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# MAINE CENTRAL RAILROAD

## TIME TABLE No. 2

FOR EMPLOYEES ONLY

EFFECTIVE AT

12.01 A. M., MONDAY

JUNE 26, 1933

SUPERSEDING

TIME TABLE NO. 1 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

T. M. McLAUGHLIN,  
SUPERINTENDENT  
EASTERN DIVISION



## *To All Officers and Employes Who Use This Time Table:*

You have this time table because you are directly interested in railroads and primarily interested in the safe and successful operation of the Maine Central Railroad. You know that the railroads are having a hard time. In this respect they do not differ materially from almost every other kind of business at the present time.

The railroads, however, are facing a number of problems which are peculiarly their own. One of these problems is the unfair competition of the highway motor truck. Hardly a day passes when we do not see the motor truck, because of this unfair competition, either breaking down our rates or taking away business. The seriousness of this situation cannot be exaggerated.

Approximately one-half the gross income of the railroad is paid for wages of officers and employes. Approximately 6% of the gross income is paid to governmental agencies for taxes, and in addition large sums of money are paid to industries and merchants for materials and supplies, to bondholders for interest on money invested in the property of the railroad, and for insurance, hire of cars and facilities. These expenditures are widely distributed and directly or indirectly affect the welfare of the people in each community served by the lines of the railroad.

Your management is aware of the competitive conditions which face the railroad but believes that with an alert and aggressive personnel it can regain much of the business which has been lost and hold its present business. This, however, can only be done with the earnest co-operation and assistance of every officer and employe of the railroad.

Take advantage of every opportunity presented to you and report all traffic possibilities or suggestions for improvement in methods of handling business to the proper officer of the Company.

D. C. DOUGLASS,

*Executive Vice President.*

EASTWARD TRAINS—FIRST CLASS.

Miles from Portland	STATIONS.	71	21 Mixed	●153	△53	155	701	203	5	707	1	721	213	503 B. & Ar.
		Ex. Sun.	Ex. Sun.	Wed. and Sat. Only	Wed. and Sat. Only	Wed. and Sat. Only	Sun. Only	Daily	Ex. Sun. Wed. & Sat.	Sun. Only	Ex. Sun.	Sun. Only	Ex. Sun.	Ex. Sun.
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
0.00	Portland Yard 8 W													
1.57	Portland Union Sta. W-N	12.15		3.00	4.40	5.05	6.00	6.05	6.10	6.10	6.20		11.00	
2.41	Tower Five N													
3.12	Woodfords	12.20		3.04	4.44	B 5.09	f 6.04	6.09	B 6.14	f 6.14	s 6.25		f11.05	
4.19	Deering Junction X-W-N	12.23		3.07	4.47	B 5.12	6.07	6.12	B 6.18	f 6.18	f 6.29		f11.09	
6.56	P. T. Limit	12.26		3.10	4.50	5.15	6.10	6.15	6.21	6.21	6.32		11.12	
7.92	West Falmouth													
11.07	Cumberland Center W	12.33		3.16	4.56	f 5.22	B 6.16	6.21	f 6.28	f 6.28	s 6.39		f11.18	
13.30	Royal Junction N	12.36		3.19	4.59	5.25	6.19	6.24	6.31	6.31	s 6.42		11.21	
15.09	Yarmouth Junction N				5.01		s 6.30				s 6.50			
20.64	Freeport N				5.08		s 6.40				s 7.00			
25.32	Hillside				5.14		6.47				7.07			
29.21	Brunswick X-W-N				s 5.20		s 6.52				s 7.12			
30.46	Topsham X						7.00				s 7.22			
33.05	Cathance						7.06				7.28			
36.90	Bowdoinham D						s 7.11				s 7.35			
40.58	Harwards						f 7.17				f 7.41			
44.64	Richmond W-D						s 7.27				s 7.50			
48.23	Dresden						f 7.32				f 7.55			
51.87	Lawrence Mills— South Gardiner						s 7.39				s 8.02			
56.10	Gardiner X-N						s 7.49				s 8.11			
56.34	Cobbesee Crossover													
57.34	Farmingdale Crossover													
59.40	Millikens Crossover													
60.34	Hallowell X						s 7.58				s 8.20			
62.48	Augusta X-W-N						s 8.16 <sup>704</sup>				s 8.31			
66.33	Kennebec						8.22				8.38			
70.09	Riverside						8.27				8.43			
73.91	Vassalboro						8.32				s 8.49			
80.21	Winslow X						f 8.39				f 8.58			
81.76	Waterville X-W-N	2.35	4.30	5.08			s 8.43				s 9.02	8.55		
84.32	Fairfield X	2.40	f 4.45	5.13			s 8.52				s 9.10	s 9.01		
85.16	Parkers Crossover						f 8.57				s 9.15			
89.14	Canaan Road Crossover													
90.11	Clinton N	2.49		5.21			f 9.06				s 9.25			
95.41	Burnham Jct. X-W-D	2.56		5.28			f 9.14				s 9.36			
99.10	Half Way	3.01		5.33			9.20				9.42			
102.48	Pittsfield X-N	3.06		5.38			s 9.27				s 9.47			
106.71	Detroit						f 9.33				f 9.53			
109.49	Newport Junction X-W-D	3.15		5.47			s 9.41				s10.00			
112.19	East Newport D	3.19		5.50			f 9.46				f10.05			
117.87	Etna	3.27		5.57			f 9.54				f10.13			
119.79	Damascus													
121.82	Carmel	3.32		6.02			f10.01				f10.20			
124.50	Dabcock Crossover													
126.22	Hermon Pond N	3.38		6.08			f10.08				f10.27			
129.96	Center—Hermon Center X-W	3.43		6.13			f10.13				f10.32			
131.29	Northern Maine Jct. X-N	3.45		6.15			10.15				c10.35			12.45 <sup>102</sup>
136.56	Bangor Frgt. Yd. X-W-N	3.53		6.23			10.23				10.43			12.55
136.93	Bangor X-W-N	3.55		6.25			10.25				10.45			12.57
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

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

- No. 71 is superior to No. 502.
- No. 153 is superior to Nos. 502 and 504.
- No. 1 is superior to Nos. 502 and 504.
- No. 153 will not run on Wednesday, July 5.
- △ No. 53 will not run on Wednesday, July 5.

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 21.

EASTWARD TRAINS—FIRST CLASS

THIRD CLASS

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	EASTWARD TRAINS—FIRST CLASS							THIRD CLASS			
			11	17	711	507 B. & Ar.	43	509 B. & Ar.	127	131	339 P. M.	351 P. M.	
			Ex. Sun. A. M.	Ex. Sun. P. M.	Sun. Only A. M.	Ex. Sun. P. M.	Ex. Sun. P. M.	Ex. Sun. P. M.	Daily P. M.		Ex. Sun. A. M.	Ex. Sun. P. M.	Daily P. M.
		Rigby Yard W-N											
0.00		Portland Yard 8 W											
1.57		Portland Union Sta. W-N	11.05		11.20		6.00		9.15				
2.41		Tower Five N											
3.12		Woodfords	B 11.09		s 11.24		6.04		9.20		5.16	11.31	
4.19	E. 47	Deering Junction X-W-N	11.12		11.27		6.07		9.23		5.20	11.35	
6.56		P. T. Limit	11.15		11.30		6.10		9.26		5.25	11.40	
7.92		West Falmouth											
11.07	E. 74	Cumberland Center W	11.21		11.36		6.16		9.32		5.32	11.47	
13.30		Royal Junction N	11.24		11.39		6.19		9.35		5.36	11.51	
15.09	E. 35	Yarmouth Junction N	f 11.27		11.41		f 6.22		9.37				
20.64	48	Freeport N	f 11.36		s 11.49		s 6.33 <sup>48</sup>		f 9.45				
25.32	61	Hillside	11.43		11.56		6.40		9.52				
29.21		Brunswick X-W-N	s 11.56		s 12.05		s 6.45 6.50		s 10.05				
30.46		Topsham X											
33.05	110	Cathance	12.02		12.11		6.56 <sup>354</sup>		10.11				
36.90	53	Bowdoinham D	12.07		f 12.16		f 7.01		f 10.16				
40.58	60	Harwards	12.12		12.21		7.06		10.21				
44.64	W. 113-21	Richmond W-D	H 12.17		s 12.28		s 7.14		f 10.28				
48.23	W. 73	Dresden	12.21		12.33		7.19		10.33				
51.87	E. 36	Lawrence Mills—South Gardiner	12.26		12.38		7.24		10.38				
56.10	W. 39	Gardiner X-N	s 12.33		s 12.45 <sup>350</sup>		s 7.33		s 10.46				
56.34		Cobboosee Crossover											
57.34		Farmingdale Crossover											
59.40		Millikens Crossover											
60.34		Hallowell X	12.39		s 12.52		s 7.41		c 10.53				
62.48		Augusta X-W-N	s 12.48		s 1.00		s 7.49		s 11.04				
66.33	108	Kennebec	12.54		1.06		7.55		11.10				
70.09	E. 51	Riverside	12.59		1.11		8.00		11.15				
73.91	W. 19- E. 107	Vassalboro P	1.04		f 1.16		c 8.05		11.20				
80.21	W. 54	Winslow X	1.11		1.23		8.13		11.28				
81.76		Waterville X-W-N	s 1.20	1.25	s 1.32		s 8.24		s 11.40		7.45	8.20	9.10
84.32		Fairfield X	1.25	s 1.31	f 1.37		8.29		11.45		f 7.55	8.25	9.10
85.16		Parkers Crossover											
89.14		Canaan Road Crossover											
90.11	E. 58-E. 59	Clinton N	1.33		f 1.45		s 8.38		c 11.54				
95.41	107-63	Burnham Jct. X-W-D	s 1.43 <sup>102</sup>		f 1.54		8.46		f 12.02				
99.10	72	Halfway	1.49		2.00		8.51		12.07				
102.48	W. 56	Pittsfield X-N	s 1.56		s 2.06		s 8.58		s 12.15				
106.71		Detroit			f 2.12		9.04		12.21				
109.49	W. 44	Newport Junction X-W-D	s 2.10		s 2.18		s 9.11		s 12.30				
112.19	W. 53	East Newport D	2.15		f 2.23		9.16		12.35				
117.87	W. 38	Etna	2.22		2.30		9.23		12.42				
119.79		Damascus											
121.82	72	Carmel	2.27		f 2.35		9.28		12.48				
124.50		Dabacook Crossover											
126.22	W. 71	Hermon Pond N	2.33		f 2.41		9.33		12.53				
129.96	W. 53	Center—Hermon Center X-W	2.38		2.46		9.38		12.58				
131.29	E. 46	Northern Maine Jct. X-N	2.40 <sup>354</sup>		2.43 <sup>354</sup>	7.13	9.40	10.33	1.00		9.58	4.28	
136.56		Bangor Frgt. Yd. X-W-N	2.48		2.55	7.23	9.47	10.43	1.08		10.05	4.38	
136.93		Bangor X-W-N	2.50		2.57	7.25	9.50	10.45	1.10		11.00	5.15	
			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		A. M.	P. M.	A. M.

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

No. 11 is superior to Nos. 102, 502, 504, 48 and 512.

No. 127 is superior to Nos. 512 and 502.

No. 43 is superior to Nos. 48, 2 and 512.

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.

Miles from Bangor	STATIONS.	8	502 B. & Ar.	16	64	764	504 B. & Ar.	214	714	20	102	702		
		Ex. Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	
0.00	Bangor X-W-N	A. M. 12.30	A. M. 2.30	A. M.	A. M. 5.40	A. M. 6.05	A. M. 7.00	A. M.	P. M.	P. M.	P. M. 12.30	P. M. 1.30		
0.37	Bangor Frgt. Yd. X-W-N	12.33	2.33		5.42	6.07	7.02				12.32	1.32		
5.64	Northern Maine Jct. X-N	12.44	2.43		5.53	6.17	7.12				\$12.45 <sup>503</sup>	1.41		
6.97	Center—Hermon Center X-W	12.46			5.56	f 6.20					12.48	1.43		
10.71 12.43	Hermon Pond N Dabscook Crossover	12.51 <sup>127</sup>			f 6.02	f 6.26					12.53	1.48		
15.11	Carmel	12.56			s 6.09	f 6.32					12.58	1.53		
17.14	Damascus													
19.06	Etna	1.01			s 6.18	f 6.40					1.03	1.58		
24.74	East Newport D	1.09			s 6.28	f 6.49					1.10	2.05		
27.44	Newport Jet. X-W-D	1.12			s 6.37	s 6.55					s 1.16	s 2.15		
30.22	Detroit				f 6.42	f 7.00								
34.45	Pittsfield X-N	1.21			s 6.51	s 7.07					s 1.27	s 2.27		
37.83	Half Way	1.27			6.57	7.12					1.32	2.32		
41.52	Barnham Jct. X-W-D	1.31			s 7.08	f 7.18					s 1.38 <sup>11</sup>	s 2.46		
46.82	Clinton N	1.38			f 7.17	f 7.27					1.43 <sup>11</sup>	f 2.55		
47.79 51.77	Canaan Road Crossover Parkers Crossover										1.52			
52.61	Fairfield X	1.46		7.14	c 7.26	s 7.36	X		1.33		2.00	3.03		
55.17	Waterville X-W-N	s 1.58		7.20	s 7.31	s 7.42			1.40		s 2.05	s 3.15		
56.72	Winslow X	2.01			f 7.40	f 7.51					2.13			
63.02	Vassalboro	2.09			s 7.50	f 8.00					p 2.21	c 3.26		
66.84	Riverside	2.14			f 7.56	f 8.06					2.26	3.31		
70.60	Kennebec	2.19			8.01	8.11					2.31			
74.45	Augusta X-W-N	A 2.26			s 8.12	s 8.16 <sup>701</sup>					s 2.40	s 3.43		
76.59	Hallowell X	2.29			s 8.17	s 8.24					2.44	3.47		
77.53 79.59 80.59	Millikens Crossover Farmingdale Crossover Cobbessee Crossover													
80.83	Gardiner X-W-N	2.36			s 8.28	s 8.34					s 2.52	s 3.54		
85.06	Lawrence Mills—South Gardiner	2.43			s 8.36	f 8.42					2.59	f 4.09		
88.70	Dresden	2.48			f 8.42	f 8.48					3.04	4.14		
92.29	Richmond W-D	2.53			s 8.48	s 8.54					R 3.08	s 4.20		
96.35	Harwards	2.59			8.54	9.00					3.14			
100.03	Bowdoinham D	3.04			s 9.00	f 9.06					3.19	f 4.31		
103.88	Cathance	3.10			9.06	9.12					3.24	4.36		
106.47	Topsham X													
107.72	Brunswick X-W-N	3.16			s 9.12	s 9.18					s 3.30	s 4.47		
111.61	Hillside	3.22			s 9.22	s 9.23					s 3.40	4.54		
116.29	Freeport N	3.29			s 9.38	s 9.38					s 3.55	f 5.00		
121.84	Yarmouth Junction N	3.36			f 9.46	f 9.46					f 4.04	f 5.08		
123.63	Royal Junction N	3.39			9.49	9.49		9.59		4.01	4.07	5.10		
125.86	Cumberland Center W	3.42			c 9.52	f 9.52		f 10.02		s 4.05	4.10	5.13		
129.01	West Falmouth													
130.37	P. T. Limit	3.49			9.59	9.59		10.09		4.12	4.17	5.19		
132.74	Deering Junction X-W-N	3.53			c 10.03	10.03		10.13		c 4.16	4.21	5.23		
133.81	Woodfords	3.55			s 10.06	s 10.06		10.15		c 4.20	s 4.24	c 5.26		
134.52	Tower Five N													
135.36	Portland Union Sta. W-N	4.00			10.10	10.10		10.20		4.25	4.30	5.30		
136.93	Portland Yard 8 W													

Cancelled Sept 3-5th

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

- No. 127 is superior to No. 502.
- No. 71 is superior to No. 502.
- No. 153 is superior to Nos. 502 and 504.
- No. 1 is superior to Nos. 502 and 504.
- No. 11 is superior to Nos. 102, 502 and 504.

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WESTWARD TRAINS—FIRST CLASS.

THIRD CLASS.

Miles from Bangor	STATIONS.	28	724	48	512 B. & Ar.	204	▲80	⊖156	2	130	350	354
		Ex. Sun. P. M.	Sun. Only P. M.	Ex. Sun. P. M.	Ex. Sun. P. M.	Daily P. M.	Wed. and Sun. Only P. M.	Wed. and Sun. Only P. M.	Daily P. M.	Ex. Sun. A. M.	Ex. Mon. A. M.	Daily P. M.
0.00	Bangor X-W-N			1.40	3.05			5.50	9.00			
0.37	Bangor Frgt. Yd. X-W-N			1.43	3.07			5.52	9.02		8.30	2.00
5.64	Northern Maine Jct. X-N			s 1.53	3.17			6.04	9.13		s 9.45	2.25 2.45
6.97	Center—Hermon Center X-W			f 1.56				6.06	9.15		9.48	2.51
10.71	Hermon Pond N			f 2.02				6.11	9.20		9.58	3.00
12.43	Dabscook Crossover											
15.11	Carmel			f 2.10				6.16	9.26		10.08	3.10
17.14	Damascus			f 2.13								
19.06	Etna			f 2.19				6.21	9.31		10.18	3.20
24.74	East Newport D			f 2.28				6.28	9.38		10.30	3.30
27.44	Newport Junction X-W-D			s 2.33 2.40				6.31	s 9.44		10.35	3.35
30.22	Detroit			f 2.46								
34.45	Pittsfield X-N			s 3.00				6.41	s 9.57		10.48	3.48
37.83	Half Way			3.06				6.46	10.03		10.54	3.54
41.52	Burnham Jct. X-W-D			s 3.22				6.50	10.08		11.00	4.00
46.82	Clinton N			s 3.32				6.58	f 10.16		11.10	4.10
47.79	Canaan Road Crossover											
51.77	Parkers Crossover											
52.61	Fairfield X	3.02		s 3.43				7.06	10.25	10.55	11.21	4.21
55.17	Waterville X-W-N	3.10		s 3.53 4.08				s 7.11	s 10.30 10.37	11.05	11.45	s 5.00
56.72	Winslow X			f 4.12					10.40		11.50	5.05
63.02	Vassalboro			f 4.21					10.48		12.01	5.16
66.84	Riverside			f 4.27					10.53		12.07	5.22
70.60	Kennebec			4.33					10.58		12.13	5.28
74.45	Augusta X-W-N			s 4.50					11.04 s 11.08 <sup>127</sup>		12.22	5.37
76.59	Hallowell X			s 4.55					E 11.12		12.28	5.41
77.53	Millikens Crossover											
79.59	Farmingdale Crossover											
80.59	Cobbossee Crossover											
80.83	Gardiner X-W-N			s 5.07					s 11.22		12.45 <sup>127</sup>	5.50
85.06	Lawrence Mills—South Gardiner			f 5.24					11.30		12.55	5.58
88.70	Dresden			5.30					11.35		1.01	6.04
92.29	Richmond W-D			s 5.38					11.40		1.08	6.11
96.35	Harwards			f 5.45					11.46		1.25	6.27
100.03	Bowdoinham D			f 5.51					11.51		1.32	6.35
103.88	Cathance			f 5.57					11.57		1.39	6.56 <sup>127</sup>
106.47	Topsham X											
107.72	Brunswick X-W-N			s 6.04 6.14			8.25		s 12.10		1.47	7.10
111.61	Hillside			6.22			8.33		12.18		1.56	7.21
116.29	Freeport N			f 6.29 <sup>43</sup>			8.39		12.24		2.08	7.31
121.84	Yarmouth Junction N			f 6.46			8.46		12.31		2.18	7.41
123.63	Royal Junction N		5.20	6.49		7.09	8.49	9.10	12.34		2.21	7.44
125.86	Cumberland Center W		f 5.23	f 6.52		7.12	8.52	9.13	12.37		2.25	7.48
129.01	West Falmouth											
130.37	P. T. Limit		5.29	7.00		7.19	8.59	9.20	12.44		2.34	7.57
132.74	Deering Junction X-W-N		f 5.33	c 7.04		7.23	9.03	9.24	12.48		2.40	8.03
133.81	Woodfords		f 5.36	c 7.07		7.25	9.06	9.26	12.51		2.43	8.06
134.52	Tower Five N											
135.36	Portland Union Sta. W-N		5.40	7.12		7.30	9.10	9.30	12.55			
136.93	Portland Yard 8 W											
	Rigby Yard	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	3.15 P. M.	8.30 P. M.

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

No. 43 is superior to Nos. 48, 2 and 512.

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

No. 127 is superior to No. 512.

▲ No. 80 will not run Sun., July 2, Wed., July 5 and Sun., Sept. 3. Will be run as an extra train Tues. July 4 and Mon., Sept. 4.

⊖ No. 156 will not run Sun., July 2, Wed., July 5 and Sun., Sept. 3. Will be run as an extra train Tues. July 4 and Mon. Sept. 4.

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 21.

EASTWARD TRAINS—FIRST CLASS.

THIRD CLASS. 5

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	71	●153	155	157	203	5	707	7	213	27	339	351
			Ex. Sun.	Wed. and Sat. Only	Wed. and Sat. Only.	Wed. and Sat. Only.	Daily	Ex. Sun. Wed. and Sat.	Sun. Only	Ex. Sun. Wed. and Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily
13.30		Royal Junction	N	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
16.91	W. 68	Walnut Hill		12.36	3.19	5.25		6.24	6.31	6.31		11.21	5.36	11.51
19.19		Mill Road		12.41	3.24	f 5.31		6.29	f 6.37	f 6.37		f 11.27		
21.28	E. 54	Gray	W	12.47	3.30	s 5.41		6.35	s 6.47	f 6.45		f 11.34	5.50	12.05
23.48		Penneys												
25.84	45	New Gloucester	D	12.53	3.36	s 5.48		6.41	s 6.55	f 6.52		f 11.40	5.58	12.13
27.37	W. 21	Rowes												
30.73	62	Danville Junction	D	1.01	3.44	s 5.58		6.49	s 7.06	s 7.02		s 11.49	6.08	12.23
32.94	W. 63	Rumford Junction	X	1.05	3.48	6.02		6.53	7.10	7.06		11.54	6.13	12.28
33.47	48	Hacketts	X	1.06		6.03			7.11	7.07		11.55		
36.29	W. 44	Auburn	X	1.10	3.53	s 6.10			s 7.20	s 7.15		s 12.01	6.20	12.35
37.07	E. 231	Lewiston	X-W-N	1.20	3.55	s 6.22	6.30		s 7.33	s 7.27	7.40	s 12.13	6.23	12.38
38.90	W. 20	Fair Grounds	X		3.58	6.26	6.34		7.37	7.31	7.44	12.17	6.26	12.41
44.60	W. 29	Greene		1.32	4.05	B 6.33	f 6.41		B 7.44	f 7.38	f 7.51	f 12.24	6.37	12.52
47.69	139	Leeds Junction	X-W-D	1.37	4.09	B 6.37	s 6.46		B 7.48	s 7.43	s 7.56	s 12.29	6.42	1.10
51.12	53	Monmouth	D	1.42	4.15	s 6.44			s 7.55				6.50	1.18
53.61	16	Annabessacook		1.45	4.18	f 6.47			f 7.58					
56.67	W.18-W.63	Winthrop	X-D	1.49	4.22	s 6.57			s 8.08				6.58	1.26
59.90	W.24-W.35	Maranacook		1.54	4.26	f 7.02			f 8.13					
62.34	E. 107	Readfield	D	1.58	4.30	s 7.09			s 8.20				7.08	1.36
65.52	18	Hoyts				7.14			8.25					
70.24	W. 41	Belgrade	D	2.08	4.40	s 7.22			s 8.33				7.21	1.50
75.07	47	Messalonskee	North Belgrade W-D	2.15	4.47	f 7.30			f 8.40				7.36 <sup>156</sup>	1.57
79.23	W. 79	Oakland	X-W-N	2.21	4.53	s 7.40			s 8.50				7.48	2.05
85.29		Waterville	X-W-N	2.30	5.08	7.50			9.00				1.10	2.20
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.

Annulled Sept 5th

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

No. 155 is superior to No. 30.

No. 5 is superior to No. 124.

Nos. 30 and 124 take siding at Crossover east of station at Oakland.

● No. 153 will not run Wednesday, July 5.

EASTWARD TRAINS—FIRST CLASS.

THIRD CLASS.

Miles from Fairfield	Passing Sidings. Capacity Cars.	STATIONS.	21	721	17	131
			Mixed Ex. Sun.	Sun. Only	Ex. Sun.	Ex. Sun.
0.00		Fairfield	X	A. M.	P. M.	A. M.
3.04	45	Shawmut		9.01	1.51	7.55
6.33		Good Will Farm		f 9.08	f 1.38	f 8.03
7.73	22	Hinckley		f 9.15	f 1.45	f 8.11
15.65		Skowhegan	X-W-D	f 5.25	f 9.19	f 8.20
				5.50	9.35	8.40
				A. M.	A. M.	A. M.

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

No. 21 is superior to No. 16.

No. 17 is superior to No. 28.

No. 131 is superior to No. 130.

6

WESTWARD TRAINS—FIRST CLASS.

THIRD CLASS.

Miles from Skowhegan	STATIONS.	16			714			28			130		
		Ex. Sun.			Sun. Only			Ex. Sun.			Ex. Sun.		
0.00	Skowhegan X-W-D	A. M. 6.40			P. M. 1.00			P. M. 2.30			A. M. 9.45		
7.92	Hinckley	s 6.45			f 1.14			f 2.44			f 10.02		
9.32	Good Will Farm	f 6.50			f 1.18			f 2.48			f 10.06		
12.61	Shawmut	f 7.06			f 1.24			f 2.54			f 10.30		
15.65	Fairfield X	s 7.14			s 1.33			s 3.02			f 10.55		
		A. M.			P. M.			P. M.			A. M.		

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

No. 21 is superior to No. 16.

No. 17 is superior to No. 28.

No. 131 is superior to No. 130.

WESTWARD TRAINS—FIRST CLASS.

Miles from Waterville	STATIONS.	30	214	124	24	20	724	204	156				
		Wed. and Sat. Only	Ex. Sun.	Ex. Sun. Wed. & Sat.	Ex. Sun.	Ex. Sun.	Sun. Only	Daily	Wed. and Sun. Only				
0.00	Waterville X-W-N	A. M. 8.05	A. M.	A. M. 9.15	P. M.	P. M. 1.45	P. M.	P. M.	P. M. 7.17				
6.06	Oakland X-W-N	8.16		9.26		s 1.57			s 7.29				
10.22	Messalonskee <sup>North</sup> W-D					f 2.04			7.36 <sup>339</sup>				
15.05	Belgrade D					s 2.12			s 7.46				
19.77	Hoyts					2.18							
22.95	Readfield D					s 2.24			7.57				
25.39	Maranacook					f 2.28							
28.62	Winthrop X-D					s 2.35			s 8.07				
31.68	Annabessacook					f 2.39							
34.17	Monmouth D					s 2.46							
37.60	Leeds Junction X-W-D		8.52		2.42	c 2.55	4.02		8.20				
40.69	Greene		f 8.58		f 2.47	c 3.00	f 4.07						
46.39	Fair Grounds X		9.05		2.55	3.07	4.15						
48.22	Lewiston X-W-N		s 9.08		3.00	s 3.10	s 4.21		s 8.36				
49.00	Auburn X		s 9.15			s 3.17	s 4.33						
51.82	Hacketts X		s 9.22			s 3.23							
52.35	Rumford Junction X		9.27			3.28	4.38						
54.56	Danville Junction D		9.28			3.29	4.39	6.42	8.43				
57.92	Rowes		s 9.35			s 3.35	s 4.53	6.46	s 8.48				
59.45	New Gloucester D		9.42			f 3.42	f 5.00	6.53	8.55				
61.81	Penneys												
64.01	Gray W		f 9.48			f 3.49	f 5.07	6.58	9.00				
66.10	Mill Road												
68.38	Walnut Hill					f 3.56	f 5.14						
71.99	Royal Junction N		9.59			4.01	5.20	7.09	9.10				
		A. M.	A. M.	A. 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. 5 is superior to No. 124.

No. 155 is superior to No. 30.

Nos. 30 and 124 take siding at crossover east of station at Oakland.

⊙ No. 156 will not run Sunday, July 2, Wednesday, July 5, Sunday, Sept. 3. Will be run as an extra train Tues., July 4 and Mon. Sept. 4.

No. 214 will register at Rumford Junction.



EASTWARD TRAINS—FIRST CLASS.

WESTWARD TRAINS—FIRST CLASS.

Miles from Brunswick	Passing Sidings. Capacity Cars.	STATIONS.			
0.00		Brunswick	X-W-N		
4.64	W. 17	Pejepscot Mills			
5.99	28	Simpsons			
8.22	22	Little River—Lisbon Falls	X-D		
11.72	E. 13	Lisbon	X-D		
14.80	W. 13	Crowleys Junction	X		
19.63		Lewiston	X-W		

Miles from Lewiston	STATIONS.			
0.00	Lewiston	X-W		
4.83	Crowleys Junction	X		
7.91	Lisbon	X-D		
11.41	Little River—Lisbon Falls	X-D		
13.64	Simpsons			
14.99	Pejepscot Mills			
19.63	Brunswick	X-W-N		

EASTWARD TRAINS—FIRST CLASS.

WESTWARD TRAINS—FIRST CLASS.

Miles from Crowley's	Passing Sidings. Capacity Cars.	STATIONS.	157	707	7	213
			Wed. and Sat. Only	Sun. Only	Ex. Sun., Wed. & Sat.	Ex. Sun.
0.00		Crowleys Junction	A. M.	A. M.	A. M.	P. M.
4.34	W. 10	Sabattus				
5.65	13	Golders				
9.15	4	Wales				
11.33	E. 20	Leeds Junction	6.47	7.44	7.57	12.30
13.11		Highmoor	6.52	f 7.49	8.02	f 12.35
15.72	E. 20	Curtis Corner	f 6.56	f 7.53	f 8.06	f 12.39
18.59	E. 41	Centraltown—Leeds Center	f 7.01	f 7.58	f 8.11	f 12.44
19.73		Androscoggin	f 7.04	f 8.01	f 8.14	f 12.47
21.41	24	Littleboro—North Leeds	f 7.08	f 8.05	f 8.18	s 12.51
23.60	48	Stricklands	f 7.13	f 8.10	f 8.26 <sup>24</sup>	s 12.55
26.35	W. 20	Norlands—East Livermore	s 7.18	f 8.15	s 8.34	s 1.00
30.13	29	Shuy	7.24	8.21	8.40	1.06
31.47	W. 25	Livermore Falls	s 7.30	s 8.27	s 8.46	s 1.09
33.66	E. 19	The Bridge—Jay	s 7.35	f 8.32	s 8.51	
37.09	W. 26	North Jay	s 7.43	f 8.40	s 8.59	
40.71	W. 24	Wilton	s 7.51	s 8.48	s 9.07	
43.03	W. 13	Tyngston—East Wilton	s 7.58	f 8.54	s 9.14	
47.22	W. 16	Westville—W. Farmington	s 8.07	f 9.02	s 9.22	
47.91		Farmington	8.10	9.05	9.25	P. M.

Miles from Farmington	STATIONS.	214	24	724
		Ex. Sun.	Ex. Sun.	Sun. Only
0.00	Farmington	A. M.	P. M.	P. M.
0.69	Westville—W. Farmington		s 1.18	f 2.48
4.88	Tyngston—East Wilton		s 1.26	f 2.56
7.20	Wilton		s 1.37	s 3.02
10.82	North Jay		s 1.45	f 3.09
14.25	The Bridge—Jay		s 1.52	f 3.16
16.44	Livermore Falls	8.12	s 2.00	s 3.21
17.78	Shuy	8.15	2.03	3.24
21.56	Norlands—East Livermore	s 8.21	s 2.09	f 3.30
24.31	Stricklands	s 8.26 <sup>7</sup>	f 2.15	f 3.35
26.50	Littleboro—North Leeds	s 8.31	s 2.20	f 3.40
28.18	Androscoggin	f 8.34	f 2.23	f 3.43
29.32	Centraltown—Leeds Center	f 8.37	f 2.27	f 3.46
32.19	Curtis Corner	f 8.41	f 2.32	f 3.50
34.80	Highmoor	f 8.45	f 2.36	f 3.54
36.58	Leeds Junction	s 8.50	s 2.41	s 3.59
38.96	Wales			
42.26	Golders			
43.57	Sabattus			
47.91	Crowleys Junction			

EASTWARD TRAINS—FIRST CLASS.

WESTWARD TRAINS—FIRST CLASS.

Miles from Pittsfield	Passing Sidings. Capacity Cars.	STATIONS.	805
			Mixed Ex. Sun.
0.00		Pittsfield	A. M.
3.92	5	West Palmyra	7.15
6.08		Thompsons	f 7.27
8.06	W. 3-12	Hartland	f 7.35
11.70		Wild Goose Club	s 7.55
15.47	5-E. 2	Mainstream	f 8.05
17.47		Harmony	f 8.12
			8.25
			A. M.

Miles from Harmony	STATIONS.	804
		Mixed Ex. Sun.
0.00	Harmony	A. M.
2.00	Mainstream	9.00
5.77	Wild Goose Club	f 9.06
9.41	Hartland	f 9.15
11.39	Thompsons	s 9.40
13.55	West Palmyra	f 9.47
17.47	Pittsfield	f 9.55
		10.10
		A. M.

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

No. 805 is superior to No. 804.

8 EASTWARD TRAINS—FIRST CLASS.							WESTWARD TRAINS—FIRST CLASS.							THIRD CLASS.
Miles from Brunswick	Passing Sidings. Capacity Cars.	STATIONS.	Δ53	775	55	57	59	Miles from Rockland	STATIONS.	74	78	♦82	▲80	324
			Wed. and Sat. Only	Sun. Only	Ex. Sun. Wed. & Sat.	Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun. and Wed.	
0.00		Brunswick X-W-N	A. M.	A. M.	A. M.	A. M.	P. M.	0.00	Rockland X-W-D	A. M.	P. M.	P. M.	P. M.	A. M.
4.33	W. 25	Hardings	5.25	7.02	7.20	11.57	6.52	0.71	Lime Rock Cr's'g	7.00	1.30	4.05	6.20	6.00
8.74		Bath X-W-D	5.32	7.09	7.27	12.04	6.59	4.17	Thomaston X-D	7.02	1.32	4.07	6.22	6.03
9.52	E. 29	Woolwich X	s 5.45	s 7.20	s 7.41	s 12.15	s 7.10	6.91	Georges River	s 7.05 <sup>53</sup>	s 1.38 <sup>57</sup>	s 4.14	s 6.31	s 6.25
11.91		Nequasset	5.47	f 7.22	f 7.43	12.17	f 7.12	11.35	Warren W-D	f 7.11 <sup>53</sup>	f 1.42 <sup>57</sup>	f 4.19	f 6.36	f 6.31
13.66		Wrights		f 7.26	f 7.46		f 7.15	12.94	Spears	s 7.24	s 1.56	s 4.26	6.43	
16.44	W. 19	Montsweag	5.54	7.30	7.49	12.23	7.19	17.10	Allens				6.52	f 7.14
20.15	W. 29	Wiscasset X-D	5.58	f 7.34	f 7.53	12.27	f 7.23	18.10	Waldoboro D	7.33	2.05	4.35	6.57	s 7.28
22.03	13	Sheepscot	s 6.08	s 7.45	s 8.09	s 12.37	s 7.33 <sup>80</sup>	19.71	Winslows Mills	s 7.37	s 2.09	s 4.38	7.00	s 7.45 <sup>74</sup>
22.96	W. 16	Marsh— <sup>South</sup> Newcastle	6.11	7.48	8.12	12.40	7.36	23.93	Muscongus Bay	s 7.41 <sup>324</sup>	2.12	f 4.41		
25.39		Shattucks	6.13	f 7.51	f 8.15 <sup>74</sup>	12.42	f 7.38	24.90	Nobleboro	7.48	2.18	4.48	7.06	7.55
27.17	E. 15	Newcastle X-W-D						27.66	Damariscotta Mills	f 7.50		f 4.50		f 7.58
29.05	E. 26	Damariscotta Mills	s 6.23	s 8.01	s 8.25 <sup>324</sup>	s 12.51	s 7.47	29.54	Newcastle X-W-D	s 7.56	2.25	f 4.56	7.13	f 8.05
31.81		Nobleboro	6.27	s 8.06	s 8.30	12.55	f 7.52	31.32	Shattucks	s 8.02	s 2.31	s 5.01	s 7.19	s 8.30 <sup>65</sup>
32.78	W. 25	Muscongus Bay		f 8.11	f 8.35		f 7.57	33.75	Marsh— <sup>South</sup> Newcastle	f 8.10 <sup>64</sup>	2.38	f 5.08	7.26	f 8.40
37.00	E. 28	Winslows Mills	6.33	8.13	8.37	1.00	7.59	34.68	Sheepscot	f 8.16 <sup>64</sup>		5.10		8.42
38.61	W. 7	Waldoboro D		s 8.21	s 8.45	f 1.07	f 8.06	36.56	Wiscasset X-D	8.18	s 2.46	s 5.15	s 7.33 <sup>69</sup>	s 9.30
39.61	48	Allens	6.40	s 8.25	s 8.51	s 1.12	s 8.11	40.27	Montsweag	f 8.25		f 5.24	7.43	f 9.42
43.77		Spears	6.45	8.28	8.54	1.15	8.14	43.05	Wright's	f 8.33		5.28	7.47	f 9.48
45.36	E. 23	Warren W-D	6.48	8.28	8.54	1.15	8.14	44.80	Nequasset	8.37	2.57	5.28	7.47	
49.80	W. 11	Georges River	6.57 <sup>324</sup>	s 8.38	s 9.05	1.24	f 8.23	47.19	Woolwich X	f 8.40	3.00	f 5.31		f 9.53
52.54	E. 25	Thomaston X-D	7.04	8.45	9.12	1.31	f 8.30	47.97	Bath X-W-D	f 8.45	3.05	f 5.36	7.56	f 10.00
56.00		Lime Rock Crossing	s 7.10 <sup>74</sup>	s 8.51	s 9.21	s 1.39 <sup>78</sup>	s 8.36	52.38	Hardings	s 8.51	s 3.10	s 5.41	s 8.03	s 10.55
56.71		Rockland X-W-D	7.18	8.58	9.28	1.46	8.43	56.71	Brunswick X-W-N	9.00	3.19	5.50		11.10
			7.20	9.00	9.30	1.48	8.45			9.08	3.27	5.57	s 8.21	11.25
			A. M.	A. M.	A. M.	P. M.	P. M.			A. M.	P. M.	P. M.	P. M.	A. M.

EASTWARD TRAINS — FIRST CLASS.							WESTWARD TRAINS — FIRST CLASS.						
Miles from Newport	Passing Sidings. Capacity Cars.	STATIONS.					Miles from Foxcroft	STATIONS.					
0.00		Newport Junction X-W-D					0.00	Dover-Foxcroft X-W-D					
7.07	19	Corinna X-D					5.26	Starbirds					
9.52		Lincoln Mills					6.90	West Dover					
11.64	22	Moodys					9.40	Silvers Mills					
15.35	24	Dexter X-W-D					11.61	Lily Pond					
17.82	20	Lily Pond					14.08	Dexter X-W-D					
20.03	10	Silvers Mills					17.79	Moodys					
22.53	13	West Dover					19.91	Lincoln Mills					
24.17		Starbirds					22.36	Corinna X-D					
29.43		Dover-Foxcroft X-W-D					29.43	Newport Junction X-W-D					

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

No. 74 take siding for Nos. 53 and 55.

No. 78 take siding for No. 57.

Δ No. 53 will not run on Wednesday, July 5.

▲ No. 80 will not run Sunday, July 2, Wednesday, July 5 and Sunday, September 3. Will be run as an extra train Tuesday, July 4 and Monday, September 4.

♦ No. 82 will not run Tuesday, July 4 and Monday, September 4.

Nos. 55 and 82 will be run as extra trains on Wednesday, July 5.

EASTWARD TRAINS—FIRST CLASS.

WESTWARD TRAINS—FIRST CLASS.

Miles from Oakland.	Passing Sidings. Capacity Cars.	STATIONS.	+255	+253		
			Wed. and Sat. Only.	Ex. Sun. Wed. and Sat.		
0.00		Oakland X-W-N	A. M. 8.30	A. M. 9.40		
5.54	15	Otis Hill	8.39	9.49		
7.79	15	Hoxies	f 8.42	f 9.52		
10.53	10	Bangs	8.47	9.57		
13.04	21	Norridgewoock X-D	s 8.54	s10.05		
17.00	17	Totmans	9.01	10.12		
20.89	E. 11	Madison X-W-D	s 9.11	s10.23		
21.30	E. 12-18	Riverview—Anson X	f 9.12	f10.24		
25.26	W. 24	North Anson X-W-D	s 9.21	s10.33		
30.43	29	Embden	f 9.30	f10.42		
33.84	E. 19	Solon	s 9.38	s10.50		
36.06		Merrills				
39.98	14-20-10	Austin Junction X	9.48 10.02	11.00 <sup>254</sup> 11.13 <sup>254</sup>		
41.02	21	Bingham X-W-D	s 9.55	s 11.03 11.10		
41.23	8	The Heights—Bingham Heights	10.05	11.21		
48.24	W. 8	Deadwater W	f10.26	f11.42		
50.75		Dimmick				
52.21	25	Lake Austin	f10.45 <sup>254</sup>	f11.52		
56.80		Bakers	f10.54	f12.01		
59.10	25	Landers	11.00	12.07		
60.06		Troutdale	s11.03	s12.10		
64.66	12	Lake Moxie W-D	s11.13	s12.20		
69.46	E. 16	Forsythe	f11.23	f12.30		
73.53		Moores	11.31	12.38		
75.79		Indian Pond	f11.35	f12.42		
78.05		Misery	11.40	12.47		
80.62		Marrs	f11.45	f12.52		
84.11	11	Gore	11.51	12.58		
84.76		Taunton	11.52 12.00	12.59 1.08		
85.20		Somerset Junction X-D	s11.57	s 1.05		
89.77		Outlet	12.08	1.16		
91.34		Kineo Station X-W-D	12.12 P. M.	1.20 P. M.		

Miles from Kineo.	STATIONS.		+254		
			Ex. Sun.		
0.00	Kineo Station X-W-D		A. M. 9.20		
1.57	Outlet		9.23		
5.70	Taunton		9.31 9.38		
6.14	Somerset Junc. X-D		s 9.35		
7.23	Gore		9.40		
10.72	Marrs		f 9.46		
13.29	Misery		9.51		
15.55	Indian Pond		f 9.56		
17.81	Moores		f10.01		
21.88	Forsythe		f10.09		
26.68	Lake Moxie W-D		s10.18		
31.28	Troutdale		s10.28		
32.24	Landers		10.30		
35.82	Bakers		f10.36		
39.13	Lake Austin		f10.45 <sup>255</sup>		
40.59	Dimmick				
43.10	Deadwater W		f10.55		
50.11	The Heights—Bingham Heights		11.15		
52.40	Bingham X-W-D		s11.25		
51.36	Austin Junction X		11.18 11.28 <sup>253</sup>		
55.23	Merrills				
57.50	Solon		s11.38		
60.91	Embden		f11.45		
66.08	North Anson X-W-D		s11.55		
70.04	Riverview—Anson X		f12.03		
70.45	Madison X-W-D		s12.07		
74.34	Totmans		12.13		
78.30	Norridgewoock X-D		s12.22		
80.81	Bangs		12.27		
83.55	Hoxies		f12.32		
85.80	Otis Hill		12.36		
91.34	Oakland X-W-N		12.45 P. M.		

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

+ Nos. 255, 253 and 254 will not run between Bingham and Kineo Station, after Saturday, July 22.

10 EASTWARD TRAINS—FIRST CLASS.						THIRD CLASS.	WESTWARD TRAINS—FIRST CLASS.						THIRD CLASS.	
Miles from Rumford Jct.	Passing Sidings. Capacity Cars.	STATIONS.	211	203	213	215	393 Mixed Tues. and Fri. Only	Miles from Kennebag.	STATIONS.	214	212	216	204	392 Mixed Wed. and Sat. Only
			Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	A. M.			Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Mixed
0.00	17	Rumford Junction X	A. M.	A. M.	P. M.	P. M.	A. M.	0.00	Kennebago X-W-D	A. M.	A. M.	P. M.	P. M.	A. M.
4.09		Elmwood		6.55				3.08	Johns Pond					f 4.10
5.85	21	Riccars		7.03				7.44	Realty					f 4.23
7.97	W 51	Poland D		s 7.12				10.82	Oquosoc X-W-D					s 3.32 s 4.35
11.62	19	Mechanic Falls X-W-D		s 7.22				13.34	South Rangeley					f 3.38 f 4.42
16.08	27	West Minot		s 7.30				20.11	Bemis X-W					s 3.52 s 5.05
20.21	51	East Hebron		f 7.38				22.95	Summit					f 4.00 f 5.18
24.75	33	Buckfield X-D		s 7.47				28.90	Houghton W					f 4.17 f 5.50
29.52	26-E. 14	East Sumner		f 7.55				32.81	Byron					4.26 f 6.02
31.52	46	Hartford		f 8.00				34.50	Hop City W					
36.61	W. 33-36	Canton X-W-D	7.39 <sup>213</sup>	s 8.11			1.43 <sup>216</sup>	37.15	Roxbury					f 4.35 f 6.15
37.32		Branch Switch X						40.87	Frye					4.42 f 6.25
37.61	E. 25	The Park X		8.13				43.57	Hale					f 6.35
38.01		Whitney Brook X	7.44		1.34	1.45		46.69	Rumford X-D	7.05				s 5.00 6.45
38.30	W. 6-20	Gilbertville X		8.14	f 1.35 <sup>216</sup>	1.46		48.21	Lower Yard X-W-D	7.08				5.03
42.95	33	Worthley		8.20	1.53			51.21	Dixfield X-D	s 7.15				s 5.10
44.78	E. 21	Peru		8.23	f 1.57			54.60	Peru	f 7.22				5.16
48.17	43	Dixfield X-D		s 8.30	s 2.06			56.43	Worthley	7.25				5.19
51.17		Lower Yard X-W-D		8.36	2.12			61.08	Gilbertville X	f 7.33			1.36 <sup>213</sup>	5.26
52.69		Rumford X-D		s 8.39	2.15		8.15	61.37	Whitney Brook X	7.34	7.34	1.37	5.27	
55.81		Hale		9.02			f 8.26	61.77	The Park X					
58.51	W. 37	Frye		f 9.09			f 8.35	62.06	Branch Switch X					
62.23	19	Roxbury					f 8.47	62.77	Canton X-W-D		7.37 <sup>211</sup>	1.42 <sup>216</sup>	s 5.32	
64.88	6	Hop City W		9.17			f 9.00	37.86	Hartford				f 5.40	
66.57	8	Byron						69.86	East Sumner				f 5.43	
70.48	W. 35	Houghton W		f 9.25 <sup>393</sup>			f 9.35 <sup>393</sup>	74.63	Buckfield X-D					s 5.53
76.43	26	Summit		f 9.41			f 9.57	79.17	East Hebron					f 6.00
79.27	E. 52	Bemis X-W		s 9.51			s 10.10	83.30	West Minot					s 6.09
86.04		South Rangeley		f 10.05			f 10.30	87.76	Mechanic Falls X-W-D					s 6.18
88.56	W. 38-E. 5	Oquosoc X-W-D		s 10.10			s 10.45	91.41	Poland D					s 6.27
91.94		Realty					f 10.55	93.53	Riccars					
96.32		Johns Pond					f 11.10	95.29	Elmwood					6.33
99.38		Kennebago X-W-D		10.40			11.20	99.38	Rumford Junc. X					6.40
			A. M.	A. M.	P. M.	P. M.	A. M.			A. M.	A. M.	P. M.	P. M.	A. M.

EASTWARD TRAINS—FIRST CLASS.						WESTWARD TRAINS—FIRST 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.					Whitney Brook X	A. M.			
0.55		Chisholm Yard X-W-D	1.12				0.44	The Wye X	7.44			
2.50	10	Jay Bridge	f 1.19				0.82	Waites	7.46			
4.59	29	Rileys	f 1.23				2.63	Meadowview	7.47			
5.33	16	Sawyers	1.24				4.62	Sawyers	7.51			
7.32		Meadowview	1.28				5.36	Rileys	f 7.57			
9.13	16	Waites	1.31				7.45	Jay Bridge	f 8.01			
9.51		The Wye X	1.32				9.40	Chisholm Yard X-W-D				
9.95		Whitney Brook X	1.33				9.95	Livermore F'ls X-W-D	8.08			
			P. M.						A. M.			

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

No. 203 is superior to Nos. 212 and 214.

Nos. 393 and 392 have rights of an extra train only in Rumford Yard.

No. 213 is superior to No. 216.

Nos. 203 and 204 will stop on signal at Menderth and Indian Rock.

■ Nos. 203, 204, 393 and 392 will not run between Oquosoc and Kennebago, after Sunday, July 23.



# MOUNTAIN SUBDIVISION

# PORTLAND DIVISION

## WESTWARD TRAINS—FIRST CLASS.

## THIRD CLASS.

11

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	72 B. & M.			154			76 B. & M.			376			386			378		
			Tues. Thurs and Sat.			Ex. Sun.			Sun. and Wed. Only			Ex. Sat.			Sat. Only			Ex. Sun.		
			A. M.			A. M.			P. M.			P. M.			P. M.			A. M.		
		<i>Rigby</i> W-N																		
0.00		<i>Portland (Union Sta.)</i> W-N																		
0.83		<i>River Jct.</i>																		
5.48		<i>Cumberland Mills</i> X-W-D																		
7.81		<i>P. T. Limit</i>																		
10.86	E. 18	<i>South Windham</i> X-D																		
11.99	E. 10	<i>Newhall</i>																		
13.60	W. 22	<i>White Rock</i>																		
16.74	E.24-W.14	<i>Sebago Lake</i> X-W-D																		
18.54		<i>Smiths Mill</i>																		
19.97	24	<i>Harmos</i>																		
20.40		<i>Richville</i>																		
24.63	13	<i>Steep Falls</i> D																		
26.36	W. 21	<i>Mattocks</i>																		
31.69	18	<i>Cornish</i> D																		
33.42	28-12	<i>West Baldwin</i>																		
36.27	E. 16	<i>Bridgton Junction</i> X																		
36.82	22	<i>Hiram</i> X-W-D																		
39.55	17	<i>Icepond</i>																		
43.27	13	<i>Brownfield</i> D																		
46.45	28	<i>Lovells</i>																		
49.81	E. 36	<i>Fryeburg</i> W-D																		
54.30	E. 25-16	<i>Conway Centre</i>																		
56.84	E. 25	<i>Redstone</i>																		
59.33	E.33-W.30	<i>North Conway</i>																		
61.36		<i>Intervale</i> X-D																		
64.73	29	<i>Glen—Glen and Jackson</i>																		
70.51	E. 31-36	<i>Bartlett</i> X-W-N																		
74.79	E. 27-12	<i>Sawyers River</i>																		
76.54	17	<i>Notchland</i>																		
78.13	14-28	<i>Carrigain</i>																		
80.88	E. 20	<i>Willey House</i> W-D																		
85.02	E. 31-27	<i>Crawford Notch</i> D																		
88.27	W. 17	<i>Bretton Woods</i> X																		
89.09		<i>Fabyan</i> X-W-D	8.50		s10.30			9.38						2.55		2.55		5.58		
93.53	14	<i>Twin Mountain</i>	s 8.58		s10.38			s 9.48												
97.23	29	<i>Carroll</i> W	9.04		10.48			9.54												
99.50	22-8	<i>Quebec Junction</i>	9.08		s10.53			9.58						s 3.30		s 3.30		s 6.30		
101.02	W. 20	<i>Hazens</i>																		
103.57	13	<i>Whitefield</i> X-D	9.15		s11.02			10.05						s 5.20		4.00				
106.77	E. 22	<i>Scott</i>			s11.13									f 5.29						
109.27	34	<i>Lunenburg</i> X-W-D			s11.18									s 5.38		4.20				
111.54	W. 20	<i>Gilman</i> X-D			s11.24									s 5.50						
113.50	19	<i>Mayo—East Concord</i>			s11.29									s 5.57						
116.22	W. 2	<i>Miles Pond</i>			f11.34									s 6.10						
119.67	E. 20	<i>Essex—No. Concord</i> W			s11.41									s 6.25		4.50				
123.23	14	<i>Concord</i> D			s11.50									s 6.50						
127.01	19	<i>Griswold—East St. Johnsbury</i>			s11.59									s 7.05		5.20				
131.26		<i>St. Johnsbury</i> X-W-N			12.10									7.20		5.35				
			A. M.		P. M.			P. M.						A. M.		A. M.				

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

© No. 76 B. & M. will not run Sunday, July 2, Wednesday, July 5 and Sunday, September 3 and will not run after Sunday, September 10. Will be run as an extra train Tuesday, July 4, and Monday, September 4.

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

Train schedules and all regulations shown in this timetable as applying within limits of Portland Terminal Company, are for information only.

For references, see page 21.

# MOUNTAIN SUBDIVISION

# PORTLAND DIVISION

12

## EASTWARD TRAINS—FIRST CLASS.

## THIRD CLASS.

Miles from St. Johnsbury	STATIONS.	♦71	163	77						375		
		B. & M. Wed. and Sat. Only.	Ex. Sun.	B. & M. Mon., Wed. and Fri.						Ex. Sun.		
		A. M.	P. M.	P. M.						P. M.		
0.00	St. Johnsbury X-W-N		2.20							4.30		
4.25	Griswold—East St. Johnsbury		s 2.30							s 4.43		
8.08	Concord D		s 2.40							s 4.57		
11.59	Essex—No. Concord W		s 2.48							s 5.12		
15.04	Miles Pond		s 2.56							s 5.24		
17.76	Mayo—East Concord		s 3.01							s 5.32		
19.72	Gilman X-D		s 3.07							s 5.40		
21.99	Lunenburg X-W-D		s 3.12							s 5.47		
24.49	Scott		f 3.18							f 5.54		
27.69	Whitefield X-D	7.00	s 3.33	5.46						s 6.10		
30.24	Hazens		3.39									
31.76	Quebec Junction X	7.08	s 3.47	5.54						s 6.25		
34.03	Carroll W	7.12	3.53	5.58						6.39		
37.73	Twin Mountain	s 7.21	s 4.01	s 6.07						6.53		
42.17	Fabyan X-W-D	7.31	s 4.12	6.17						7.08		
42.99	Bretton Woods		f 4.14									
46.24	Crawford Notch D		s 4.25							s 7.40		
50.38	Willey House W-D		f 4.40							8.03		
53.13	Carrigain		4.47							8.18		
54.72	Notchland		f 4.51							8.27		
56.47	Sawyers River		f 4.55							8.37		
60.75	Bartlett X-W-N		s 5.02							s 9.30		
66.53	Glen—Glen and Jackson		s 5.05									
66.53	Glen—Glen and Jackson		s 5.14									
69.90	Intervale X-D		s 5.20									
71.93	North Conway		s 5.25							9.55		
74.42	Redstone		s 5.31									
76.96	Conway Centre		s 5.36									
81.35	Fryeburg W-D		s 5.45							10.15		
84.81	Lovells											
87.99	Brownfield D		s 5.55									
91.71	Icepond											
94.44	Hiram X-W-D		s 6.06							10.45		
94.99	Bridgton Jct. X		s 6.10									
97.84	West Baldwin		f 6.15							11.18 <sup>876</sup> <sub>886</sub>		
99.57	Cornish D		s 6.20									
104.90	Mattocks		s 6.30							11.37		
106.63	Steep Falls D		s 6.34									
110.86	Richville		f 6.41									
111.29	Harmons		6.42									
112.72	Smiths Mill		f 6.44									
114.52	Sebago Lake X-W-D		s 6.48							11.57		
117.66	White Rock		f 6.53									
119.27	Newhall		f 6.56									
120.40	South Windham X-D		s 6.59							12.12		
123.69	P. T. Limit		7.04							12.19		
125.83	Cumberland Mills X-W-D		s 7.09							12.25		
130.43	River Jct.		7.17							12.37		
131.26	Portland (Union Sta.) W-N		7.20									
	Rigby W-N									1.00		
		A. M.	P. M.	P. M.						A. M.		

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

♦ No. 71 B. & M. will not run Wednesday, July 5, and will not run after Saturday, September 9.

Trains using Portland Terminal Co. tracks, will be governed by Portland Terminal Co. timetable and rules and assume corresponding schedules of that timetable. Train schedules and all regulations shown in this timetable as applying within limits of Portland Terminal Company, are for information only. For references, see page 21.

WESTWARD TRAINS—FIRST CLASS						THIRD CLASS.			
Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	4301	453	73				□378
			B. & M.	B. & M.	B. & M.				Mixed
			Ex. Sun.	Sun. Only	Ex. Sun.				Ex. Sun.
99.50		Quebec Junction X	A. M.	P. M.	P. M.				A. M.
101.91	W. 24	Waumbek Junction X	10.03	3.31	3.46				f 6.46
104.39	14	Baileys	10.08	3.36	3.51				f 6.53
107.69	E. 5	Riverton	s10.14	3.42	3.57				f 7.01
111.36		Lancaster X-W-D	s10.27	s 3.50	s 4.10				s 7.12 <sup>4502</sup> s 8.00
112.44	E. 17	Coos Junction X	10.30	3.52	4.13				s 8.05
117.47	21	Guildhall							f 8.16
120.15		Stevens							f 8.23
124.02	W. 20	Maldstone W							s 8.33
126.00	34	Fitches							8.38
126.87		Masons							f 8.40
132.02	E. 26-E. 11 W. 16	North Stratford X-W-D							s 9.15
135.65	E. 14	Georges							f 9.23
138.33	W. 4	Cones							f 9.29
140.91	E. 31	Columbia Bridge							f 9.35
144.76	24-W. 16	Colebrook X-D							s10.10
147.30	15	Arlins							10.17
150.58		Piper Hill							10.23
152.78	W. 18	West Stewartstown X							s10.43
154.51		Beecher Falls X-W-D							10.50
			A. M.	P. M.	P. M.				A. M.

EASTWARD TRAINS—FIRST CLASS.						THIRD CLASS.			
Miles from Beecher Falls	STATIONS.	4302	4308	450	448				□377
		B. & M.	B. & M.	B. & M.	B. & M.				Mixed
		Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.				Ex. Sun.
0.00	Beecher Falls X-W-D	A. M.	A. M.	P. M.	P. M.				A. M.
1.73	West Stewartstown X								s11.20
3.93	Piper Hill								11.26
7.21	Arlins								11.33
9.75	Colebrook X-D								s12.10
13.60	Columbia Bridge								f12.20
16.18	Cones								f12.26
18.86	Georges								f12.31
22.49	North Stratford X-W-D								s 1.15
27.64	Masons								1.26
28.51	Fitches								1.28
30.49	Maldstone W								c 1.32
34.36	Stevens								1.41
37.04	Guildhall								f 1.47
42.07	Coos Junction X	7.27	11.52	12.02	2.08				s 2.20
43.15	Lancaster X-W-D	s 7.32 <sup>378</sup>	s11.56	s12.06	s 2.15				s 2.40
46.82	Riverton	s 7.39	s12.03	12.13	2.23				f 2.48
50.12	Baileys	7.45	12.09	12.19	2.31				f 2.56
52.60	Waumbek Junction X	7.50	12.14	12.24	2.38				f 3.02
55.01	Quebec Junction X								3.10
		A. M.	P. M.	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.

No. 448 is superior to No. 73.

□ Mixed only between Lancaster and Beecher Falls.

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**EASTWARD TRAINS—FIRST CLASS.  
BANGOR TO VANCEBORO**

**WESTWARD TRAINS—FIRST CLASS.  
VANCEBORO TO BANGOR**

Miles from Bangor	Passing Sidings. Capacity Cars.	STATIONS.	7	9	71	93	Miles from Vanceboro	STATIONS.	92	10	6	8
			C. P.	C. P.					C. P.	C. P.	C. P.	
			Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.			Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.
			A. M.	A. M.	A. M.	P. M.			A. M.	P. M.	P. M.	P. M.
0.00		Bangor X-W-N			4.15	3.20	0.00	Vanceboro X-W-N	8.20	6.10	9.10	9.15
3.90	38	Veazie			4.23	f 3.28	5.01	Lambert Lake	s 8.30	6.19	9.19	9.24
7.28	E. 23	Basin Mills X				f 3.34	9.08	Todds Farm	8.36	6.26	9.25	9.30
8.06		Orono X-D			4.31	s 3.39	12.22	Tomah W	f 8.41	6.31	9.30	9.35
11.15		Great Works X				s 3.45	16.50	Forest D	s 8.49	6.38 <sup>93</sup>	9.36	m 9.42
12.21		Oldtown X-W-N			A 4.39	s 3.50	21.08	Eaton	s 8.58	6.45	9.43	9.49
13.08	43	Milford X				s 3.53	26.08	Danforth X-W-D	s 9.07	f 6.54	9.49	s 9.59
18.03	W. 19	Costigan			4.50	s 4.01	31.04	Cherokee	9.15	7.01	9.56	10.06
22.63	E. 18	Greenbush			4.57	f 4.08	35.39	Bancroft	s 9.22	7.08	10.03	c10.13
26.33	W. 32	Olamon			5.02	s 4.15	38.54	Wytopitlock D	s 9.28	7.13	10.07	c10.18
30.58	22	Passadumkeag			5.08	s 4.22	41.21	Meadow Brook	9.33	7.17	10.11	10.22
35.09	37	Enfield X-D			5.15	f 4.31	44.92	Drew	9.38	7.22	10.16	10.27
40.19	W. 27	Pollard Brook—South Lincoln			5.23	f 4.39	47.81	Kingman W-D	s 9.44	7.27	10.20	k10.31
44.46	E. 25	Lincoln W-D			s 5.33	f 4.48	52.44	Gordon	9.52	7.34	10.26	10.38
46.10	25	Middletown—Lincoln Center			5.36	s 4.52	56.08	Mattawamkeag X-W-N	s10.00	7.40	10.32	s10.44
49.23		Houstons—North Lincoln				f 4.58	58.48	Winn D	s10.06			
49.98	41	Chamberlains			5.43	4.59	59.76	Penobscot	10.09			
53.98	32	Penobscot				5.05	63.76	Chamberlains	10.15			10.56
55.26	21	Winn D				s 5.08	64.51	Houstons—North Lincoln	f10.16			
57.66	W.68-W.105	Mattawamkeag X-W-N	1.45	5.40	s 5.55	s 5.17	67.64	Middletown—Lincoln Center	s10.22			
61.80	59	Gordon	1.52	5.48	6.03	5.25	69.28	Lincoln W-D	s10.27			s11.06
65.93	W.59-W.59	Kingman W-D	1.58	5.55	P 6.10	s 5.33	73.55	Pollard Brook—South Lincoln	f10.34			11.14
68.82	E. 58	Drew	2.02	5.59	6.14	5.38	78.65	Enfield X-D	s10.42			11.21
72.53	23	Meadow Brook		6.04	6.19	5.44	83.16	Passadumkeag	s10.49			11.27
75.20	E. 68	Wytopitlock D	2.10	6.08	6.23	s 5.50	87.41	Olamon	s10.57			11.33
78.35	W.58-W.59	Bancroft	2.14	6.13	6.28	s 5.56	91.11	Greenbush	f11.03			
82.70	59	Cherokee	2.20	6.20	6.35	6.04	95.71	Costigan	s11.11			11.44
87.66	E. 59-E.59	Danforth X-W-D	2.27	f 6.28	s 6.44	s 6.14	100.66	Milford X	s11.18			
92.66	E. 58	Eaton	2.33	6.36	6.51	s 6.23	101.53	Oldtown X-W-N	s11.23			b11.54
97.24	W.58-W.59	Forest D	2.39	6.43	H 6.59	s 6.31 s 6.40	102.59	Great Works X	s11.26			
101.52	W.27	Tomah W	2.45	6.49	7.05	f 6.47	105.68	Orono X-D	s11.34			12.01
104.66	58	Todds Farm	2.50	6.55	7.11	6.53	106.46	Basin Mills X	f11.36			
108.73	63	Lambert Lake	2.55	7.01	7.17	s 7.00	109.84	Veazie	f11.43			
113.74		Vanceboro X-W-N	3.02	7.10	7.25	7.10	113.74	Bangor X-W-N	11.50			12.15
			A. M.	A. M.	A. M.	P. M.			A. M.	P. M.	P. M.	A. M.

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

No. 71 is superior to No. 92.

No. 9 is superior to No. 92.



EASTWARD TRAINS—FIRST CLASS.  
CALAIS BRANCH

SECOND CLASS. 15

Miles from Bangor	Passing Sidings. Capacity Cars.	STATIONS.	121		●153	129		727		433 Mixed		439 Mixed	
			Ex. Sun.	Wed. and Sat.	Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.	Ex. Sun.				
0.00		Bangor X-W-N	A. M.	A. M.	P. M.		A. M.			A. M.		P. M.	
1.25	9	Brewer Junction X-D	f 4.57	6.35	f 3.17		f 6.17			5.15			
6.85	20	Fishers	f 5.07	6.51	3.27		6.27			5.23			
10.65	14	Holden	f 5.14	6.58	f 3.35		f 6.34						
13.93	W. 16	Lucerne in Maine	f 5.20	7.04	f 3.41		f 6.40						
17.35	E. 10	Green Lake	f 5.26	7.10	f 3.48		f 6.46						
21.58	15	Nicolin	f 5.33	7.17	f 3.55		f 6.53						
27.59	E. 16	The Falls— Ellsworth Falls X	f 5.43	7.27	4.06		7.03						
29.18	E. 12-E.14	Ellsworth X-D	s 5.55	7.30 7.55	4.09 4.20 <sup>154</sup>		7.06 7.25						
31.60	E. 25-E.16	Washington Junction X-W	s 6.04	8.00	s 4.31		7.30						
40.86	E. 10	Franklin D	s 6.21		s 4.48								
46.33	15	Schoodic W	6.32		4.59								
48.32	9	Tunk Lake	f 6.36		f 5.03								
51.18	16	Goodwins	6.40		5.08								
53.37	7	Stover											
55.87		Unionville	s 6.49		f 5.18								
58.51		Halfway											
60.33	16	Cherryfield W-D	s 7.00		s 5.30								
64.44		Dorman	7.08										
66.14	15-10	Harrington D	s 7.12		s 5.42								
69.91	15	Addison	f 7.19		f 5.50								
71.57	9	Ward											
73.01	23	Columbia Falls D	s 7.27		s 5.59								
75.02		Indian River											
77.18	W. 17	Jonesboro D	f 7.36		f 6.08								
84.75	20	Whitneyville	f 7.49		f 6.21								
88.65	11	Machias W-D	s 8.00		s 6.32								
91.14		Machiasport	f 8.06		f 6.38								
93.05	9	East Machias D	s 8.12		s 6.44								
94.02	14	Gardners	8.14		6.51 <sup>114</sup>								
94.51		Jacksonville	f 8.15		f 6.53								
99.15	15-41	McGeorges Pit	8.28 <sup>122</sup>		7.01								
99.92		Ellis											
100.42		Southern Inlet											
106.26	20	Marion	f 8.40		f 7.14								
110.58	E. 9	Dennysville D	s 8.48		s 7.22								
114.75		Robinson											
117.36	23	Ayers Junction X-W-D	s 9.10		s 7.40								
120.41	19	Charlotte	f 9.17		7.47								
123.82		Youngs Pit	9.23										
129.92		St. Croix Junction X	9.34		8.04							1.12	
130.56	19	Campbells X											
131.41		Milltown X	s 9.38		s 8.08							s 1.17	
132.18		Salmon Falls X											
133.45	8	Calais X-W-D	9.45		8.15							1.25	
			A. M.	A. M.	P. M.		A. M.			A. M.		P. M.	

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

No. 156 take siding at Ellsworth for No. 129.

● No. 153 will not run on Wednesday, July 5.

WESTWARD TRAINS—FIRST CLASS.  
CALAIS BRANCH

SECOND CLASS.

Miles from Calais	STATIONS.	122	114		156		710		438				
		Ex. Sun.	Ex. Sun.		Wed. & Sun.		Sun. Only		Mixed				
		A. M.	P. M.		P. M.		P. M.		Ex. Sun.				
0.00	Calais X-W-D	7.15	5.25						A. M.				
1.27	Salmon Falls X												
2.04	Milltown Xs	7.23	5.33						s10.08				
2.89	Campbells X												
3.53	St. Croix Junction X	7.26	5.36						s10.18				
9.63	Youngs Pit	7.30	5.47										
13.04	Charlotte	7.42	f 5.53										
16.09	Ayers Junction X-W-Ds	7.52	s 6.07										
18.70	Robinson		6.12										
22.87	Dennysville Ds	8.06	s 6.21										
27.19	Marion	f 8.14	f 6.29										
33.03	Southern Inlet												
33.53	Ellis	f 8.26											
34.30	McGeorges Pit	8.28 <sup>121</sup>	6.42										
38.94	Jacksonville	f 8.36											
39.43	Gardners	8.37	6.51 <sup>120</sup>										
40.40	East Machias Ds	8.40	s 6.54										
42.31	Machiasport	f 8.46	f 7.00										
44.80	Machias W-Ds	8.53	s 7.07										
48.70	Whitneyville	f 9.02	f 7.16										
56.27	Jonesboro Df	9.15	f 7.29										
58.43	Indian River												
60.44	Columbia Falls Ds	9.24	s 7.39										
61.88	Ward												
63.54	Addison	f 9.31	f 7.46										
67.31	Harrington Ds	9.39	s 7.54										
69.01	Dorman	9.42											
73.12	Cherryfield W-Ds	9.53	s 8.09										
74.94	Halfway												
77.58	Unionville	f10.02	f 8.18										
80.08	Stover												
82.27	Goodwins	10.12	8.28										
85.13	Tunk Lake	f10.17	f 8.33										
87.12	Schoodic W	10.21	8.37										
92.59	Franklin Ds	10.32	s 8.48										
101.85	Washington Junction X-Ws	10.53	s 9.07		3.30		7.10						
104.27	Ellsworth X-Ds	11.02	s 9.22		S 3.35 <sup>120</sup>		S 7.15						
105.86	The Falls— Ellsworth Falls X	11.05	9.25		4.48		7.48						
111.87	Nicolin	f11.15	f 9.36		4.59		f 7.58						
116.10	Green Lake	f11.23	f 9.44		5.06		f 8.05						
119.52	Lucerne in Maine	f11.29	f 9.50		5.12		f 8.11						
122.80	Holden	f11.35	f 9.56		5.17		f 8.17						
126.60	Fishers	11.42	10.03		5.24		8.24						
132.20	Brewer Junction X-Df	11.52	f10.13		5.34		f 8.34						
133.45	Bangor X-W-N	12.00	10.20		5.40		8.40						
		Noon	P. M.		P. M.		P. M.		A. M.				

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

No. 156 take siding at Ellsworth for No. 129.

⊕ No. 156 will not run Sunday, July 2, Wednesday, July 5 and Sunday, September 3. Will be run as an extra train Tuesday, July 4 and Monday, September 4.

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	8	Brewer Junction X-D	A. M. 5.24	0.00	Bucksport X-W-D
1.91	W. 9	South Brewer X	f 5.30	5.07	Winterport Ferry— Bucksport Center
4.70		Pierces		6.54	Cedar Grove—No. Bucksport
5.56		Orrington	s 5.41	9.89	Mill Creek—So. Orrington
8.15	E. 5	Mill Creek—So. Orrington	s 5.50	12.48	Orrington
11.50		Cedar Grove—No. Bucksport		13.34	Pierces
12.97	E. 8	Winterport Ferry — Bucksport Center	f 6.05	16.13	South Brewer X
18.04	W. 23	Bucksport X-W-D	6.40 A. M.	18.04	Brewer Junction X-D

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

EASTWARD TRAINS—FIRST CLASS.

MT. DESERT FERRY  
BRANCH

WESTWARD TRAINS—FIRST CLASS.

Miles from Washington Jct.	Passing Sidings. Capacity Cars.	STATIONS.	425 Mixed Ex. Sun.	Miles from Mt. Desert Ferry	STATIONS.	426 Mixed Ex. Sun.
0.00	31	Washington Junction X-W	A. M. 7.55	0.00	Mt. Desert Ferry X	A. M. 9.55
3.48	13	Franklin Road	f 8.05	2.50	Waukeag	s 10.10
7.25	13	Hancock	s 8.18	3.55	Hancock	f 10.18
8.30	13	Waukeag	s 8.30	7.32	Franklin Road	f 10.30
10.80	W. 7 W. 12	Mt. Desert Ferry X	8.40 A. M.	10.80	Washington Junction X-W	10.40 A. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.  
No. 425 is superior to No. 426

EASTWARD TRAINS—FIRST CLASS.

EASTPORT  
BRANCH

WESTWARD TRAINS—FIRST CLASS.

Miles from Ayer's Jct.	Passing Sidings. Capacity Cars.	STATIONS.	441 Mixed Ex. Sun.	443 Mixed Ex. Sun.	Miles from Eastport	STATIONS.	440 Ex. Sun.	442 Mixed Ex. Sun.
0.00		Ayers Junction X-W-D	A. M. 9.15	P. M. 7.40	0.00	Eastport X-W-D	A. M. 6.50	P. M. 4.50
3.45	8	Pembroke	s 9.30	s 7.55	4.69	Pleasant Point	f 7.05	f 5.05
8.69	9	Perry	s 9.48	s 8.13	7.02	Perry	s 7.12	s 5.15
11.03		Pleasant Point	f 9.55	f 8.20	12.26	Pembroke	s 7.30	s 5.33
15.71	7	Eastport X-W-D	10.10 A. M.	8.35 P. M.	15.71	Ayers Junction X-W-D	7.40 A. M.	5.45 P. M.

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

EASTWARD TRAINS—SECOND CLASS.

PRINCETON  
BRANCH

WESTWARD TRAINS—SECOND CLASS.

Miles from Princeton	Passing Sidings. Capacity Cars.	STATIONS.	★439 Mixed Ex. Sun.	Miles from St. Croix Junction	STATIONS.	★438 Mixed Ex. Sun.
0.00		Princeton X-W-D	Noon 12.00	0.00	St. Croix Junction X	A. M. 10.19
3.53	13	Baileyville	12.12	1.52	Baring X	s 10.25
10.59		Woodland Junction X	12.33 s 12.48	7.10	Woodland Junction X	s 10.43 s 11.11
11.57	12	Woodland X-W	s 12.43	8.08	Woodland X-W	s 11.05
16.17		Baring X	s 1.06	14.16	Baileyville	11.32
17.69		St. Croix Junction X	s 1.11 P. M.	17.69	Princeton X-W-D	11.43 A. M.

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

Trains running Woodland Junction to Woodland are superior to trains of the same class running in opposite direction, unless otherwise provided.

★ Nos. 438 and 439 will not run between Woodland Junction and Princeton after Saturday, July 22.

For references, see page 32.

## GENERAL SPECIAL INSTRUCTIONS

**NOTE**—These general special instructions are in effect on both the Portland and Eastern Divisions.

### STANDARD CLOCKS.

Telegraph Office, Lewiston Upper Station.  
Telegraph Office, Brunswick Station.  
Telegraph Office, Waterville Station.  
Telegraph Office, Waterville Yard.  
Train Dispatchers' Office, Bangor.

Telegraph Office, Lower Yard.  
Telegraph Office, Bangor Freight Yard.  
Telegraph Office, Lancaster.  
Telegraph Office, Bartlett.

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.

When foot note in time table provides that a train of superior direction take siding for a train of inferior direction, this applies only to scheduled or train order meeting points and when running on time table rights without train orders and unable to make scheduled meeting point, the train of inferior direction must clear the train of superior direction as provided by the rules and take siding.

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.

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.

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.

Engines operating tender first will not exceed speed of 20 miles per hour. When class S or W engines haul passenger trains, speed must not exceed 40 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.

Speed of trains passing through lead at ends of double track must not exceed thirty miles per hour and at points where spring switches are installed, speed restrictions of twenty 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: Twenty miles per hour means each one mile in three minutes, one-half mile in one and one-half minutes.

### WHISTLING RULES.

Enginemen, as required by law, shall cause only the bell to be rung for all crossings covered by ring posts (marked R) and shall cause crossing whistle signal (14-L) to be sounded in addition to ringing of bell for all crossings covered by whistle posts (marked W).

Effective June 20, 1931, Rule 14 (L) and Rule 918 of Rules of the Operating Department were revised.

Enginemen must sound whistle signals accurately and when whistling for crossings the crossing whistle signal (Rule 14 (L) revised) shall be given, beginning the first long blast at the whistle post, cut off each blast sharply and make the long and short blasts of the whistle with interval of time between, 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 one crossing signal, two long and two short blasts of the whistle, shall be prolonged until engine is on the grade crossing. In case of slow moving train the crossing signal shall be repeated, the last short blast to be prolonged until engine is on the grade crossing.

Enginemen shall exercise extra care to comply with the revised Rule 14 (L).

### MISCELLANEOUS.

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.

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.

In switching passenger cars they must not be kicked to couple onto other cars or on bunter tracks but in all cases remain coupled until the move is completed before detaching. Air brakes must be in use whenever passenger cars are occupied. Care should be used to make proper use of check chains.

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.

Only one man shall ride on the leading footboard or pilot steps of any moving engine in yards or at stations. Other members of crew finding it necessary to ride on engine will ride on the rear or in the cab. Employes using engine footboards or pilot steps during cold weather will see that they are properly cleaned of snow and ice.

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.

Before coupling onto passenger train road engines will stop within a few feet of the train and then couple on carefully. Shifting 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.

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.

Attention is called to Rule 108d of the Rules of the Operating Department. 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.

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.

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.

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.

Fuses burning red 5 minutes will be used on all parts of the road protected by block signals. Fuses burning red 5 minutes and yellow 5 minutes will be used on all other parts of the road.

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 sixteen (16) hours in any twenty-four (24) hour period.

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

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

Twenty-four (24) hour period begins at the time the employe goes on duty after having at least eight (8) consecutive hours off duty.

#### Telegraph Operators.

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

- (1).— Nine (9) hours in any twenty-four (24) hour period in offices continuously operated night and day.
- (2).— Thirteen (13) hours in any twenty-four (24) hour period in offices operated only during the day time, except in case of emergency, such employe may remain on duty for four (4) additional days in a twenty-four (24) hour period, not exceeding three (3) days in any week.

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

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

Referring to Rules of the Operating Department, Nos. 666, 737, 864, 897, 1005 and 1089.

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

**Hot Journals** . . . . . 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.

**Connection Dragging** . . . . . By Day or By Night: Stop signal to be given.

**Car Door Swinging or About to Fall Off** . . . . . 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.

**Brakes Sticking** . . . . . 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).

**All Clear** . . . . . 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.

### 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"	605-06-09-11-14-15-16-19-20
80 "D"	701-702
70 "C"	466-470
70 "W"	501 and 509 to 528
70 "K"	167-180
65 "C"	450-465
65 "BO"	401-412
65 "W"	502-508
60 "Q"	351-390
60 "K"	101-166
45 "M"	241-248-316-319
40 "N"	282-289
35 "G"	106-115
35 "H"	140-152
35 "K"	153-160

## 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			

# 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 to leave passengers from Waterville and east and to take passengers for Portland and west.
- F Flag stop to receive or discharge passengers or freight.
- H Stops to leave passengers holding tickets from Portland and points west and to take passengers holding tickets for Waterville and points east.
- J Stops to leave passengers from Bowdoinham and points east.
- K Flag stop on Saturdays only.
- N Day and night train order office.
- P Regular stop on Fridays only.
- R Stops to leave passengers holding tickets from Waterville and points east and to take passengers holding tickets for Portland and points west.
- s Regular stop.
- w Water station.
- x Yard Limits.

## DOUBLE TRACK.

P. T. Limit to Freeport  
Royal Junction to New Gloucester.  
Gardiner to Augusta.

Waterville to Clinton  
Pittsfield to Hermon Pond.  
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:

Brunswick	Main Street.
Waterville	Lower College Avenue.
	Upper College Avenue.
Fairfield	Main Street or Wyman's Crossing.
Auburn	Court Street.
Lewiston	Cedar Street.
Bath	Washington Street.

Ball signals are located at these crossings: (See rule No. 635).

## WATCH INSPECTORS.

Augusta, Me.,	George Hurley	Lewiston, Me.,	H. E. Doten
Portland, Me.,	Frank E. Brown	Livermore Falls,	
Bangor, Me.,	Adolf Pfaff	Me.,	H. F. Small
Bath, Me.,	Charles Harriman	Rockland, Me.,	Leon J. White
Brunswick, Me.,	L. P. Caron	Rumford, Me.,	Harold B. Farmer
Dover-Foxcroft,		Skowhegan, Me.,	A. L. Nutting
Me.,	Wm. H. Pratt	Waterville, Me.,	G. C. Tapley
Farmington, Me.,	Geo. H. Brown	Pittsfield, Me.,	W. F. Roberts
Gardiner, Me.,	Charles O. Davenport	Lancaster, N. H.,	Harry J. Whitcomb

## 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.

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

Newport Junction, enginemen of trains from Dover-Foxcroft branch give two sounds of whistle.

Pittsfield, enginemen of trains from Harmony branch give two sounds of whistle.

Livermore Falls, enginemen of trains from Canton branch give two sounds of whistle.

Rumford Junction, enginemen of trains from Rangeley branch give two sounds of whistle.

Oakland, enginemen of trains from Kineo branch give two sounds of whistle.

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

## CROSSINGS.

Movements on Track 6 Yarmouth Jct. (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.

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.

Westward trains stopping at Freeport, 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 Freeport, 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 at Freeport, will take siding instead of opening West Street Crossing and leaving train on eastward track.

South crossing gate at Union Street, Brunswick, 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.

Grade crossing leading to Cushnoc Paper Company's mills, East Augusta, must not be blocked by freight trains or switchers. Main line between this crossing and Bridge Street will hold fifty cars. Westward freight trains having more cars than can be held between crossings, having to take water or do work at Augusta, will leave train east of Cushnoc Paper Company's crossing.

Eastward trains occupying siding at Fair Grounds, Lewiston, to meet westward trains will in no case open east switch of siding, located just west of Fair Grounds Crossing, or enter onto main line until the westward train met has passed out of the crossing signal circuit, which is about 1900 feet west of the crossings.

To allow better view at highway crossing eastward trains using long siding (double iron) at Fair Grounds, Lewiston, to wait for other trains will stop back of east cross-over, and when leaving will haul out of this cross-over, instead of hauling up over highway crossing on side track and leaving by east switch.

Freight trains doing work at Oakland back of freight house and moving over highway crossing west of station, will notify crossing tender and see that gates are down before moves are made.

Crossing at Dover and Foxcroft are protected by Crossing tenders as follows, at present:

	Week Days	Sundays
Summer Street.....	5.45 A. M. to 6.30 P. M.	None
Spring Street.....		
North Street.....	6.00 A. M. to 6.30 P. M.	None
Mechanic Street.....		

Trains operating over these crossings before or after hours of protection will protect them by member of crew while move is being made.

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.

Crossings at Bath are protected by Crossing tenders as follow, at present:

	Week Days	Sundays
Water Street.....	5.15 A. M. to 9.15 P. M.	
Washington Street.....		
School Street.....		
Center Street.....		
North Street.....	7.30 A. M. to 9.30 A. M.	4.00 P. M. to 6.00 P. 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 shoving cuts of cars eastward on track 12 (Commercial Street), Bath, will, in all cases, have air brakes coupled up and working, and a brakeman with riding hose on top of leading car prepared to apply air brake in case of emergency. Movements on this track must be made at speed not exceeding six (6) miles per hour, in either direction.

Westward freight trains having to do switching at Warren 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 shifting 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.

At 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.

Spur tracks of Lawrence-Portland Cement Company in Rockland 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.

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.

Crossings at Skowhegan are protected by Crossing tenders as follows, at present:

Water and Russell Streets, just west of passenger station —

Week Days..... 5.45 A. M. to 2.40 P. M.  
or departure No. 28.

Sundays..... 9.25 A. M. to 1.10 P. M.

Hillside or Mt. Pleasant Avenue, just east of engine house and west of bridge —

Week Days..... 6.40 A. M. to 2.40 P. M.  
or departure No. 28.

Sundays..... 9.25 A. M. to 1.10 P. M.

Trains or engines operating over these crossings before or after hours of protection 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 fifty (50) feet of the crossing. Crews making moves will be held responsible for protection.

Train and engine movements over Main, Lamb and Seavey Street crossings Cumberland Mills on Sundays, only, will be protected by member of crew making the move as follows:

Main Street..... 6.00 A. M. to 10.00 P. M.  
(Sundays only).

Lamb Street..... } 7.00 A. M. to 7.20 P. M.  
Seavey Street..... } (Sundays only).

Trains or engines turning on wye at Bartlett 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.

At Whitefield when switching movements are made within the limits of the crossing signal circuit, and movements are not 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.

Private crossing used by International Paper Company at Chisholm 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.

At 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.

At Dexter all trains and engines reduce speed to not exceeding six (6) miles per hour over Grove and Dam Streets crossings 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 six (6) miles per hour over these crossings between 6.00 A. M. and 6.00 P. M.

At Madison all trains and engines reduce speed to not exceeding six (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 six (6) miles per hour over this crossing between 6.00 A. M. and 6.00 P. M.

At 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.

At Lisbon Falls speed of all train and car movements over Main Street crossing must not exceed six (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.

At Gardiner, switching crews doing work on the Cobboscoontee branch will see that the highway crossings are 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 South Main St., 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 South Main St., West St., Bow St. and School St., Freeport, and at Center St. and Main St., Bowdoinham; Main Road Leeds Jct.; Depot St. and Main St., Livermore Falls.

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.

### TRAIN REGISTER

Freeport.	Skowhegan.	Livermore Falls.
Brunswick.	Oakland.	Lower Yard for freight trains only.
Gardiner.	Lewiston Upper.	Oquossoc.
Augusta.	Lewiston Lower.	Kennebago.
	Rumford Junction.	Austin Junction.
	Clinton.	Bingham.
	Pittsfield.	Kineo Station.
	Newport Junction for branch trains only.	Bartlett.
	Dover-Foxcroft.	Crawford Notch.
	Harmony.	Fabyan.
	Hermon Pond.	Quebec Junction.
	Farmington.	Whitefield, Diamond Crossing.
	Whitney Brook.	St. Johnsburry.
	Rumford Station for passenger trains only.	Waumbek Junction.
	New Gloucester.	Lancaster.
	Rockland.	Coos Junction.
	Leeds Junction.	Beecher Falls.
Waterville	Passenger Station Telegraph Office.	
	Yard Office for freight trains only.	
Fairfield, for branch trains only.		
Northern Maine Jct.		
Bangor Freight Yard Office for freight trains only.		
Bangor Dispatcher's Office.		

### RAILROAD GRADE CROSSINGS ARE LOCATED AT

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

### SIDINGS.

Passenger trains to meet at Brunswick will meet at the passenger station.

Freight trains scheduled to meet at or receiving train order to meet at Brunswick will meet in the new yard west of the passenger station.

Richmond, regular passenger trains meet in front of station, freight trains west of station.

Vassalboro, regular passenger trains meet in front of station, freight trains east of station.

Burnham Junction, regular passenger trains to meet use siding back of 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 Upper Station will use short siding opposite passenger station.

Freight trains use long siding between Lewiston and Fair Grounds.

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

Oakland, regular main line passenger trains meeting at Oakland will use long passing track next to main line, north side, west of station.

Skowhegan, regular passenger trains meet at the passenger station. Freight trains use siding west of the engine house.

Livermore Falls, regular passenger trains meet on siding in front of passenger station. Freight trains meet on siding west of freight house.

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

Little River, track known as Marshalls will be used as passing siding for trains scheduled to meet, or holding orders to meet at Little River.

**SPEED RESTRICTIONS.**

	Miles per hour	
	Direction	Pgr. Frt.
<b>DEERING JUNCTION AND BANGOR VIA BRUNSWICK OR LEWISTON.</b>		
Maximum	Both	55 40
Millikens and Hallowell	"	40 40
Fairfield, Kennebec Bridge	"	30 40
Waterville — Tower A	"	25 30
Waterville Ticonic Bridge and Curves East and West	"	25 25
Waterville and Winslow	"	30 30
Augusta, Kennebec River Bridge	"	45 40
Augusta, between Kennebec River Bridge and east end of passenger station	"	25 25
West of South Gardiner — Freeman Creek Bridge	"	10 10
Auburn, Court Street	"	40 40
Danville Junction, Canadian National Railway Crossing	"	15 15
	"	15 15

Eastward freight trains must not exceed speed of fifteen (15) miles per hour through Oakland.

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 six 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.**

	Both	Pgr.	Frt.
Maximum	Both	40	30
Bath Bridge	"	25	25
Wiscasset	"	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, Rockland Branch	"	35	30
Umberheims Curve, near mile post P 65, Rockland Branch	"	35	30
Curve at Allens	"	35	30
Curve at East Waldoboro	"	35	30
Sidens Parker's Curve, east of mile post P 72, Rockland Branch	"	35	30
Curve at Spears	"	35	30
Wiley's Curve, east of mile post P 73, Rockland Branch	"	35	30
Nigger Meadow Curve, east of block BR 773,	"	35	30
Reverse Curves west of Thomaston	"	20	20

**LEWISTON LOWER BRANCH**

Maximum	"	35	25
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**FARMINGTON BRANCH.**

	Both	Pgr.	Frt.
Maximum	Both	35	30
Tyngston (East Wilton)	"	5	6
Livermore Falls, Depot Street (east end of freight house)	"	5	6

**KINEO BRANCH.**

	Both	Pgr.	Frt.
Maximum	Both	35	30
Gulf Stream Trestle	"	10	10
Norridgewock, Bridge St. crossing	"	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.	"	30	30
10° curve at P. 136.7 east of Bakers	"	25	20
Seven curves 8 to 12 degrees between P. 141.13 and P. 142 between Troutdale and Lake Moxie	"	25	20

**RUMFORD JUNCTION AND RUMFORD.**

	Both	Pgr.	Frt.
Maximum	Both	45	30
West of East Sumner, curve, Mile Post 61.00	"	40	30
Gilbertville	"	20	20
East of Gilbertville, curve, Mile Post 72.25	"	40	30
Rumford between coal shed and Androscoggin River Bridge	"	20	20
Rumford, Lincoln Avenue crossing	"	6	6

**RUMFORD AND KENNEBAGO.**

	Both	Pgr.	Frt.
Maximum	Both	35	20
East of Frye, curve, Mile Post 91.8	"	30	20
West of Roxbury, curve, Mile Post 94.4	"	30	20
West of Byron, curve, Mile Post 99.25	"	30	20
East of Niles, curve, Mile Post 100.75	"	30	20
West of Houghton, curve, Mile Post 102.75	"	30	20
Oquossoc Highway	"	10	10

	HARMONY BRANCH.		Direction		Miles per hour	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Maximum	Both		35	20		
Class O engines	Both		30	20		
Sebastiack and Mainstream Bridges	Both		10	10		
West Palmyra Road Crossing	Both		10	10		

**FOXCROFT BRANCH.**

	Both	Pgr.	Frt.
Maximum	Both	35	25
Class W Engines	"	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	"	6	6

**CUMBERLAND MILLS AND SAWYERS RIVER.**

	Both	Pgr.	Frt.
Maximum	Both	45	30
Mile Post P-10 and 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.**

	Both	Pgr.	Frt.
Maximum	Both	30	20
Frankenstein	"	15	15
Willey Brook	"	10	10

**CRAWFORD NOTCH AND ST. JOHNSBURY.**

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

**QUEBEC JCT. AND BEECHER FALLS.**

	Both	Pgr.	Frt.
Maximum	Both	35	30
		West of North Stratford	Frt.-20
Iscails River Bridge, Except Motor Trains	"	10	10
Iscails 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
Curve one-third mile west of Columbia Bridge	"	30	20
West Stewartstown, all grade crossings	"	8	8
Curve one-half mile west of West Stewartstown	"	30	20

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, and Class S, C and BO engines will not exceed 10 miles per hour over Gambo Bridge about one-half mile west of Newhall, Hiram Bridge, west of Bridgton Junction.

Trains running from Summit to Houghton and from Summit to Logan Stream Bridge (about two miles east of Summit), and from Deadwater to Austin Junction, will in no case, and under no circumstances whatever, be allowed to run in shorter time than that given in the following table. The time here given is the running time and does not include any portion of the time used for stops:

Summit to Logan Stream Bridge about two miles east of Summit.		Summit to Houghton.	
Passenger	5 minutes.	Passenger	15 minutes.
Freight	10 "	Freight	30 "

**Deadwater to Austin Junction.**

Passenger	20 minutes.	Freight	41 minutes
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And from Crawford Notch to Sawyers River, and from Crawford Notch to Bretton Woods:		PASSENGER.		FREIGHT.	
		3 minutes.	8 minutes.		
Crawford Notch to Mt. Willard	7 "	15 "	15 "		
Mt. Willard to Willey House	6 "	15 "	9 "		
Willey House to Carrigan	4 "	10 "	12 "		
Carrigan to Notchland	4 "				
Notchland to Sawyers River	6 "				
Crawford Notch to Bretton Woods					

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

	FAIRFIELD AND SKOWHEGAN.		Direction		Miles per Hour.	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Maximum	Both		35	20		
<b>CANTON BRANCH.</b>						
Maximum	Both		30	20		
Class S, W and "BO" engines Chisholm Yard approaching Androscoggin River bridge	Both		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 six (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 thirty (30) miles per hour over Fairfield, Kennebec River bridge and twenty-five (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 fifteen (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.

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

**Me. C. 180 (Waterville) Capacity 120 tons.**

East of Hartland	East of Rumford
East of Starbirds	Quebec Jct. to Beecher Falls
Cobbosseecontee Branch	Lunenburg to St. Johnsbury
Gulf Stream Trestle	Crowleys Jct. to Leeds Jct.

**Me. C. 177 (Bangor) Capacity 75 tons.**

**Me. C. 178 (Rumford) Capacity 75 tons.**

East of Hartland	Gulf Stream Trestle
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**Me. C. 179 (Portland) Capacity 100 tons.**

East of Hartland	Cobbosseecontee Branch
Gulf Stream Trestle	

**Me. C. 194 — Industrial Crane**

East of Hartland	East of Rumford
East of Starbirds	Quebec Jct. to Beecher Falls
Cobbosseecontee Branch	*Crowleys Jct. to Leeds Jct.
Gulf Stream Trestle	

**Me. C. 196 — Industrial Crane**

Cobbosseecontee Branch	Austin Jct. to Kineo Station
Hartland to Harmony	

\* In case of emergency, crane may be run lightening as much as possible, resting boom on idler, speed 20 miles per hour, with speed restrictions 6 miles per hour over Androscoggin River and Little River Bridge.

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-Portland and Bangor, both roads, maximum speed to be thirty (30) miles per hour.

Industrial Cranes also Hoister 191 and American Ditcher 141, must not be moved at a speed exceeding twenty-five (25) miles per hour.

Hoister 164 and 166 must not be moved at a speed exceeding 35 (thirty-five) miles per hour.

Speed restrictions designated by Time Table must also be complied with.

Scale test car Me. C. 650 not be handled in any train except on instructions from Superintendent and will not be handled in trains of more than thirty (30) cars. When handled speed of train must be restricted to twenty-five (25) miles per hour.

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.

**RULES GOVERNING USE OF SPRING SWITCHES AT ENDS OF DOUBLE TRACK AT FREEPORT, GARDINER, AUGUSTA, PITTSFIELD, 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.

The switch stand will be equipped with light and banner, and the light will show green for either east or westbound movements when in normal position, and red when hand-thrown to reverse 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 the governing signal indicating Stop, will be governed by Rule 509-A, except at Bangor, where 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.

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 East 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 West end of Double Track, Gardiner; and West 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.

**SEMAPHORE TRAIN ORDER SIGNALS**

At all telegraph stations, except Kineo Station, Somerset Junction Lower Yard, Kennebago, 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 caboose, 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 first class trains must obtain Clearance Card (Form M. C. 30), before leaving Kennebago.

All first class trains must obtain Clearance Card (Form M. C. 30) before leaving Kineo Station.

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

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 train rights, 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 will be governed by train order signal located at the Boston and Maine 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 and will be left in normal position as indicated under special signal rules.

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, and a member of the crew will remain at Diamond to protect any move from the north or east.

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 taking 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.

**Brunswick.**—One ball or one red light at masthead allows westward trains from the Lewiston branch to enter passenger station and holds eastward and all other westward trains at signs marked "Limit No. 2" and "Limit No. 3" respectively.

Eastward trains will pass automatic signal, block L-287 and S-287, when indicating proceed, located about 2400 feet west of Brunswick station, under full control prepared to stop at Limit sign No. 2.

Two balls or two red lights at masthead allow eastward trains from Portland to use the track between signs marked "Limit No. 2" and "Limit No. 3," and hold westward trains outside the signs marked "Limit No. 3" and "Limit No. 1."

Three balls or three red lights at masthead allow westward trains to use the tracks between signs marked "Limit No. 3" and "Limit No. 2," and hold eastward trains from Portland outside sign marked "Limit No. 2," and westward trains from Lewiston outside sign marked "Limit No. 1."

Absence of signals stops all trains outside of Limit signs and allows switching movements to be made between Limit signs.

Movements to the Lewiston branch will be governed by hand signals with absence of ball signals.

**Farmington.**—One ball or one red light at masthead allows trains of the S. R. & R. L. R. R. to cross the tracks of the Maine Central R. R.

Absence of signals allows trains of the Maine Central R. R. to cross the tracks of the S. R. & R. L. R. R.

At Farmington, Maine Central R. R. siding No. 3 crosses S. R. & R. L. R. R. main track just east of passenger station. When this diamond crossing is to be used by Maine Central train, or for switching, the movement must be protected by first placing a double staff track flag by day, and a red light by night, on the main track of S. R. & R. L. R. R. west of the diamond crossing, and red signal so placed must not be removed until crossing is clear for use by the S. R. & R. L. R. R.

**Wiscasset.**—One ball or one red light at masthead will allow trains of the Maine Central R. R. to cross the tracks of the Wiscasset Waterville & Farmington R. R.

Two balls or two red lights will allow trains of the Wiscasset, Waterville & Farmington R. R. to cross the tracks of the Maine Central R. R.

**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 Mountain Subdivision 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.

**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. Johnsbury.**—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.

Pot signals for use as switch indicators are located to the right of, and connected with, the facing switches at the junction.

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

At Whitefield and Coos Jct., normal position of grade crossing signal is clear for trains of other railroad. When agent or signalman not on duty, Maine Central trains after using the diamond, will leave signal in normal position.

#### INTERLOCKING SIGNALS.

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
Approach, Block P 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 L 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 L 141 \$Home Light Signal Dwarf Light Signal, Track 2	Yarmouth Junction	\$Home Light Signal Approach, Block L 156 Dwarf Light Signal, Track 1
Approach, Block L 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 P 824 \$Home, 3-arms, Track 23 Dwarf. Track 21. Dwarf. Track 3. Dwarf. Track 77 Dwarf. Track 71 Dwarf. Track 1
Approach, Block P 821 \$Home, 3-arms \$Home, 3-arms Track 3 Dwarf. Track 2 Dwarf. Track 193	Tower B Waterville (East end of Yard)	\$Home, 3-arms Approach, Block P 834 Dwarf. Track 1 Dwarf. Track 3

INTERLOCKING SIGNALS—Concluded.

EASTWARD Read Down	LOCATION.	WESTWARD Read Up.
Approach, Block P 835 §Home, 3-arms Track 1 §Home, 3-arms Track 2 Dwarf. Track 2 Dwarf. Track 4 Dwarf. Track 3	Fairfield	§Home, 3-arms §Home, 3-arms Approach, Block P 850 Dwarf. Track 1. Dwarf. Track 1. (Dwarf. Track 1 east of Tower is placed to the left of track as seen from an approaching train.)
Approach Light Signal Block P 1253 §Home Dwarf Light Signal, Track 2 Dwarf Light Signal, Track 4 Dwarf Light Signal Track 4	Fairfield Skowhegan Branch	§Home, 3-arms Approach, Block SB 882
Approach, Block P 1359 §Home, Main Line Dwarf. Track 15 Dwarf. Track 37	Bangor Yard (Railroad Street)	§Home, 2-arms Approach, Block P 1368
Approach, Block B 253 §Home Approach, Block B 297 §Home Light Signal Approach §Home Approach, Block B 471 §Home, 2-arms	New Gloucester Danville Junction Mechanic Falls Leeds Junction Back Road Leeds Junction (Farmington branch)	§Home Approach, Block B 266 §Home Light Signal Approach, Block B 314 §Home Approach, Block R 448 §Home Approach, Block B 484 §Home Approach, Block F 482

REFERENCES.

- ¶ Automatic routing signal.
- † Will govern movements from siding or yard to the main line.
- § Semi-automatic signal for main line movements.
- \* Will give cautionary indication when train is approaching or standing at station on eastward track.
- ‡ Will govern movements over spring switch.
- ⓧ Semi-automatic only for movements over Canadian National Railway crossing.

INTERLOCKING DRAWBRIDGE SIGNALS.

EASTWARD Read Down	LOCATION	WESTWARD Read Up
Approach, Block BR 375 Approach, Block BR 381 §Drawbridge Light Signal	Kennebec River	§Drawbridge Light Signal Approach, Block BR 388
Approach, Block BR 501 Home	Sheepscot River	Home Approach, Block BR 516
Approach, Block BR 525 Home	Nichols River	Home Approach, Block BR 542
Approach, Block BR 811 Home	Thomaston	Home Approach, Block BR 834

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.

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
P 67 P 75	P. T. Limit and West Falmouth	P 72	L 483	Iceboro and Dresden	L 486 L 502 L 516
P 83 P 89 P 97 P 103	and Cumberland Center	P 80 P 86 P 92 P 100 P 108	L 499 L 513 L 523 L 537	and Lawrence Mills	L 528 L 540 L 552 L 560 L 560
P 115 P 123 §Home, L 141 §Home, L 150 L 171 L 177 L 185 L 193 L 199	and Royal Junction and Yarmouth Junction	P 116 P 124 §Home, L 142 L 156 L 166 L 174 L 182 L 192 L 198	L 551 L 559 L 561 L 567 L 575 L 583 L 591 L 599	and Gardiner and Hallowell and Augusta	L 564 L 570 L 578 L 586 L 592 L 600 L 608 L 618 L 628 L 632
†L 207 ‡S 207 L 217 L 227 L 235 L 247	and Freeport	†L 208 L 220 L 228 L 240 L 248	L 627 L 631 L 633 L 643 L 653	and Kennebec and Riverside	L 638 L 646 L 656 L 668 L 678 L 688 L 698 L 708 L 720 L 728 L 736
†S 287 L 293	Circuit of Land S287 ends 100 feet east of ball signal. Brunswick and Topsham	L 258 L 268 L 278 L 288 L 296	L 707 L 715 L 725 L 733 L 749	and Vassalboro	L 752 L 762 L 772 L 782 L 794
L 305 L 317	and Cathance	L 308 L 318	L 759 L 769 L 779 L 791 L 801	and Winslow	L 804 L 812 L 816 L 816
L 331 L 341 L 359	and Bowdoinham	L 332 L 346 L 362	L 807	and Waterville	§Home, 3-arms
L 371 L 379 L 389 L 399	and Harwards	L 374 L 384 L 392 L 404	Approach 2-arms §Home, 3-arms	and Tower A	§Home, 3-arms P 824
L 411 L 421 L 431	and Richmond	L 414 L 424 L 434	§Home, 3-arms	and Tower B	
L 447 L 457 L 471	and Iceboro	L 450 L 462 L 474	P 821 §Home, 3-arms		

LOWER ROAD — Concluded.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Tower B			East Newport	
P 835		§Home, 3-arms	P 1121		P 1126
§Home, 3-arms	and	P 834	P 1131		P 1134
		P 834	P 1139		P 1144
	Fairfield	§Home, 3-arms	P 1149	and	P 1152
P 843		P 850	P 1159		P 1162
P 849		P 860	P 1167		P 1170
P 861		P 870	P 1175	Etna	P 1178
P 869		P 880	P 1185	and	P 1186
P 879	and	P 890	P 1193	Damascus	P 1196
P 889		P 898	P 1203	and	P 1206
P 897			P 1213	Carmel	P 1214
	Clinton		P 1219		P 1222
P 901			P 1227		P 1228
S 901		P 902	P 1237		P 1238
P 909		P 910	P 1245	and	P 1248
P 919	and	P 922	P 1253		P 1256
P 927		P 932	§Home	Hermon Pond	§Home,
P 937		P 940	P 1271	and	P 1274
P 940		P 950	P 1281		P 1284
	Burnham Junction	P 968	P 1291		P 1292
P 965	and	P 976	P 1299		
P 975		P 986		Center	
P 983				and	P 1300
	Half Way	P 998	P 1305	Northern Maine Junction	P 1308
P 995		P 1008			
P 1005	and	P 1016			
P 1015		†P 1024			†P 1314
†P 1023		†S 1024	§S 1313		P 1322
	Pittsfield		P 1313		P 1328
P 1031		P 1032	P 1319		P 1336
P 1039		P 1040	P 1327		P 1344
P 1047	and	P 1048	P 1335		P 1352
P 1055		P 1056	P 1341	and	P 1358
P 1063		P 1064	P 1349		†P 1360
	Detroit		†P 1355		†S 1360
P 1071		P 1072	†P 1359		§Home,
P 1079	and	P 1082	§Home	75 feet west of Ken-	2-arms
P 1087		P 1088	Circuit ends 75 feet west of Ken-	duskeag bridge	P 1368
	Newport Junction	P 1098			
P 1095	and	P 1108			
P 1105		P 1116			
P 1115	East Newport				

BACK ROAD — Concluded.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Lewiston			Readfield	
B 371		†B 374	B 633		B 622
B 381	and	B 384	B 643	and	B 636
	Fair Grounds				B 650
		B 394		Hoyts	
B 391		B 404	B 657		B 658
B 401		B 414	B 665	and	B 668
B 409	and	B 424	B 675		B 678
B 419		B 434	B 683		B 688
B 429		B 442	B 693	Belgrade	
B 439					B 706
	Greene	B 450	B 703		B 716
	and	B 462	B 713	and	B 726
B 447		B 472	B 725		B 736
B 459			B 733		B 744
B 471	Leeds Junction	§Home	B 741		
		B 484		Lakeside and Messalonskee	
§Home, 2-arms		B 494	B 749		B 752
B 483	and	B 504			B 768
B 493			B 763	and	B 782
B 503	Monmouth		B 779		B 788
			B 787		
B 513	and	B 514		Oakland	
B 521		B 524	B 793		B 796
B 529		B 530	B 803		B 806
	Annabessacook	B 544	B 811		B 814
B 541	and	B 558	B 819		B 824
B 553	Winthrop		B 827	and	B 830
		B 568	B 839		B 840
B 567		B 580	B 845		B 850
B 577	and	B 592	§Home, 3-arms		†S 850
B 589				Waterville and Lower Road junction switch	
B 597					
B 609	Maranacook	B 604			
B 619	and	B 612	§Home, 3-arms		
	Readfield				

ROCKLAND BRANCH.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Brunswick			Montsweag	
BR 293		BR 296	BR 457		BR 462
BR 305		BR 308	BR 469	and	BR 474
BR 315		BR 485		Wiscasset	
		Circuit of BR 296 ends 175 feet east of Main Street.	BR 493		BR 494
	and		BR 501		BR 504
			Home, draw-bridge signal	and	Home, draw-bridge signal
BR 327		BR 320			
		BR 332			
	Hardings and New Meadows	BR 340	BR 513	Sheepscot and Marsh	
BR 337					BR 516
		BR 348	BR 525		BR 528
BR 345		BR 358	Home, draw-bridge signal	and	Home, draw-bridge signal
BR 355		BR 368	BR 539		BR 542
BR 375	Bath	BR 376		Shattucks and Newcastle	
			BR 553	and	BR 558
BR 381	and	§Home, draw-bridge signal			BR 570
§Home, draw-bridge signal		BR 567			BR 580
BR 387		BR 579		Damariscotta Mills	
	Woolwich		BR 587	and	BR 590
		BR 388	BR 599		BR 602
BR 393	and	BR 396		Nobleboro	
BR 401		BR 406	BR 613	and	BR 616
	Nequasset			Muscongus Bay	
		BR 416	BR 623	and	BR 628
BR 411	and	BR 426	BR 637		
BR 423	Wrights			Glendon	
	and	BR 436	BR 653	and	BR 642
BR 433		BR 450		Winslows Mills	BR 658
BR 447	Montsweag				

BACK ROAD.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Royal Junction			New Gloucester	
B 141		§Home	§Home		§Home
B 151	and	B 140	B 263	and	B 266
B 159				Rowes	
		B 152	B 273	and	B 276
	Walnut Hill	B 160	B 285		B 290
			B 297		B 302
B 169		*B 170	§Home	Danville Junction	§Home
B 177	and	B 178	B 313		B 314
B 187		B 186	B 319	and	B 320
	Mill Road		B 323		B 326
B 195		B 194		Rumford Junction and Hacketts	
B 203	and	B 202			
B 209		B 210			
	Gray		B 335		B 338
B 217		B 218	B 345		B 348
B 227	and	B 228	B 351	and	B 352
	Penneys		B 357		B 358
B 235		B 238		Auburn	
B 245	and	B 246	B 363	and	B 364
B 253		B 254	†B 367	Lewiston	B 368
	New Gloucester				

## ROCKLAND BRANCH—Concluded.

SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD	SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD
BR 665	Winslows Mills and Waldoboro and Allens	BR 668	BR 799	Georges River and Thomaston	BR 790
BR 679		BR 682	BR 811		BR 804
BR 691	and	BR 694	Home, draw-bridge signal	and	Home, draw-bridge signal
BR 701		BR 706			BR 823
BR 715	Spears and Warren	BR 720	BR 835	Lime Rock Crossing and 400 feet west of Rockland Station	BR 838
BR 727		BR 730	BR 849		BR 850
BR 739	and	BR 742	BR855		BR 856
BR 749		BR 752			
BR 761	and	BR 764			
BR 773		BR 778			
BR 787	Georges River				

## FARMINGTON BRANCH.

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

## RANGELEY BRANCH.

SIGNALS EASTWARD	BETWEEN STATIONS.	SIGNALS WESTWARD
Approach	4000 ft. west and	XHome
XHome R 441	Mechanic Falls and	R 448
R 445	One mile east.	R 452
R 327	Rumford Junction and	¶ R 330
R 329	Two miles east.	R 332
		R 340
		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.
	Hacketts and East end of Y	R Y 332
		R Y 330

Trains proceeding from the Rangeley branch toward Hacketts will stop back of block R 330 until switch is set and lower signal of block R 330 indicates "proceed."

Trains from the Y, before entering Rangeley 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 R 330, and stop until upper signal of block R 330 indicates "proceed."

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

## KINEO BRANCH.

SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD
K 793	Oakland and 4000 feet east.	K 798

## SKOWHEGAN BRANCH.

SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD
	Fairfield and 2,000 Feet east.	§Home, 3-arms S. B. 882

## 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	and			and	M 892
M 723				White Mt. House	†S 892
M 733	Sawyers River and			and	M 900
M 743				Twin Mountain	M 912
M 753	Notchland and Carrigain			and	M 924
M 765				Carroll	M 936
M 773	and			and	M 952
M 785				Carroll	M 964
M 797	Willey House			and	M 976
M 807				and	M 988
M 815	and	M 846			Circuit of M 988 ends at the fouling points west of junction switch on both St. Johnsbury and Lancaster routes.
M 825					
M 837	Crawford Notch				
M 847	and			Bretton Woods	M 850
M 851					
M 853					M 868
					M 878

No eastward signals between Quebec Junction and Block M 853.

No westward signals between Bartlett and Block M 846.

## 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.

Brunswick — ||At switch leading to old yard at Spring Street.

Clinton — ||At west end of North passing track.

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

So. Gardiner — At each end of engine house track.

Gardiner — At switch leading from Cobbosseecontee branch.

Gardiner — At each end of crossover east of Cobbosseecontee branch switch.

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

Vassalboro — ||At east end of North passing track.

||At west end of South passing track.

Waterville — At Hollingsworth & Whitney switch

At mill track east of Ticonic bridge.

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.

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, north of main line.

Oakland, Kineo branch — At east end of scale track.

At each end of shop turnout track.

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

Notchland — At each end of passing track.

Carrigain — At each end of passing track.

Willey House — At each end of passing track.

Bretton Woods — At each end of the long siding.

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.  
Rockland.  
Dover-Foxcroft.  
Farmington.  
Lewiston Upper.  
Bangor Freight Yard  
Office.

Waterville Station  
Telegraph Office.  
Bangor Dispatcher's  
Office.  
Bingham.  
Kineo.  
Waterville, Yard Office.

Rumford Station.  
Rumford Lower Yard.  
Bartlett.  
St. Johnsbury.  
Lancaster.  
Beecher Falls.

Bulletin boards have two positions 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.

**MAXIMUM ENGINE LOADINGS ON VARIOUS LINES  
OF THE PORTLAND DIVISION.**

Portland to Bangor, via Lower and Back Roads.....	All	Classes.
Brunswick to Bath.....	All	
Cannot turn 401-412, 450-470, 518-528, 601-632 or 701-702 at Bath.		
Bath to Rockland.....	35-70 Ex. 466-470	
*Brunswick to Lewiston Lower.....	35-70 Ex. 466-470	
Cannot turn 284-287, 351-390, 401-412, 450-465 or 501-528 at Lewiston Lower.		

†Crowleys Jct. to Leeds Jct.....	35-70 Ex. 466-470
Leeds Jct. to Farmington.....	35-115 Ex. 701 & 702
Cannot turn 401-412, 450-470, 518-528 or 601-632 at Livermore Falls.	
Fairfield to Skowhegan.....	35-70 Ex. 466-470
Cannot turn 401-412, 450-465 or 518-528 at Skowhegan.	
Pittsfield to Harmony (cannot turn at Hartland).....	35-60
Newport Jct. to Dexter, cannot turn at Dexter.....	35-70
Dexter to Dover-Foxcroft.....	35-70 Ex. 401-412 and 450-470
Cannot turn 518-528 at Dover-Foxcroft.	
Rumford Jct. to Rumford.....	35-115 Ex. 701 & 702
Canton to Livermore.....	35-115 Ex. 701 & 702
Cannot turn 401-412, 450-470, 518-528 or 601-632 at Livermore Falls.	
Rumford to Kennebec.....	35-60
Cannot turn 377-374-377-379-380 at Oquossoc.	
Oakland to Bingham.....	35-70
Austin Jct. to Kineo Station.....	35-60
Portland to Coos Jct.....	35-105 Ex. 701 & 702 and 466-470
Coos Jct. to Beecher Falls.....	35-60
Cannot turn 284 to 287 or 354-363-365-367-366-372-374-376-377-379-380 to 390 at Beecher Falls or North Stratford.	
Quebec Jct. to St. Johnsbury.....	All
Cannot turn at Lunenburg any engine over 60' 0" in length.	
† Permitting Class C Engines 466-470 and Class D Engines 701-702 in emergency requiring detour only.	
* Permitting Class C Engines 466-470 in emergency requiring detour only, Crowleys Jct. to Brunswick, and Class D Engines 701-702 over same territory in emergency requiring detour only, with speed of 6 M. P. H. over Little River and Androscoggin River Bridges.	
All Class and Engine numbers are inclusive.	

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

RATING CHANGE POINTS.	CLASS.										
	115	110	105	100	80	70	65	60	45	40	35
Portland to Deering Junction.....	2200	2050	1950	1850	1400	1200	1100	1000	750	675	600
Deering Junction to Waterville, via Lower Road.....	2600	2275	2175	2100	1850	1400	1300	1200	900	800	700
Deering Junction to Waterville, via Back Road.....	2600	2275	2100	2050	1550	1300	1200	1100	850	750	650
Waterville to Bangor.....	2750	2450	2300	2150	1800	1350	1250	1150	850	750	650
Bangor to Northern Maine Junction.....	1800	1600	1500	1425	1200	1000	925	850	650	550	500
Northern Maine Junction to Rigby.....	3000	3300	3200	2500	2000	1700	1575	1475	1100	975	850
Waterville to Leeds Junction.....	3200	2100	2000	1800	1400	1200	1100	1000	750	675	600
Leeds Junction to Lewiston.....	2900	2800	2700	2350	1900	1600	1475	1350	1000	900	800
Lewiston to Rigby.....	3400	3200	3000	2800	2000	1800	1600	1400	1000	900	800
Rumford Junction to Rumford Lower Yard.....	2400	2200	2000	1800	1500	1250	1150	1050	800	700	600
Rumford Lower Yard to Kennebec.....						350	325	300	225	200	150
Kennebec to Rumford Lower Yard, Double Grade.....						700	650	600	450	400	350
Rumford Lower Yard to Rumford Junction.....	2800	2600	2400	2200	1700	1450	1350	1250	925	825	725
Canton to Livermore Falls.....	2800	2500	2300	2100	1850	1400	1300	1200	900	800	700
Livermore Falls to Leeds Junction.....	2800	2700	2500	2200	1900	1600	1475	1350	1000	900	800
Leeds Junction to Livermore Falls.....	2800	2400	2200	2000	1700	1400	1300	1200	900	800	700
Livermore Falls to Canton.....	2400	2200	2000	1800	1400	1200	1100	1000	750	675	600
Livermore Falls to Farmington.....		1800	1700	1500		1050	975	900	675	600	525
Farmington to Livermore Falls.....		1800	1700	1500		1050	975	900	675	600	525
Brunswick to Leeds Junction.....						1000	925	850	650	550	500
Leeds Junction to Brunswick.....						1000	925	850	650	550	500
Brunswick to Bath.....						1750	1625	1500	1125	1000	875
Bath to Wiscasset.....						900	850	700	450	400	350
Wiscasset to Rockland.....						800	750	700	450	400	350
Rockland to Bath.....						950	875	675	500	450	400
Bath to Brunswick.....						1050	1000	900	700	550	500
Waterville to Skowhegan.....						1600	1475	1350	1000	900	800
Skowhegan to Waterville.....						1500	1375	1250	950	850	725
Pittsfield to Harmony.....						1000	925	850	650	550	500
Harmony to Pittsfield.....						1750	1625	1500	1125	1000	875
Newport to Dexter, Double Dexter.....						1400	1300	1275	850	775	700
Dexter to Foxcroft.....						825	750	700	525	475	400
Dexter to Newport Junction.....						1400	1300	1275	850	775	700
Foxcroft to Dexter.....						850	775	725	550	500	425
Oakland to Austin Junction.....						1050	975	900	675	600	525
Austin Junction to Kineo Station.....						650	600	550	400	350	325
Kineo Station to Oakland.....						1050	975	900	675	600	525
Portland to Bartlett.....			1700	1600		950	875	800	600	525	475
Bartlett to Crawford Notch.....			650	625		450	400	350	275	250	200
Crawford Notch to Lancaster.....			3150	3000		2000	1850	1700	1300	1100	1000
Lancaster to North Stratford.....								1500	1200	1000	800
North Stratford to Beecher Falls.....								1000	800	650	500
Beecher Falls to Lancaster.....								1600	1200	1000	800
Lancaster to Quebec Junction.....			1400	1300		825	765	700	525	475	400
Quebec Junction to Crawford Notch.....			1100	1000		525	490	450	325	300	275
Crawford Notch to Portland.....			3300	3100		2100	1950	1800	1350	1200	1050
Quebec Junction to St. Johnsbury.....			1600	1550		1000	900	800	400	350	300
St. Johnsbury to Quebec Junction.....			1325	1250		600	565	525	400	350	300

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 T 1a, 4000 series, rate 3500 tons Rigby to Bangor, 2700 tons Bangor to No. Me. Jct., 5000 tons No. Me. Jct. to Rigby, via Brunswick.  
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 RESTRICTIONS.

At Dexter — Class 70 locomotives 510 to 517, inclusive, 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.

At Libby Pit — Locomotives must not be operated on spur track 12 beyond west end of loading tower.

At 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.

At Augusta — B. & M. engines 4000 series must not operate on freight house track.

At Pittsfield — Locomotives class 65 to 115, inclusive, must not be operated on track 16 (lumber track), near coal shed, east of station, on account of curvature.

Class 70 locomotives may operate on Gravel Trains between Pittsfield and Yard Limit on Harmony Branch, located 3100 feet east of Mile Post P 104—H 16.

At Newport Jct. — 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.

At South Windham — Locomotives, class 35 to 105, 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.

At Sebago Lake — Locomotives class 65 to 115, inclusive, must not be operated on track 4 west of wharf freight house.

At 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.

At 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 larger than class 45 must not be operated over the track scales.

Locomotives 351 to 390, inclusive, may be operated on coal trestle.

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

At Gilman — Locomotives larger than class 70 must not be operated on track 3 (track leading from main line to Gilman Paper Company's yard) or on any track in Gilman Paper Company's yard.

At Miles Pond — Locomotives larger than class 70 must not be operated on track 3 (spur track on south side) or on track 4 (siding on north side).

At North Concord — Locomotives larger than class 70 must not be operated on track 3 (spur track on south side).

At 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).

At 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.

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 351 to 390 inc. and 450 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, ten (10) 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 35-60, inclusive, may couple

At 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.

At Lisbon Falls — Locomotives must not be operated over bridge on track 4 over Little River west of Pejepscot Paper Co.'s Mill. Work to be done at the Mill east of the Bridge must be done on east end of tracks.

At 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.

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 class 35 to 70, 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.

At Canton — Account of curvature on track 5 back of freight house, class 60 to 115 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.

Crews doing work on track 6, at east end of Cushnoc Paper Company's Mill, will in all cases have air coupled up and automatic brakes working.

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.

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.

At 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.

There is a Company telephone located in the base of block signal P 1082, about three-fourths mile east of Pittsfield Station, to enable train employees to communicate with the station if necessary.

Westward trains stopping back on the hill will immediately communicate with the telegraph office and ascertain conditions existing regarding further movements.

There is a telephone, located in a box in west end of freight yard at Brunswick, 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 which are to run Brunswick, 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.

Boston & Maine and Bangor & Aroostook Railroads do not use green flags for day markers but instead use marker lanterns unlighted. Trains of these railroads operating over the Maine Central will use unlighted marker lanterns as day markers, all concerned will be governed accordingly.

Maine Central trains will not be allowed to do any shifting at the passenger station at Farmington while trains of the Sandy River & Rangeley Lakes R. R. are receiving or discharging passengers.

No train or engine may follow another train or engine nearer than ten (10) minutes, and no freight train may follow another freight train nearer than thirty (30) minutes, going west Summit to Houghton, or east Summit to Logan Stream Bridge, or east Crawford Notch to Notchland, or west Deadwater to Austin Junction, 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.

Eastward freight trains will stop at Summit and Crawford Notch and westward freight trains will stop at Summit and Deadwater 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 engine man before giving signal to go. Engine men will in all cases require this information before leaving Summit, Crawford Notch and Deadwater.

All freight trains eastward will stop at Willey House and Notchland, and westward at Houghton and Bingham Heights, 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. Engine men will start slowly and see that train runs at low rate of speed Crawford Notch to Sawyers River, Crawford Notch to Bretton Woods, Summit to Houghton, Summit to Logan Stream Bridge and Deadwater to Austin Junction.

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, Carrigan, Willey House and Deadwater, should be left close to derail to prevent damage in case they get away and run over derail.

Trains doing switching at Bemis, on tracks Nos. 4, 6, 10 and 12, will have air coupled up and in use on all cars.

Trains doing switching at Summit to make up train or putting train together must in all cases have the air coupled up and working before making any move from main line to siding or siding to main line, no matter what number of cars they may be handling.

Between Lunenburg and Bartlett engine men 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.

At 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, and in addition, signalman at Mechanic Falls will set and keep his signals against eastward Maine Central trains, and eastward Canadian National trains until engine making move has returned to its own line.

In turning engines on wye at Somerset Junction it is necessary to use main lines of both Canadian Pacific Railway and Maine Central Railroad. Crews of either road will obtain proper authority from train dispatcher before making the move, and in all cases the move must not be made except under flag protection.

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

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

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

Cars which have not been weighed or will not pass other track scale stations will be weighed at Crowleys Jct. by Conductor of train handling. Conductor weighing will enter in space provided on waybill, station, gross and tare weights, and will also fill out Weighmaster's ticket Form F-Bk-6 in duplicate, by carbon process, sign it and attach original to waybill,

leaving the carbon copy in the Weighmaster's Scale Book, which will be kept in the scale locked up with switch lock. When Scale Book is complete Conductor will take it to General Agent at Lewiston and secure another. Stamp pad and rubber stamp "Scale weight extension not figured, destination agent protect" will be kept in the scale and Conductor weighing cars will apply this stamp to waybills of cars weighed in some clear, conspicuous, open place.

At Lewiston Lower — Attention is called to the clearance on track 30. Clearance is insufficient and dangerous. Be governed accordingly.

At 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.

At Googin Fuel Company's coal shed at Auburn, 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 L. W. Davis Co. and Littlefield & Sons, Auburn, heretofore placed by road crews at stock unloading platform at east end of freight house for unloading will hereafter be set off on track 3 (hill track) for later placing by switcher except on Sundays during the day they will be placed for unloading at stock unloading platform.

In no case will cars be dropped on track 9 (Wadsworth & Woodman's track), Winthrop. Crews having cars to place, or work to do on this track will in all cases have air brakes coupled up and working before making any moves on it. This applies from main line switch.

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.

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

At Beecher Falls — Crews operating on track 22 (coal track) will have air brakes coupled up and working on cars preceding the engine, when going from main line to mill and on cars behind the engine, when moving from mill to main line.

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.

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

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

At 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.

At Steep Falls — Crews pushing cars into pulp mill will, in all cases, couple up air brakes and have them working before doing the work; when hauling off this track conductor will have a brakeman on the rear car.

At Bridgton Jct. — Crews doing work on track 2, 6 and 10 will, in all cases, have air brakes coupled up and working; when hauling cars off these tracks conductor will have a brakeman on the rear car.

International Paper Co. at Chisholm, have installed suction pipes along side their clay shed on track 64 which will not clear man on side of car.

At Peru — Trains using passing track must leave switch set for spur track, to prevent cars left on passing track running foul of main line. Cars left on the passing track must always be left east of switch leading to spur track.

At Dixfield — Berst-Forster-Dixfield Co. have constructed fence around their Mills which crosses track 9 at a point 200 feet west of their new Mill and track 11, 310 feet west of point of switch. Crews operating on these tracks will be careful to see gate is opened and fastened before attempting to pass through.

Crews doing work on track 14, in Great Northern Paper Company's Yard, Madison, will have air brakes coupled up and working on all cars before entering onto, or while doing work on the track.

When turning engines on B. A. R. turntable or on the short or long wye, at Northern Maine Jct., 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.

At 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.

At Waumbek Jct.—B. & M. Train Dispatchers' 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 move-

ment 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.

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.

D. E. HAYES, Assistant Superintendent.

Traveling Conductor H. W. HEUGHEN

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 M. P. O'CONNOR C. W. WATSON

Extra Train Dispatchers: I. C. THOMBS F. B. GALLANT 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.

### STANDARD CLOCKS.

Yard Office, Bangor. Telegraph Office, Vanceboro.  
Train Dispatchers' Office, Bangor. Telegraph Office, Calais.  
Telegraph Office, Mattawamkeag.

### WATCH INSPECTORS.

Bangor, Me., Adolf Pfaff. Calais, Me., Otis W. Bailey. Eastport, Me., A. J. Danforth

### REGISTERING STATIONS.

Bangor Freight Yard.	Vanceboro.	Mt. Desert Ferry.	Woodland.
Union Station.	Bucksport.	Calais.	Princeton.
Orono.	Brewer Junction.	St. Croix Junction.	Ayers Junction.
Oldtown.	Washington Jct.	Woodland Junction.	Eastport.
Mattawamkeag.			

### ELECTRIC STREET RAILWAY CROSSINGS.

Electric street railway crosses main line at the following places:  
ORONO Bridge Street—Stillwater Branch. VEAZIE Main Road.  
Ball signals are located at these crossings excepting: Orono, Bridge Street;  
(See Rule No. 698.)

### DOUBLE TRACK.

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

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

Brewer Junction, trains running via Calais branch give one sound of whistle, trains running via Bucksport branch 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. (Opr. at Front St.)... Front St.	Flagman.....	5.00 A-10.00 P		Same
<b>OLDTOWN.</b>				
Center St..... (St. Track)	Flagged by Train Crew..		Day and Night	
<b>MILFORD.</b>				
Bradleys.....	Flagman.....	6.00 A-12.00M		Same
County Road.....	1 Gate.....	6.00 A-12.00M		None
<b>PASSADUMKEAG.</b>				
Pleasant St.....	2 Gates (Opr. at Union St.).....	7.00 A- 6.30 P	9.30A-11.00A 12.00M- 6.30P	As above
Union St.....	Flagman.....	7.00 A- 6.30 P		
<b>LINCOLN.</b>				
Town Road.....	Flagged by Station Crew.	5.15 A- 5.55 A 7.30 A-11.40 P		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	
<b>DANFORTH.</b>				
County Road.....	Flagman.....	6.00 A- 6.00 P		Same

#### STILLWATER BRANCH.

<b>ORONO.</b>				
Water St.....	Flagged by Train Crew.....		Day and Night	
MH St.....	Flagged by Train Crew.....		Day and Night	
Bridge St.....	Flagged by Train Crew.....		Day and Night	
<b>STILLWATER.</b>				
Stillwater Ave.....	Flagged by Train Crew.....		Day and Night	

#### HOWLAND BRANCH.

<b>ENFIELD.</b>				
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.. (Bacon & Robinson Track)	Day and Night	
<b>BREWER JCT.</b>		
State St. .... Flagged by Train Crew.. (Smith Mill Track)	Day and Night	
State St. .... Flagman .....	5.30 A- 9.30 P	Same
Center & Jordan Sts. .... 2 Gates and Crossing Tender .....	5.30 A- 9.30 P	Same
Wilson St. .... Gate .. Opr. at Crossing. ....	5.30 A- 9.30 P	Same
<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>DENNYVILLE.</b>		
Milwaukee Road. .... Flagged by Station Crew. ....	7.47 A-11.30 A 12.30 P- 4.47 P	

**BUCKSPORT BRANCH.**

**Brewer Junction to Bucksport.**

<b>BREWER JCT.</b>		
Wilson St. .... Gate .. Opr. at Crossing ..	5.30 A- 9.30 P	Same
on Calais Branch.		
<b>SOUTH BREWER.</b>		
Main St. .... Flagged by Train Crew.. (Eastern Mfg. Co. Spur)	Day and Night	

**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.**

	Miles Per Hour	
	Pass.	Freight
<b>BANGOR YARD.</b>		
Between switch at west end of West Yard and lead to east end of double track .....	East	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	6
Kenduskeag Stream Bridge .....	"	6
<b>MAIN LINE.</b>		
<b>Bangor to Vanceboro.</b>		
Maximum .....	Both	55
Oldtown-Milford Bridges .....	"	10
Speed of Class "BO" engines between Enfield and Howland not to exceed fifteen miles per hour.		
Kingman Track No. 8 .....	"	6
Vanceboro, 2nd Crossing east of station .....	East	6
<b>CALAIS BRANCH.</b>		
<b>Bangor to Calais.</b>		
Maximum .....	Both	40
Over Switch, 26 Main Line to Branch .....	"	15
Bangor-Brewer Bridge .....	"	6
Curve 2nd East of Fishers .....	Mileage P 144.69	30
Curve 1st West of Bagaduce Crossing .....	145.81	30
Curves (reverse) West of Egerys Mill Bridge .....	148.60	25
Curve East of Green Lake Station .....	154.94	30
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 1500 feet West of .....	208	25
Curve 1900 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 .....	"	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 East 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
Milltown between the two slow signs 150 feet East and West of station .....	"	4
Curve 900 feet East of .....	Mileage P 268	25
Salmon Falls Machine Shops between East and West Switch .....	"	6
Calais west end of cut west of overhead bridge and station ..	"	6
<b>BUCKSPORT BRANCH.</b>		
<b>Brewer Junction to Bucksport.</b>		
Maximum .....	Both	30
South Orrington approaching first crossing east of station until engine passes over crossing .....	"	6
Smelt Brook Crossing, Bucksport .....	"	6

**Hours Protected**  
Week Days. Sundays.

**MT. DESERT FERRY BRANCH.**

<b>Washington Junction to Mt. Desert Ferry.</b>			
Maximum .....	Both	35	20
Mileage P 171 to Mt. Desert Ferry .....	"	30	20
Waukeag over crossing just west of station .....	"	6	6
Mt. Desert Ferry going onto wharf .....	East	6	6

**EASTPORT BRANCH.**

**Ayers Junction to Eastport.**

Maximum .....	Both	30	20
All Bridges .....	"	15	15
Eastport: Middle, Key, High and Washington Streets .....	"	4	4

**PRINCETON BRANCH.**

**St. Croix Junction to Princeton.**

Maximum .....	Both	30	20
Baring Engines pushing cars overhighway crossings .....	"	6	6

Wrecking Cranes 75-ton No. 177-178 may be operated over all lines on the Division except —

Montague Branch	Stillwater Branch
Wrecking Crane 100-ton No. 179 except —	
Eastport Branch	Montague Branch
Princeton Branch	Stillwater Branch
Wrecking Crane 120-ton No. 180 except —	
Bangor to Brewer Jct.	Montague Branch
Stillwater Branch	
Industrial Crane No. 194 except —	
Bangor to Brewer Jct.	Eastport Branch
Montague Branch	Princeton Branch
Stillwater Branch	Bucksport Branch
Industrial Crane No. 196 except —	
Montague Branch	
St. Croix Jct. to Princeton	Ayer Jct. to Eastport

\* Lighten all cranes permitted over Bangor-Brewer Bridge as much as possible, resting boom on idler and observing speed restrictions.

**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 P 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 SWITCHES, ENGINEMEN AND TRAINMEN, FOR OPERATION OF DUAL CONTROL SWITCHES AT BANGOR AND OLD TOWN.**

**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:

- Secure information that the points of dual control switches are in proper position and safe for movement.
- 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.
- Make record of the signal out of order and train or engine number reporting signal at stop.
- 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; and at Oldtown in Switchman's cabin at end of double track.

### SEMAPHORE TRAIN ORDER SIGNALS.

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

### BULLETIN BOARDS.

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

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. P 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. P 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 movement 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 P 1360.

### SPECIAL SIGNAL RULES.

#### Bangor (Union Station).

One ball or one red light at masthead will allow trains from the Calais branch to run to the Union Station.

Two balls or two red lights allows trains from main line to run to Union Station or enter freight track.

Three balls or three red lights allows trains from Calais branch to cross main line and enter freight tracks, and stops all main line trains.

Absence of signals stops all westward trains and allows shifting engines to work between Union Station and Limit No. 1 located opposite Block Signal E-1373.

### INTERLOCKING SIGNALS.

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
Dwarf Light Signal, Track 4	Bangor Yard West End crossover "A"	
Approach, Block P 1359 §Home, Main Line Dwarf, Track 15 Dwarf, Track 37	Bangor Yard (Railroad Street)	§Home, 2-arms Approach, Block P-1368
Approach, Block E-1373 §Home, Light Signal	Bangor Calais Junction Main Line	§Home, Light Signal §Home Approach, Block E-1390
	Bangor Calais Junction Calais Branch	Dwarf, Light Signal Approach, Block H-1376
Approach, Block E 1445 §Home	Orono, end of double track	§Home Approach, Block E 1452
Approach, Block E 1481 §Light Signal Dwarf Light Signal, Track 2 Dwarf Light Signal, Ladder B	Old Town, end of double track	§Light Signal Approach, Block E 1496
Approach, Block E 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.

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

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

**BANGOR TO VANCEBORO.**

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

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
E 1373 \$Home E 1377 E 1385 E 1395 E 1405	1300 feet east of Bangor Station	\$Home \$Home E 1390 E 1398 E 1408	\$Home E 1961 E 1977	Mattawamkeag	\$Home, 3-arms Distant, 2-arms E 1966 E 1980
E 1411 E 1419 E 1427 E 1435	Vanceboro	E 1414 E 1422 E 1430 E 1440	E 1989 E 2005 E 2019	Gordon	E 1994 E 2008 E 2022
E 1445 \$Home	Basin Mills	E 1448 \$Home	E 2029 E 2041 E 2053	Kingman	E 2032 E 2044 E 2056
E 1455 E 1463 E 1471 E 1481	Orono	E 1452 E 1460 E 1466 E 1476	E 2063 E 2073 E 2087	Drew	E 2066 E 2078 E 2092
\$Home	Great Works	E 1484 \$Home	E 2103 E 2117	Meadow Brook	E 2108 E 2122
E 1498	Old Town and Milford	E 1496	E 2129 E 2137 E 2143	Wytopotlock	E 2132 E 2138 E 2146
E 1503 E 1515 E 1529 E 1541	and	E 1508 E 1520 E 1532 E 1544	E 2155 E 2165 E 2179 E 2191	Bancroft	E 2158 E 2168 E 2182 E 2192
E 1551 E 1565 E 1577 E 1591	Costigan	E 1554 E 1568 E 1580 E 1594	E 2201 E 2217 E 2231 E 2243	Cherokee	E 2206 E 2222 E 2234 E 2244
E 1601 E 1613 E 1625	Greenbush	E 1604 E 1616 E 1628	E 2255 E 2265 E 2277	Danforth	E 2256 E 2268 E 2280 E 2294
E 1637 E 1653 E 1669	Olamon	E 1640 E 1658 E 1674	E 2291 E 2303 E 2315	Eaton	E 2304 E 2320 E 2334
E 1677 E 1689 E 1701 E 1715	Passadumkeag	E 1680 E 1694 E 1706 E 1718	E 2331 E 2343 E 2353 E 2367	and	E 2346 E 2358 E 2368 E 2380
E 1723 E 1737 E 1749 E 1761	Enfield	E 1728 E 1742 E 1754 E 1766	E 2377 E 2385 E 2397 E 2409	Forest	E 2346 E 2358 E 2368 E 2380
E 1773 E 1785 E 1797 E 1809	and	E 1776 E 1788 E 1798 E 1812	E 2421 E 2437 E 2451	and	E 2388 E 2402 E 2412
E 1817 E 1833	Pollard Brook	E 1776 E 1788 E 1798 E 1812	E 2421 E 2437 E 2451	Tomah	E 2388 E 2402 E 2412
E 1847 E 1861	and	E 1776 E 1788 E 1798 E 1812	E 2421 E 2437 E 2451	and	E 2426 E 2442 E 2454
E 1871 E 1887 E 1901	Lambert Lake	E 1822 E 1836 E 1848	E 2461 E 2471 E 2485 E 2499 E 2505	Todds Farm	E 2426 E 2442 E 2454
E 1913	and	E 1822 E 1836 E 1848	E 2461 E 2471 E 2485 E 2499 E 2505	and	E 2464 E 2476 E 2488 E 2500 E 2506
E 1925 E 1939	Middletown	E 1836 E 1848	E 2499 E 2505	and	E 2464 E 2476 E 2488 E 2500 E 2506
	Houstons and Chamberlains	E 1864	E 1864	Vanceboro and 1600 feet east of station.	E 2512
	and	E 1876 E 1890 E 1906	E 1876 E 1890 E 1906		
	Penobscot and Winn	E 1918	E 1918		
	and	E 1928 E 1942	E 1928 E 1942		
	Mattawamkeag				

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

**BUCKSPORT BRANCH.**

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

**INDICATORS.**

- Bangor — At west end of track No. 36, East Yard.
- Mattawamkeag — At west end of north siding.  
At west end of south siding.
- Washington Jct. — At crossover leading from C. P. Yard to M. C. main line.  
At east end Wye Mt. Desert Ferry 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.

**MAXIMUM ENGINE LOADINGS**

On Various Lines of the Eastern Division.

Classes	
Bangor to Vanceboro.....	All Ex. 701 & 702
*Bangor to Brewer Junction.....	35-60
*Brewer Junction to Bucksport.....	35-60
*Brewer Junction to Washington Junction.....	35-60
*Washington Junction to Mt. Desert Ferry.....	35-60
Washington Junction to Calais.....	35-60
Calais to Princeton.....	35-45
Ayers Junction to Eastport.....	35-45

All Class and Engine numbers are inclusive.  
\* Permitting Class O & W Engines and heavy switchers as specially authorized.

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.

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 engineman.

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.

Whenever cars are left on coal trestle at Basin Mills except on level track they must be coupled together and a sufficient number on the incline must be chained as well as trigged.

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 Wytotitlock 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.

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 Bangor and Vanceboro, maximum speed to be thirty (30) miles per hour.

Industrial cranes also Hoister 191 and American Ditcher 141, must not be moved at a speed exceeding twenty-five (25) miles per hour.

Speed restrictions designated by Time Table must also be complied with.

All eastward freight trains will stop west of highway crossing at Danforth and leave train at that point while taking water.

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 Tracks No. 20 and 32 at Calais engines having cars to place on these tracks should take sufficient cars so that engine will not be operated beyond the lead frog.

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

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.

At Princeton Track No. 5 does not clear the main line for a distance of 133 feet, 4 car lengths east, and 14 feet, 1 car length west of west switch of crossover A. Leave no cars within this limit.

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.

Canadian Pacific Railway trains operating over joint track between Mattawamkeag and Vanceboro will use marker lamps instead of flags by day as well as by night.

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

Conductors of trains 71 and 8 will send to General Passenger Agent, Portland, a pencil memo showing number of passengers, revenue and D. H. separately, in and out of Vanceboro in coaches and pullmans separately, through passengers only to be counted.

Conductor on No. 71 will wire from Mattawamkeag the number of coach passengers for points east of Vanceboro; the telegram to be addressed to Superintendent, C. P. Ry., Brownville Jct., and General Agent, Vanceboro.

Scale Test Car No. 650 not to be handled in any train except on instructions from Superintendent and will not be handled in trains of more than thirty (30) cars. When handled it must be on extreme rear and speed of train restricted to twenty five (25) miles per hour.

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

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

RATING CHANGE POINTS.	CLASS									
	115	110	105	100	70	65	60	45	40	35
Bangor to Veazie .....	1850	1700	1600	1500	1050	975	900	675	600	525
Veazie to Mattawamkeag .....	1950	1800	1700	1600	1125	1025	950	700	625	525
Mattawamkeag to Vanceboro .....	1700	1550	1450	1350	950	860	800	600	525	475
Vanceboro to Forest .....	2450	2300	2100	1900	1200	1100	1000	750	650	575
Forest to Enfield .....	2650	2500	2300	2200	1400	1300	1200	900	800	700
Enfield to Bangor .....	3550	3400	3200	3000	1850	1690	1600	1175	1050	925
Bangor to Mount Desert Ferry .....	.....	.....	.....	.....	750	700	600	425	375	325
Mount Desert Ferry to Bangor .....	.....	.....	.....	.....	750	700	600	425	375	325
Washington Junction to Calais .....	.....	.....	.....	.....	.....	800	750	500	450	400
Calais to Goodwins .....	.....	.....	.....	.....	.....	800	750	500	450	400
Goodwins to Washington Junction .....	.....	.....	.....	.....	.....	800	750	550	500	425
Brewer Junction to Bucksport .....	.....	.....	.....	.....	900	850	800	500	450	400
Bucksport to Brewer Junction .....	.....	.....	.....	.....	900	850	800	500	450	400
Ayers Junction to Eastport .....	.....	.....	.....	.....	.....	650	600	450	400	350
Eastport to Ayers Junction .....	.....	.....	.....	.....	.....	650	600	450	400	350
St. Croix Junction to Princeton .....	.....	.....	.....	.....	.....	975	900	675	600	525
Princeton to St. Croix Junction .....	.....	.....	.....	.....	.....	975	900	675	600	525

Helper service to take combined rating of engines.

W. E. KINGSTON, Assistant Superintendent.

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

Extra Train Dispatcher: J. HENDRICKSON



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## *HELP FILL THOSE EMPTY SEATS!!*

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- As employes of the Maine Central Railroad, our livelihood depends upon the volume of traffic, both passenger and freight, which is handled over our lines.
- Your help in filling the empty seats may well mean more cars, and consequently more employment.
- Keep posted on what your railroad has to sell. And, keep trying to help sell it. If we all succeeded in getting one new passenger each week, consider what a lot of difference there would be on our passenger trains.
- Round trip tickets, between any two points in New England are being sold at 16 $\frac{2}{3}$ % less than the regular fares. There are frequent low-priced excursions.
- There's a \$2.50 round-trip in either direction between Portland and Boston every Sunday. Anyone using that Sunday fare between Boston and Portland might well travel east of Portland with consequent revenue for our road.
- If you hear of anyone about to take a trip, try and get them on the railroad. If you can't get them for the railroad, get them for the railroad's highway motor coach lines. But keep everlastingly after business. The traffic department will be glad to follow your tip.
- What's even more important — make sure we all treat our passengers in a manner that will make them want to ride with us again.

J. W. SMITH,  
*General Manager.*

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