	30	20
Baring Engines pushing cars overhighway crossings	"	6	6
The maximum speed of relief trains handling wrecking cranes is to be the speed limit allowed freight trains in the territory where relief trains are being operated except between Bangor and Vanceboro maximum speed to be 30 miles per hour.			

Wrecking and Industrial Cranes will not be permitted to operate over lines as indicated below:

75 Ton Capacity Crane (Bangor) No. 177.

75 Ton Capacity Crane (Rumford) No. 178.

Stillwater Branch

100 Ton Capacity Crane No. 179 (Portland).

120 Ton Capacity Crane No. 180 (Waterville).

Stillwater Branch

Howland Branch

Bucksport Branch

Eastport Branch

Woodland Branch

When Crane 179 and Crane 180 operated Bangor to Calais the following restrictions must be observed:

10 M. P. H.	Mileage 141.82—Felt Brook Bridge	3.60 miles east of Brewer Jct.
10 M. P. H.	" 143.40—Holden Bridge	4.20 miles west of Holden
10 M. P. H.	" 153.43—Reeds Pond Bridge No. 1	2.60 miles east of Lucerne
10 M. P. H.	" 159.33—Boggy Brook Bridge	.80 miles east of Nicolin
10 M. P. H.	" 159.50—Boggy Brook Bridge, No. 1	1.00 miles east of Nicolin
10 M. P. H.	" 165.99—Church St. Bridge	.10 miles west of Ellsworth
10 M. P. H.	" 190.42—Whitten Stream Bridge, No. 4	2.30 miles east of Goodwins
10 M. P. H.	" 224.93—Marshfield Road Bridge	.60 miles west of Machias
10 M. P. H.	" 269.08—Salmon Falls Bridge (On Track 20)	.70 miles east of Milltown

### Industrial Crane No. 194.

Bangor to Calais  
Washington Jct. to Waukeag  
Woodland Branch  
Stillwater Branch

Bucksport Branch  
Eastport Branch  
Howland Branch

### Industrial Crane No. 196.

Woodland Branch  
Howland Branch

Eastport Branch  
Stillwater Branch

### American Ditcher 141.

Howland Branch  
Ayers Jct. to Calais  
Eastport Branch

Brewer Jct. to Bucksport  
Woodland Branch  
Stillwater Branch

Cranes 194, 196 and American Ditcher 141 must not be moved at a speed exceeding 25 miles per hour.

Stack and Bonnet must be removed when Ditcher 141 is moved by train service owing to structures whose overhead clearance will not permit this machine to operate with the bonnet in place.

Time-table and other designated speed restrictions must be complied with.

### RULES GOVERNING USE OF SPRING SWITCH AT WEST END OF DOUBLE TRACK, BANGOR.

The normal position of the spring switch is for movements from single track to east bound main line, and switch will be trailed through in normal position by west bound trains or engines moving from west bound main line to single track.

The switch stand will be equipped with light and banner, and the light will show green for either east or west bound movements when in normal position, and red when hand-thrown to reverse position.

Eastbound trains or engines finding signal 1359 at stop indication will flag to end of double track, examine switch points closely, and if switch is closed in proper position will proceed in accordance with Rule 509-B. If the switch is not properly closed and cannot be closed by means of the hand-throw lever, it must be spiked in the proper position before passing over it, and after the train has passed the switch the spike must be removed to permit trains or engines to trail through. Spiking maul, claw bar and spikes will be found in a cabin near the switch.

Trains or engines trailing through the switch must not exceed a speed of twenty miles per hour until the leading wheels have passed through the switch, when speed may be accelerated to allowable maximum speed.

Trains or engines trailing through the switch and stopping on the switch must not take up slack nor back up until the switch has been set in proper position by hand-throw lever, otherwise the switch will be straddled, resulting in derailment.

### INSTRUCTIONS TO OPERATORS OF DUAL CONTROL SWITCH, ENGINEMEN AND TRAINMEN, FOR OPERATION OF DUAL CONTROL SWITCH AT BANGOR.

#### Operators.

Operator when giving permission to hand operate a dual control switch must notify trainmen as to time during which train or engine may use switch. Time limit may be extended on request of trainmen if conditions permit.

Operator must make record of engine number; time granted; time work is completed or main track cleared on Form M. C. 215.

In case of signal failure, or in case of emergency, the Operator may verbally authorize a train or engine to pass a stop signal, and must:

(a) Secure information that the points of dual control switches are in proper position and safe for movement.

(b) Check the permits issued to trains or engines granted permission to hand-operate dual control switch to determine whether or not conflicting movement is involved, and if so, protect it.

(c) Make record of the signal out of order and train or engine number reporting signal at stop.

(d) Authorize movement.

### Enginemen and Trainmen.

To operate a dual control switch by hand, trainmen must secure permission from the Operator. When permission is granted, trainmen must operate selector lever to the "Hand Throw" position. When the time limit has expired or work is completed, the selector lever must be restored to the "Switch machine" position, selector lever and hand-throw lever locked, and so reported to the Operator, at the same time he must report the location of train or engine.

When selector lever on dual control mechanism is placed in the "hand throw" position, all signals governing movements over switches will indicate "Stop." Under these conditions the train or engine authorized to use switch may consider the indications of the interlocking signals suspended and make train movements over the switch as necessary during the time the selector lever is in the "hand throw" position and locked.

The permission granted by the Operator to trainmen to hand operate a dual control switch does not authorize any part of the train or engine to move beyond the interlocking even though the selector lever is operated as in instructions above. When movements beyond the interlocking limits are necessary during the time dual control switch is being hand operated, trainmen must be governed by automatic block signal rules and other rules governing train and yard movements.

If additional time is needed, trainmen must, before time limit has expired, report to the operator for instructions, and if time extended, it must be so recorded on sheet kept by operator.

Light indicators are installed near switches to indicate position of the switch when manually operated, and will be lighted only when selector lever is in the hand-throw position. A green light will indicate that switch is in normal position, A red light will indicate that switch is in reverse position.

When governing signal indicates "Stop" and the cause for such signal indication is not apparent, conductor or engineman must notify operator at once; if cause is apparent, and the signal continues to display the "Stop" indication for five minutes, he must report to the operator for instructions.

In case of signal failure, or in emergency, before passing "Stop" signal, conductor or engineman must secure permission from operator.

After receiving permission, train will flag to next signal on single track, and on double track proceed at slow speed to the next signal expecting to find train in block, broken rail, obstruction or switch not properly set.

If head end of train passes a stop signal and then reverse movement is made so that it is again in rear of signal, operator must be notified.

When about to make movements over a dual-control switch by the use of the hand-throw lever, trainmen must notify engineman when the selector lever is in the hand-throw position, and also notify engineman when it is returned to the switch-machine position, so that engineman will know when to be governed by fixed signals governing movements over the switch and when to be governed by hand signals.

Engineman must not accept hand signals as against fixed signals in making movements over a dual control switch unless the selector lever on dual-control switch has been placed in the hand-throw position (indications of signals governing movements over switch suspended), or unless in any emergency, when engineman is fully informed as to the circumstances.

After switching movements are completed, switch must be restored to position in which switch was found before changing from electric to manual operation, otherwise selector lever cannot be thrown to position to permit of electrical operation.

Telephones for communicating with Operator, are located, on the west-bound signal near switch and on interlocking signal 2700 feet east of switch at Bangor.

### SEMAPHORE TRAIN ORDER SIGNALS.

At all telegraph stations except Calais, Eastport and Bangor Freight Yard.

### BULLETIN BOARDS.

Bangor Freight Yard.	Mattawamkeag.	Eastport.
Union Station.	Vanceboro.	Calais.
Bangor Engine House.		

Bulletin boards have two position numbered 1 and 2.

1 is used exclusively for bulletin orders.

2 is used for miscellaneous notice and circulars.

Under position 2 is given the name of the person having charge of the board who must daily inspect, change and correct them as necessary.

Bulletin ORDERS, unless otherwise specified, expire on the 10th of the month following that in which they are issued, and must be reissued if intended to remain in effect.

### SPECIAL SIGNAL RULES.

#### Bangor Freight Yard.

The upper arms of signal No. 1360 and No. S 1360, governing movements from double track to single track apply to through main line movements only, and trainmen finding the governing signal at stop indication will be governed by Rule 509-A.

The lower arms of signals No. 1360 and No. S 1360 govern movements from double track to track No. 4 over crossover "A" located about 1200 feet west of the west end of double track.

Light engines moving from west end of double track to engine house over crossover "A" may proceed against superior trains when the governing signal indicates Proceed.

Light engines moving from west end of double track to engine house over crossover "A," finding governing signal indicating Stop, will stop back of signal until governing signal indicates Proceed, or until they are flagged through by switchman.

Light engines moving from engine house to eastbound main track may proceed against superior trains when dwarf signal indicates Proceed or on permission from switchman.

For westbound through movements against current of traffic on eastbound main line, the signal near end of double track governing this move will be cleared by switchman at Railroad Street. For shifting movements from west end of eastbound main line to single track, push keys have been provided, located in a box on post of bracket signal, and trainmen may clear the governing signal by pressing the key marked S 1360. If movement is not made, the normal position of signals must be restored by pressing the key marked 1360.

### INTERLOCKING SIGNALS.

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
Dwarf Light Signal, Track 4	Bangor Yard West End over "A"	
Approach, Block 1359 §Home, Main Line Dwarf, Track 15 Dwarf, Track 37	Bangor Yard (Railroad Street)	§Home, 2-arms Approach, Block 1368
§Home, Light Signal §Home, Light Signal	Bangor Calais Junction Main Line	§Home, Light Signal §Home Approach, Block 1390
	Bangor Calais Junction Calais Branch	Dwarf, Light Signal Approach, Block H-1376
Approach, Block 1925 Approach, Block 1939 §Home, M. C. R. R. §Home, M. C. Yard §Home, C. P. Ry.	Mattawamkeag	§Home, 3-arms Top arm-C. P. Ry. Middle arm-M. C. main line Lower arm-M. C. yard Approach, 2-arms Top arm-C. P. Ry. Lower arm-M. C. main line

### REFERENCES.

- ¶ Automatic routing signal.
- † Will govern movement from siding or yard to the main line.
- ‡ Semi-automatic signal for main line movements.
- § Will govern movements over spring switch.
- ⊕ Positive signal. Train movements governed by Rule 608-A.

### AUTOMATIC BLOCK SIGNALS AND MAIN LINE INTERLOCKING SIGNALS.—BANGOR WEST YARD.

SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD
¶1355 †1359 §Home Circuit ends 75 feet west of Kenduskeag Bridge.	Yard Limit Sign at Hampden St. Bridge and 75 feet west of Kenduskeag Stream Bridge	1358 ‡ 1360 ‡S 1360 §Home, 2-arms 1368

**BANGOR TO VANCEBORO.**

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	1300 feet east of Bangor Station			Cherokee	
§Home		§Home	2201		2206
§Home	and	§Home	2217	and	2222
	700 feet east of Mile Post P 139 Winn	1390	2231		2234
			2243		2244
1925			2255	Danforth	2256
1939	and	1942	2265		2268
	Mattawamkeag		2277	and	2280
§Home		§Home,	2291		2294
	and	3-arms	2303	Eaton	2304
		Distant.	2315	and	2320
1961		2-arms	2331		2334
1977		1966		Forest	
	Gordon	1980	2343		2346
1989			2353	and	2358
2005	and	1994	2367		2368
2019		2008	2377		2380
	Kingman	2022		Tomah	
2029			2385	and	2388
2041	and	2032	2397		2402
2053		2044	2409		2412
	Drew	2056		Todds Farm	
2063			2421	and	2426
2073	and	2066	2437		2442
2087		2078	2451		2454
	Meadow Brook	2092		Lambert Lake	
2102	and		2461		2464
2117		2108	2471	and	2476
	Wytopitlock	2122	2485		2488
2129			2499		2500
2137	and	2132	2505		2506
2143		2138		Vanceboro and	2512
	Bancroft	2146	C. P. Automatic Signal.	1600 feet east of station.	
2155		2158			
2165	and	2168			
2179		2182			
2191		2192			
	Cherokee				

**CALAIS BRANCH. — Bangor to Washington Jct.**

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Switchback			Green Lake	
H 1375	and	Dwarf	H 1547		H 1550
H 1381	Brewer Junction	H 1376	H 1557	and	H 1560
			H 1567		H 1570
H 1389		H 1382	H 1579	Nicolin	H 1582
H 1399		H 1390			
H 1409	and	H 1402	H 1587		H 1590
H 1419		H 1412	H 1597	and	H 1600
H 1431		H 1424	H 1607		H 1610
	Fishers	H 1434	H 1617		H 1622
			H 1629		H 1632
H 1439		H 1442	H 1639	The Falls	H 1644
H 1451	and	H 1452			
H 1461		H 1462	H 1649	and	H 1652
H 1471	Holden	H 1472	H 1657	Ellsworth	H 1658
H 1479		H 1482	H 1667	and	H 1668
H 1489	and	H 1494	H 1673		H 1676
H 1501	Lucerne-in-Maine	H 1504	H 1685		H 1686
				Washington Junction and	
H 1509		H 1512		One Mile	H 1694
H 1519	and	H 1522		East	
H 1529		H 1530		Switch leading to	
H 1537	Green Lake	H 1540		Waukeag Branch	
				at Washington Junc. and	C 1686
				One Mile East	C 1696

**BUCKSPORT BRANCH.**

Brewer Junction BB1382 will govern movements from Bucksport branch to the Calais branch.

**INDICATORS.**

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

Washington Jct.— || At east end Wye Waukeag Branch.  
|| At east end Wye Calais Branch.

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

**TRACKS TO BE USED IN MEETING OF PASSING TRAINS AT DESIGNATED POINTS.**

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

OLDTOWN.—Track No. 11 (second track south of main line) capacity 28 cars.

In fulfilling meet or wait orders:

At Milford.—Eastward trains if required to take siding will use the crossover switch, and wait orders will apply at that point.

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

At Green Lake.—Eastward trains if required to take siding will use the crossover switch, and wait orders will apply at that point.

Westward freight trains will not stop to register at Bangor Union Station except when displaying signals.

At Bangor, passenger trains from the Calais Branch will not start from switchback until road test has been made by application of brake from the rear, and released by engineer.

After road test is completed, hand signal must be received from the rear before train is started.

At Bangor, trains whose initial terminal is Bangor Freight Yard, must obtain clearance card (Form M. C. 30) before departing.

All trains must obtain Clearance Card (Form M. C. 30) before leaving Calais.

Class S engines when coupled with any class of engine will be uncoupled and separated while passing over Old Town and Milford Bridges.

Engines pushing westbound trains out of Lincoln will proceed west out of crossing signal circuit the west end of which is indicated by a sign marked "West End of Crossing Signal Circuit" before proceeding east.

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

When a westward freight train has work at Wytopitlock unless required to take siding they will stop train far enough back of highway crossing automatic signal circuit marker which is 1400 feet west of the east switch of passing siding so that engine returning to train will clear the crossing signal circuit that when the train proceeds into the circuit the signal will become operative.

**CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE.**

DANFORTH.—County Road Crossing.

Control box about 200 feet west of crossing for eastward trains and on station building for westward trains.

Crossing signals are connected for manual operation for shifting movements at North Main and Crosby Streets, Webster and at Portland and Jameson Streets, Great Work, Center-Jordan-Parker and Wilson Streets, Brewer Jct.

Crossing Signals at Center-Jordan-Parker and Wilsons Streets, Brewer Jct., will be manually controlled by Operator located in Crossing Tender's Cabin at Parker Street from 7.30 A. M. to 4.00 P. M. each week day.

DANFORTH.—When eastward freight trains leave their train west of County Road Crossing which is protected by Flasher Type Signals it must be left a sufficient distance west of the cut out located on post two hundred feet west of the crossing so that when engine with or without cars returns to the train engine will be west of the cut out. Whenever a train or engine is on either Track 4 (Freight House Track), Track 7 (South Passing Track) or Track 5 and an eastbound train or engine passes, the switches on west end of Tracks 4, 5 and 7 must not be changed, or the main line circuit fouled by movement of engine or cars until the eastbound train, or engine, has moved east to clear switch on west end of Track 6 (North Passing Track).

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

Trains westward with more cars than will clear between crossings on the Island east of Oldtown and switch on west end of east Yard, when setting off, will do so on west end of west Yard. When number of cars in train will clear, cars should be placed on east Yard.

Snow Plows of any kind must not be put on Track No. 4 at Green Lake on account of track elevation.

On account of excessive curvature of Track No. 32 at Calais engines having cars to place on this track should take sufficient cars so that engine will not be operated beyond the lead frog.

On account of 60 foot Turntable at Eastport, Small O Engines with short tanks only can be turned and no other engines of this type are to be operated between Ayers Jct. and Eastport.

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

When taking cars from Track No. 3 (Pit Track) at McGeorges air must be coupled and in use on all cars handled.

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

When switching or handling cars at Sea Street, Eastport, air brakes must be coupled and in use. This rule to apply when handling cars between station and Sea Street.

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

"BO" Engines or larger must not be put on track 6 at Lincoln.

On track No. 6 at Howland, Class W or BO engines must not be put onto Trestle.

Engines must not go onto Trestle Tracks 8 and 12 at Woodland.

No 23 reduce speed to 15 miles per hour passing stations at Orono, Enfield, Winn and Forest to provide for U. S. Mail.

Conductors of trains from Calais will report thirty minutes in advance of leaving time of trains, consult train register book and report by Telephone to Engineman at Salmon Falls whether or not all scheduled trains have run, in order that Engineman may know movement of Engines Salmon Falls to Calais is protected. On arrival of trains at Calais, Conductors will consult train register book and provide Engineman with Register Check Form E.

#### TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

Class	Locomotive Numbers
115 "S"	627-632
110 "S"	601-02-03-04-07-08-10-12-13-17-18
105 "S"	621-626
100 "S"	606-09-11-16
100 "D"	701-702
70 "C"	466-470
70 "W"	501 and 509 to 528 - Except 517
70 "K"	167-180
65 "C"	452-465 - Except 457

Class	Locomotive Numbers
65 "BO"	401-412
65 "W"	502
60 "O"	359-390 Except 360-375-377
60 "K"	161-166
45 "M"	246-247
35 "G"	114
35 "H"	144-147 and 150

#### MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.— EASTERN DIVISION.

##### RATING CHANGE POINTS.

##### CLASS

	115	110	105	100	70	65	60	45	40
Bangor to Veazle	1850	1700	1600	1500	1050	975	900	675	600
Veazle to Mattawamkeag	1950	1800	1700	1600	1125	1025	950	700	625
Mattawamkeag to Vanceboro	1700	1550	1450	1350	950	860	800	600	525
Vanceboro to Forest	2450	2300	2100	1900	1200	1100	1000	750	650
Forest to Enfield	2650	2500	2300	2200	1400	1300	1200	900	800
Enfield to Bangor	3550	3400	3200	3000	1850	1690	1600	1175	1050
Bangor to Waukeag	.....	.....	.....	.....	.....	750	650	425	375
Waukeag to Bangor	.....	.....	.....	.....	.....	750	650	425	375
Washington Junction to Calais	.....	.....	.....	.....	.....	850	750	500	450
Calais to Washington Junction	.....	.....	.....	.....	.....	850	750	500	450
Brewer Junction to Bucksport	.....	.....	.....	.....	900	850	800	500	450
Bucksport to Brewer Junction	.....	.....	.....	.....	900	850	800	500	450
Ayers Junction to Eastport	.....	.....	.....	.....	.....	850	600	450	400
Eastport to Ayers Junction	.....	.....	.....	.....	.....	850	600	450	400
St. Croix Junction to Woodland	.....	.....	.....	.....	.....	975	1100	675	600
Woodland to St. Croix Junction	.....	.....	.....	.....	.....	975	1100	675	600

Helper service to take combined rating of engines.

#### HEAVIEST ENGINES PERMITTED

Between	Classes	Between	Classes
Bangor and Vanceboro	All Ex. 701 & 702	Washington Junction and Waukeag	60
*Bangor and Brewer Junction	60	*Washington Junction and Calais	60
*Brewer Junction and Bucksport	60	Calais and Woodland	60
*Brewer Junction and Washington Junction	60	Ayers Junction and Eastport	60

\*Permitting Class BO Engines and heavy switchers as specially authorized.

When any engine smaller than "BO" is coupled with this type, the smaller engine must be kept ahead.

W. E. KINGSTON, Assistant Superintendent.

Train Dispatchers: J. I. MOSHER J. A. COSGROVE J. R. CROMWELL

Extra Train Dispatchers: J. HENDRICKSON W. E. PIERCE A. W. DODGE





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

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

**A** RAILROAD is not two lines of steel rails; not a locomotive and some cars; not a roundhouse or a passenger station. It is YOU and I! What you and I do makes the railroad what it is; what we fail to do or what we do grudgingly and discourteously, may lose us friends.

**T**HE people in your town may never have heard of the General Manager or the Superintendent; but they know YOU. To them YOU are the Maine Central Railroad; what you do and what you fail to do, to them reflects the attitude of the railroad.

**T**HE passenger on a train cares nothing about the General Passenger Agent; he is dealing with the Conductor and the Trainmen. To him, **THEY ARE** the Maine Central Railroad!

The Railroad is YOU.

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

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