

**CHANGES IN, AND ADDITIONS TO RULES FOR
THE GOVERNMENT OF THE OPERATING
DEPARTMENT INCLUDING RULE 503
OF SUPPLEMENT No. 2.**

10. COLOR SIGNALS.

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

11. Fusees burning red 5 minutes will be used. Excepting between Bangor and Mattawamkeag where Fusees burning RED five minutes and YELLOW five minutes will be used.

RULE 14 (1) REVISED.

O O

Indication.

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

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

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

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

19. By day marker lamps unlighted.

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.

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

28b. A Standard Slow Board, with speed plate showing speed allowed, and in addition two yellow lights by night, shall be displayed beside the track on the engineman's side, approximately 4000 feet from the portion of the track to be protected. Also a yellow flag, and in addition two yellow lights by night, shall be displayed beside the track on the engineman's side 100 feet from the portion of the track to be protected. A green flag, and in addition two green lights by night, shall be displayed on the engineman's side 100 feet beyond portion of track protected, as a "resume regular speed" signal. Slow board speed must not be exceeded until the entire train has passed the "Resume Speed" Signal.

90. Last paragraph changed to read:

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

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

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

206. First paragraph changed to read:

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

210. Change to read:

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

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

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

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

210a. Cancelled.

FORMS OF TRAIN ORDERS

G.

EXTRA TRAINS.

Change (4) to read as follows:

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

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

Add:

(5) Eng. 99 run extra A to G, clears East of B Extra 25 West which left D at 12.05 twelve night five p. m.

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

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

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

Such an occurrence must be reported to the Superintendent.

866. This rule modified as follows:

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

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

1013a. Foremen or their men must not line switches for trainmen. When switches are to be lined for loaded push and motor cars, it must be done only under the personal supervision of the foreman, and switch must

be immediately returned to its original position and locked, and points examined. When oiling switches, the reverse position must be oiled first, switch then returned to normal position and the oiling completed.

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

GENERAL SPECIAL INSTRUCTIONS

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

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 accessible when on duty.

- 6. SIGNS—**D Day Train Order Office.
N Day and Night Train Order Office.
W indicates Water Station.
X indicates Yard Limits.

STANDARD CLOCKS.

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

33.— PUBLIC CROSSINGS.

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

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

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

Some of the automatic signals have a "cut-out" connection in a control box near the crossing. Instructions as to movements and operation of the "cut-outs" are inside the control box, and these instructions must be carefully observed when trains are switching, or standing in the signal circuit.

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

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

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

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

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

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

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

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

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

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

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

SPEED RESTRICTIONS.

All speed restrictions apply while any part of the train is within the restricted area.

Speed restrictions applying to the various lines are listed in the special instructions of each Division.

SPEED RESTRICTIONS—LOCOMOTIVES.

Engines 651-654 and B. & M. Santa Fe type, 3000 series must not exceed 35 miles per hour.

Light engines, or engines with caboose must not exceed 35 miles per hour. When class S, W or B. & M. K-8 engines haul passenger trains must not exceed 45 miles per hour.

Engines operating tender first must not exceed 20 miles per hour.

Motor 6000 when making back up moves must not exceed 25 miles per hour.

Switchers without Lead trucks must not exceed 20 miles per hour.

SPEED RESTRICTIONS—OTHER THAN LOCOMOTIVES.

Trains running against current of traffic must not exceed 35 miles per hour.

Speed of trains passing through lead at ends of double track must not exceed 30 miles per hour.

Trains with switcher assisting must not exceed 20 miles per hour.

Passenger trains handling freight cars equipped for freight service only must not exceed maximum speed as prescribed for freight trains. Conductor will notify engineman when freight equipment is in train.

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

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

Snow plow trains will not under any conditions exceed 40 miles per hour, and on lines where maximum speed of first class trains is less than 40 miles per hour will not exceed the maximum speed for first class trains, and will run at slower speed where conditions make necessary.

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

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

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

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

SIDING CAPACITIES.

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

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

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

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

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

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

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

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

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

99. 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.

SNOW PLOW REGULATIONS.

WEDGE PLOWS.

1. Will not be operated ahead of engine in double track territory except in plow trains, and when so operated on double track, plow trains will stop when being met by trains on the opposite main track.

2. Will not be operated ahead of the engine in the night time unless equipped with headlight.

3. When any train with wedge plow ahead of engine is operating in non-block signal territory it will obtain a clearance card (form M. C. 30) before leaving initial terminal and each open telegraph office, whether the train order signal is displayed or not. Telegraph operators will not issue this clearance unless authorized by Train Dispatcher, who will not so authorize unless the last preceding train in the same direction has arrived at the next open telegraph office.

WING PLOWS.

Wing plows are to be operated only with a qualified conductor or engine-man in the monitor of the plow to observe signals, sound whistle signal, etc. When operated ahead of engine on a passenger train, speed must not exceed authorized Time Table speed for freight trains in the territory.

On Plow trains, the assigned conductor to ride the plow.

On revenue trains, if conductor's duties are such that he cannot ride the plow, qualified engineman will be provided.

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

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

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

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

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

Whenever wing plows are hauled deadhead in revenue trains, the wings and flangers must be properly secured in closed position, and the plow taken behind the caboose.

SPRING SWITCHES.

104. 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.

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 trailing through a switch must not exceed a speed of 20 miles per hour until the leading wheels have passed through the switch, when speed may be accelerated to 30 miles per hour.

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.

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

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

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

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

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

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

109. Bulletin boards have two 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.

605. 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.

PROTECTION OF PASSENGERS.

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 others 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.

Before coupling onto passenger train road engines will stop within a few feet of the train and then couple on carefully. Switching engines will make stop before coupling onto any passenger car that is occupied.

PASSENGER TRAIN CONNECTIONS.

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.

BANGOR.

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.

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

SPECIAL SIGNAL RULES.

Bangor Freight Yard.

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

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

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

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

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

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

KENDUSKEAG BRIDGE CROSSOVERS.

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

HEAVY ENGINES COUPLING ONTO FREIGHT TRAINS.

Before coupling onto freight trains engines of the 100 Class, or larger, will stop within a few feet of the train, then couple on carefully.

SWITCHING CABOOSE CARS.

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

FREIGHT CONDUCTORS.

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.

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

Class	Locomotive Numbers
150 "SF"	651-654
115 "S"	627-632
110 "S"	601-02-03-04-07-08-10-12-13-17-18
105 "S"	621-626
100 "S"	606-11-16
100 "D"	701-702
70 "C"	466-470
70 "W"	501 and 509 to 528 Except 510-511-517
70 "K"	167-180
65 "C"	452-465 Except 457
65 "BO"	401-412
65 "W"	502
60 "O"	359-390 Except 360-364-375-377
60 "K"	161-166 Except 165
45 "K"	189
45 "M"	246-247
35 "G"	114
35 "H"	144, 147

700. APPLICATION OF HOURS OF SERVICE LAW.

Trainmen and Enginemen.

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

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

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

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

Telegraph Operators.

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

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

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

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

875. 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.

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.

M. & W. EQUIPMENT.

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

Equipment such as ballast cars, living cars flangers, plows and any other type of equipment of this department will be handled only on local freight trains.

EASTERN DIVISION SPECIAL INSTRUCTIONS.

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

14. WHISTLING RULES.

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

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

33. LIST OF CROSSINGS PROTECTED BY FLAGMEN AND GATES.

BANGOR TO VANCEBORO.

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

STILLWATER BRANCH.

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

HOWLAND BRANCH.

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

CALAIS BRANCH—Bangor to Calais.

BANGOR.				
Washington St.	Flagged by Train Crew ..		Day and Night	
(Bacon & Robinson Track)				

BREWER JCT.				
State St.	Flagged by Train Crew ..		Day and Night	
(Smith Mill Track)				

ELLSWORTH FALLS.				
Waltham Road	1 Gate and Crossing Tender	6.00 A-12.00 M		Same

EAST MACHIAS.				
Town Road	Flagman	8.00 A- 8.00 P		Same

DENNYSVILLE.				
Milwaukee Road	Flagged by Station Crew.	During Time on Duty		None

BUCKSPORT BRANCH—Brewer Junction to Bucksport.

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

EASTPORT BRANCH—Ayers Junction to Eastport.

EASTPORT.				
Washington St.	Flagged by Train Crew		Day and Night	
Key St.				
High St.				
Middle St.				

CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE.

DANFORTH.—County Road Crossing.

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

Crossing just west of station Control Box on Station.

EASTBROOK ROAD CROSSING—West of Franklin.

Control Box located on Post leading to spur track east of the Crossing.

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

WYTOPITLOCK.—When a westward freight train has work at Wytopitlock unless required to take siding they will stop train far enough back of highway crossing automatic signal circuit marker which is 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.

KINGMAN.—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.

LINCOLN.—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.

ENFIELD.—When an eastward freight train has work at Enfield unless required to take siding they will stop train far enough back of highway crossing automatic signal circuit marker which is located about 1400 feet west of west 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.

OLDTOWN.—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.

HANCOCK.—At East Road Crossing all trains will come to a full stop and member of crew will flag this crossing before passing over.

EASTPORT.—All trains and engines in both directions must come to a full stop before crossing 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.

CROSSING SIGNALS FOR MANUAL OPERATION.

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

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

83. TRAIN REGISTERS.

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

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

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

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

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

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

In fulfilling meet or wait orders:

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

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

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

SPEED RESTRICTIONS.

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

MAIN LINE.		Miles Per Hour	
	Direction	Pass.	Freight
Bangor and Mattawamkeag	Both	45	35
No. 23 reduce speed to 15 miles per hour passing stations at Orono, Enfield, Winn and Forest to provide for U. S. Mail			
Oldtown and Milford Bridges	"	10	10
Speed of "BO" Engines Between Enfield and Howland	"	15	15
Mattawamkeag and Vanceboro	"	60	45
Curve at Mileage 194.79 east of Mattawamkeag	"	50	50
Curve at Mileage 195.36 east of Mattawamkeag	"	50	50
Curve at Mileage 197.33 west of Gordon	"	55	55
Reverse curves from Mileage 204.50 to 205.23 east of Kingman	"	50	50
Kingman Track No. 8	"	6	6
Reverse curves from Mileage 210.6 to 211 east of Meadow Brook	"	50	50
Reverse curve from Mileage 211.99 to 212.26 east and west of Wytopitlock	"	50	50
Three reverse curves from Mileage 215.49 to 215.65 and 216 east and west of Bancroft	"	50	50
Curve at Mileage 218.47 west of Cherokee	"	50	50
Reverse curves from Mileage 229.06 to 229.63 east and west of Eaton	"	50	50
Reverse curves from Mileage 233.6 to 233.78 west of Forest	"	50	50
Curve at Mileage 234.82 east of Forest	"	50	50
Reverse curves from Mileage 239.54 to 241.58 west of Todds Farm	"	50	50
Reverse curves from Mileage 242.95 to 246.03 east of Todds Farm to east of Lambert Lake	"	50	50
Vanceboro, second crossing east of station	East	6	6

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

CALAIS BRANCH—Concluded.		Miles per Hour	
Bangor and Calais.	Direction	Pass.	Freight
Curve 850 feet East of Milltown	"	25	25
Curve 1900 feet East of Milltown	"	25	25
Milltown between 150 feet East and 150 feet West of station	"	4	4
Curve 900 feet East of Mileage P 268	"	25	35
Salmon Falls Machine Shops between East and West Switch	"	6	6
Curve 1050 feet West of Mileage P 269	"	25	25
Curve 1600 feet West of Calais	"	25	25
Calais west end of cut west of overhead bridge and station	"	6	6

SPEED RESTRICTIONS.

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

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

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

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

BUCKSPORT BRANCH.		Miles per Hour	
Brewer Junction and Bucksport.		Direction	Pass. Freight
Maximum	Both	30	20
Over Crossings Parker St. and Wilson St. Brewer Jct.	"	15	15
South Orrington approaching first crossing east of station until engine passes over crossing	"	6	6
Smelt Brook Crossing, Bucksport	"	6	6

Maximum speed of "BO" Engines between Brewer Jct. and Bucksport 20 miles per hour.

WAUKEAG BRANCH.

Washington Junction and Waukeag.		Miles per Hour	
	Direction	Pass.	Freight
Maximum	Both	20	20
Waukeag over crossing just west of station	"	6	6

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

EASTPORT BRANCH.

Ayers Junction and Eastport.		Miles Per Hour	
	Direction	Pass.	Freight
Maximum	Both	30	20
All Bridges	"	15	15
Eastport: Middle, Key, High and Washington Streets	"	4	4

Speed of Small O engines between Ayers Jct. and Eastport not to exceed 20 miles per hour and between Eastport and Sea St. 10 miles per hour.

WOODLAND BRANCH.

St. Croix Junction and Woodland.		Miles per Hour	
	Direction	Pass.	Freight
Maximum	Both	30	20
Baring Engines pushing cars over highway crossings	"	6	6

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

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

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

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

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

Operators.

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

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

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

- 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.

Enginemen 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.

109.

BULLETIN BOARDS.

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

151.

DOUBLE TRACK.

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

221.

SEMAPHORE TRAIN ORDER SIGNALS.

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

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

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

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.

MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.

	CLASS							
	115	110	105	100	70	65	60	45
Bangor to Veazle.....	1850	1700	1600	1500	1050	975	900	675
Veazle to Mattawamkeag.....	1950	1800	1700	1600	1125	1025	950	700
Mattawamkeag to Vanceboro.....	1700	1550	1450	1350	950	880	800	600
Vanceboro to Forest.....	2450	2300	2100	1900	1200	1100	1000	750
Forest to Enfield.....	2650	2500	2300	2200	1400	1300	1200	900
Enfield to Bangor.....	3550	3400	3200	3000	1850	1690	1600	1175
Bangor to Waukeag.....	.....	.....	.....	.....	.....	750	650	425
Waukeag to Bangor.....	.....	.....	.....	.....	.....	750	650	425
Washington Junction to Calais.....	.....	.....	.....	.....	.....	850	750	500
Calais to Washington Junction.....	.....	.....	.....	.....	.....	850	750	500
Brewer Junction to Bucksport.....	.....	.....	.....	.....	900	850	800	500
Bucksport to Brewer Junction.....	.....	.....	.....	.....	900	850	800	500
Ayers Junction to Eastport.....	.....	.....	.....	.....	.....	.....	600	450
Eastport to Ayers Junction.....	.....	.....	.....	.....	.....	.....	600	450
St. Croix Junction to Woodland.....	.....	.....	.....	.....	.....	.....	1100	675
Woodland to St. Croix Junction.....	.....	.....	.....	.....	.....	.....	1100	675

Helper service to take combined rating of engines.

HEAVIEST ENGINES PERMITTED

Between	Classes	Between	Classes
Bangor and Vanceboro.....	All Ex. 701 & 702	Washington Junction and Waukeag.....	65 Ex. 502
Bangor and Brewer Junction.....	65 Ex. 502	Washington Junction and Calais.....	65 "
Brewer Junction and Bucksport.....	65 "	Calais and Woodland.....	60
Brewer Junction and Washington Junction.....	65 "	Ayers Junction and Eastport.....	60

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

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

CALAIS BRANCH.— Bangor to Washington Jct.

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

605.

INTERLOCKING SIGNALS.

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
Dwarf Light Signal, Track 4	Bangor Yard West End cover " A "	
Approach, Block 1359 ‡Home, Maine Line Dwarf, Track 15 ‡Home, Track 37	Bangor Yard (Railroad Street)	‡Home, 2-arms Approach, Block 1368
‡Home, Light Signal ‡Home, Light Signal	Bangor Calais Junction Main Line	‡Home, Light Signal ‡Home Approach, Block 1390
	Bangor Calais Junction Calais Branch	Dwarf, Light Signal Approach, Block H-1376
Approach, Block 1925 Approach, Block 1939 ‡Home, M. C. R. R. ‡Home, M. C. Yard ‡Home, C. P. Ry.	Mattawamkeag	‡Home, 3-arm Top arm-C. P. Ry. Middle arm-M.C. mainline 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 main line.
- ‡ Semi-automatic signal for main line movements.
- ‡ Will govern movements over spring switch.
- ‡ Positive signal. Train movements governed by Rule 608-A.

698.

ELECTRIC STREET RAILWAY CROSSINGS.

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

W. E. KINGSTON, Assistant Superintendent.

Train Dispatchers: J. I. MOSHER J. A. COSGROVE J. HENDRICKSON
Extra Train Dispatchers: J. E. BOUCHARD W. E. PIERCE A. W. DODGE

STATION	TRACK	TIME	STATION	TRACK	TIME
Bangor	1	10:00	Stillwater	1	10:00
Bangor	2	10:05	Stillwater	2	10:05
Bangor	3	10:10	Stillwater	3	10:10
Bangor	4	10:15	Stillwater	4	10:15
Bangor	5	10:20	Stillwater	5	10:20
Bangor	6	10:25	Stillwater	6	10:25
Bangor	7	10:30	Stillwater	7	10:30
Bangor	8	10:35	Stillwater	8	10:35
Bangor	9	10:40	Stillwater	9	10:40
Bangor	10	10:45	Stillwater	10	10:45
Bangor	11	10:50	Stillwater	11	10:50
Bangor	12	10:55	Stillwater	12	10:55
Bangor	13	11:00	Stillwater	13	11:00
Bangor	14	11:05	Stillwater	14	11:05
Bangor	15	11:10	Stillwater	15	11:10
Bangor	16	11:15	Stillwater	16	11:15
Bangor	17	11:20	Stillwater	17	11:20
Bangor	18	11:25	Stillwater	18	11:25
Bangor	19	11:30	Stillwater	19	11:30
Bangor	20	11:35	Stillwater	20	11:35
Bangor	21	11:40	Stillwater	21	11:40
Bangor	22	11:45	Stillwater	22	11:45
Bangor	23	11:50	Stillwater	23	11:50
Bangor	24	11:55	Stillwater	24	11:55
Bangor	25	12:00	Stillwater	25	12:00

SAFETY FIRST—
friendliness too!

SAFETY FIRST—
friendliness too!

“ FRIENDLINESS TOO ”

Every one of us working for this Railroad has two jobs. We may be enginemen or trainmen; agents, clerks, telegraphers, trackmen, machinists or supervisors. That's just one of our jobs. Our other job—and a very important one today—is that of **public relations man.**

Every one of us is in part responsible for the relations of the Railroad with the public. If we are **good** public relations men, we help bring about a better public understanding of the railroad situation; we help to build up public good-will toward the railroads in general and our own Railroad in particular.

Better understanding and increased good-will help to bring the railroad more business; and more business means greater prosperity for all of us.

We can best accomplish this objective by rendering prompt, efficient and courteous service, with

“ FRIENDLINESS TOO ”

SAFETY FIRST—
friendliness too!

SAFETY FIRST—
friendliness too!