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**EASTERN  
DIVISION**

**TIME TABLE  
No. 34**

**FOR EMPLOYES ONLY**

**EFFECTIVE AT**

**12.01 A. M., SUNDAY**

**SEPTEMBER 24, 1922**

**SUPERSEDING TIME TABLE NO. 33A  
AND ALL SUPPLEMENTS THERETO**

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**D. C. DOUGLASS,  
VICE PRESIDENT AND GENERAL MANAGER.**

**F. O. WOOD,  
SUPERINTENDENT TRANSPORTATION.**

**T. M. McLAUGHLIN,  
SUPERINTENDENT.**

## EASTWARD TRAINS—FIRST CLASS.

Miles from Bangor	Passing Sidings. Capacity Cars.	STATIONS.	7	71	401	9	403	405	409					
			C. P. Daily.	Ex. Sun.	Ex. Sun.	C. P. Daily.	Motor Ex. Sun.	Motor Ex. Sun.	Ex. Sun.					
0.00		Bangor	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.					
2.50		Mt. Hope		3.35	5.10			12.10	3.30					
3.90	37	Veazie		3.43	f 5.15			f 12.15	f 3.35					
7.28	E. 22	Basin Mills	D		f 5.18			f 12.18	s 3.39					
8.06		Orono	D		s 5.25			s 12.25	s 3.46					
8.34	E. 34	Webster			s 5.28			s 12.28	s 3.50					
11.15		Great Works	D		f 5.30			f 12.30	f 3.53					
12.21		Oldtown	W-N	3 59	s 5.35			s 12.35	s 3.59					
13.08	45	Milford	D		s 4.04	5.40		9.15	12.40	s 4.04				
18.03	W. 17	Costigan	D		f 4.16					s 4.08				
22.63	E. 18	Greenbush			f 4.24					f 4.28				
26.33	W. 32	Olamon	W-D		f 4.32					s 4.38				
30.58	23	Passadumkeag	D		f 4.41					s 4.48				
35.09	37	Enfield	D		f 4.52					s 5.00				
40.19	W. 26	Pollard Brook—South Lincoln			f 5.01					f 5.09				
43.20	13	Folsom			5.06					5.14				
44.46	E. 24	Lincoln	W-D		s 5.11					s 5.20				
46.10	23	Middletown—Lincoln Center			f 5.16					s 5.24				
49.23		Houstons—North Lincoln			f 5.21					f 5.30				
49.98	40	Chamberlains								5.32				
53.98	31	Penobscot			5.29					5.39				
55.26		Winn	D		s 5.33					s 5.44				
57.66		Mattawamkeag	W-N	12.35	s 5.42		7.10			s 5.49				
61.30	60	Gordon		12.44	5.51		7.19			s 5.53				
65.93	W.60-W.60	Kingman	W-N	12.53	s 6.02		7.28			6.01				
68.82	E. 60	Drew	D	1.00	f 6.09		7.35			f 6.15				
72.53	21	Meadow Brook		1.07	6.16		7.42			6.21				
75.20	E. 70	Wytopotlock	D	1.12	s 6.25		7.47			s 6.26				
78.35	W.60-W.60	Bancroft	W-D	1.18	f 6.32		7.53			f 6.32				
82.70	60	Cherokee		1.26	6.40		8.01			6.41				
87.66	E. 59; E. 60	Danforth	W-N	1.37	s 6.54		f 8.12 <sup>92</sup>			s 6.50				
92.66	E. 60	Eaton		1.46	f 7.04		8.21			f 6.59				
97.24	W.60-W.60	Forest	D	1.55	s 7.15		8.30			f 7.03				
101.52	W. 26	Tomah	W	2.02	7.23		8.37			f 7.15				
104.66	60	Todds Farm		2 08	7.32 <sup>92</sup>		8.43			7.24 <sup>10</sup>				
108.73	64	Lambert Lake	D	2.16	f 7.41		8.51			f 7.34				
113.74		Vanceboro	W-N	2.25	7.50		9.00			7.45				
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.				

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

No. 9 is superior to No. 92.

No. 71 is superior to No. 92.

Freight extra leave Bangor Except Sunday, at 6.45 A. M. for Mattawamkeag.

Freight extra leave Bangor, Except Sunday, at 11.30 A. M. for Vanceboro.

WESTWARD TRAINS—FIRST CLASS.

Miles from Vanceboro	STATIONS.	402	92	404	406	10	8	6						
		Ex. Sun.	Ex. Sun.	Motor Ex. Sun.	Motor Ex. Sun.	C. P. Daily.	Ex. Sun.	C. P. Daily						
0.00	Vanceboro W-N	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.						
5.01	Lambert Lake D		f 7.10			7.05	9.00	9.40						
9.08	Todds Farm		f 7.20			7.15	s 9.10	9.50						
12.22	Tomah W		7.32 <sup>71</sup>			7.24 <sup>409</sup>	9.19	9.58						
16.50	Forest D		f 7.40			7.30	9.25	10.04						
			s 7.48			7.37	s 9.33	10.11						
21.08	Eaton		f 7.58			7.45	f 9.41	10.19						
26.08	Danforth W-N		s 8.12 <sup>9</sup>			f 7.54	s 9.51	10.28						
31.04	Cherokee		8.22			8.03	10.00	10.37						
35.39	Bancroft W-D		f 8.30			8.12	f 10.08	10.46						
38.54	Wytopitlock D		s 8.37			8.18	s 10.15	10.52						
41.21	Meadow Brook		8.42			8.24	10.20	10.58						
44.92	Drew D		f 8.49			8.29	f 10.26	11.03						
47.81	Kingman W-N		s 8.58			8.34	s 10.34	11.09						
52.44	Gordon		9.07			8.43	10.41	11.18						
56.08	Mattawamkeag W-N		s 9.19			8.50	s 10.53	11.25						
58.48	Winn D		s 9.25				s 10.58							
59.76	Penobscot		9.28				11.00							
63.76	Chamberlains		9.35				11.07							
64.51	Houstons—North Lincoln		f 9.37											
67.64	Middletown—Lincoln Center		s 9.42				f 11.14							
69.28	Lincoln W-D		s 9.49				s 11.20							
70.54	Folsom		9.52				11.22							
73.55	Pollard Brook—South Lincoln		f 9.58				11.28							
78.65	Enfield D		s 10.08				f 11.37							
83.16	Passadumkeag D		s 10.18				f 11.44							
87.41	Olamon W-D		s 10.26				f 11.52							
91.11	Greenbush		f 10.34				f 11.58							
95.71	Costigan D		s 10.43				f 12.05							
100.66	Milford D		s 10.53											
101.53	Oldtown W-N	6.05	s 10.58	9.35	1.00		s 12.19							
102.59	Great Works D	s 6.09	s 11.02	s 9.39	s 1.04		12.22							
105.40	Webster	s 6.15	f 11.08	f 9.45	f 1.10									
105.68	Orono D	s 6.17	s 11.11	s 9.47	s 1.12		s 12.29							
106.46	Basin Mills D	s 6.20	s 11.14	s 9.50	s 1.15		12.31							
109.84	Veazie	s 6.27	s 11.22	f 9.57	f 1.22		12.37							
111.24	Mt. Hope	f 6.29	f 11.24	f 9.59	f 1.24									
113.74	Bangor W-N	6.35	11.30	10.05	1.30		12.45							
		A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.						

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

No. 9 is superior to No. 92.

No. 71 is superior to No. 92.

Freight extra leave Mattawamkeag, Except Sunday, at 7.30 A. M. for Bangor.

Freight extra leave Vanceboro, Except Sunday, at 11.00 A. M. for Bangor.

## EASTWARD TRAINS—FIRST CLASS.

Miles from Bangor	Passing Sidings. Capacity Cars.	STATIONS.	127	431	433	129	435	▲741						
			Ex. Sun.	Motor Ex. Sun.	Ex. Sun.	Ex. Sun.	Motor Ex. Sun.	Sun. Only						
0.00		Bangor	W-N	A. M. 5.30	A. M. 6.35	A. M. 8.45 <sup>482</sup>	P. M. 3.15	P. M. 3.25	A. M. 7.00					
1.25	8	Brewer Junction	D	s 5.37	s 6.41	s 8.52	s 3.21	s 3.31	s 7.06					
6.85	19	Fishers		5.49			3.33		7.17					
10.65	14	Holden	D	s 5.59			s 3.43		s 7.26					
13.11		McKenzies		f 6.04					f 7.32					
13.93	W. 15	Phillips Lake		f 6.06			f 3.50		f 7.35					
17.35	E. 7	Green Lake	W-D	s 6.16			s 4.00		s 7.44					
21.58	13	Nicolin	D	f 6.26			f 4.10		f 7.55					
27.59	E. 14	The Falls— Ellsworth Falls	D	s 6.39			s 4.23		s 8.09					
29.18	E. 15	Ellsworth	W-D	s 6.47			s 4.31		s 8.16					
31.60	24	Washington Junction	W-N	s 6.53 7.02			s 4.45		f 8.22					
35.08	12	Franklin Road		s 7.11			f 4.52		s 8.31					
38.85	13	Hancock		s 7.20			s 5.00		s 8.40					
39.90	12	Waukeag	D	s 7.24			s 5.03		s 8.43					
42.40	W. 5- W. 10	Mt. Desert Ferry	W-D	7.30			5.10		8.50					
				A. M.	A. M.	A. M.	P. M.	P. M.	A. M.					

## EASTWARD TRAINS—FIRST CLASS.

Miles from Bangor	Passing Sidings. Capacity Cars.	STATIONS.	431	433	435									
			Motor Ex. Sun.	Ex. Sun.	Motor Ex. Sun.									
1.25	8	Brewer Junction	D	A. M. 6.41	A. M. 8.53	P. M. 3.31								
3.16	W. 7	South Brewer	D	s 6.46	s 8.55	s 3.36								
5.27		Freemans—North Orrington		f 6.50	f 9.01	f 3.40								
5.95		Pierces		f 6.52	f 9.04	f 3.42								
6.81		Orrington		s 6.55	s 9.07	s 3.45								
9.40	E. 3	Mill Creek—So. Orrington		s 7.01	s 9.17	s 3.51								
10.98		Hinks Landing		f 7.05	f 9.21	f 3.55								
12.40		Cedar Grove—No. Bucksport		f 7.08	f 9.24	f 3.58								
14.22	E. 7	Winterport Ferry— Bucksport Center		s 7.13	s 9.31	s 4.03								
16.24		Chipmans		f 7.18	f 9.37	f 4.08								
19.29	W. 23-8	Bucksport	W-D	7.25	9.55	4.15								
				A. M.	A. M.	P. M.								

## EASTWARD TRAINS—FIRST CLASS.

Miles from Ayer's Jct.	Passing Sidings. Capacity Cars.	STATIONS.	447	449	451	459								
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.								
0.00		Ayers Junction	W-D	A. M. 7.35	A. M. 11.00	P. M. 2.45	P. M. 8.25							
3.45	8	Pembroke	D	s 7.53	s 11.10	s 2.55	s 8.35							
8.69	8	Perry	D	s 8.14	s 11.25	s 3.10	s 8.50							
11.03		Pleasant Point		f 8.23	f 11.32	f 3.17	f 8.57							
15.71	6	Eastport	W-D	8.35	11.45	3.30	9.10							
				A. M.	A. M.	P. M.	P. M.							

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

Nos. 433, 447, 449 and 451 mixed, Passenger and Freight.

No. 431 is superior to No. 432.

No. 129 is superior to No. 114.

No. 435 is superior to No. 436.

▲ No. 741 will not run after Sunday, October 22nd.

Freight extra leave Bangor, Except Sunday, at 7.00 A. M. for Mt. Desert Ferry and return.

WESTWARD TRAINS—FIRST CLASS.

Miles from Mt. Desert Ferry	STATIONS.		432	122	434	436	114	▲740						
			Motor Ex. Sun.	Ex. Sun.	Ex. Sun.	Motor Ex. Sun.	Ex. Sun.	Sun. Only						
0.00	Mt. Desert Ferry	W-D	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.						
2.50	Waukeag	D		10.30			5.45	4.45						
3.55	Hancock			s10.36			s 5.51	s 4.52						
7.32	Franklin Road			s10.39			s 5.54	s 4.55						
10:80	Washington Junction	W-N		s10.47			f 6.01	f 5.03						
				s11.03			s 6.20	s 5.12						
13.22	Ellsworth	W-D		s11.11			s 6.27	s 5.20						
14.81	The Falls— Ellsworth Falls	D		s11.17			s 6.32	s 5.26						
20.82	Nicolin	D		f11.32			f 6.46	f 5.40						
25.05	Green Lake	W-D		s11.43			s 6.55	s 5.51						
28.47	Phillips Lake			f11.52			f 7.02	f 5.59						
29.29	McKenzies						f 7.04	f 6.02						
31.75	Holden	D		s12.01			s 7.09	s 6.07						
35.55	Fishers			12.11			7.17	6.17						
41.15	Brewer Junction	D	8.34	s12.24	12.29	5.24	s 7.29	s 6.29						
42.40	Bangor	W-N	8.40 <sup>433</sup>	12.30	12.35	5.30	7.35	6.35						
			A. M.	P. M.	P. M.	P. M.	P. M.	P. M.						

WESTWARD TRAINS—FIRST CLASS.

Miles from Bucksport	STATIONS.		432	434	436									
			Motor Ex. Sun.	Ex. Sun.	Motor Ex. Sun.									
0.00	Bucksport	W-D	A. M. 7.50	A. M. 11.25	P. M. 4.40									
3.05	Chipmans		f 7.57	f11.35	f 4.47									
5.07	Winterport Ferry— Bucksport Center		s 8.02	s11.43	s 4.52									
6.89	Cedar Grove—No. Bucksport		f 8.06	f11.48	f 4.56									
8.31	Hinks Landing		f 8.09	f11.51	f 4.59									
9.89	Mill Creek—So. Orrington		s 8.13	s12.00	s 5.03									
12.48	Orrington		s 8.19	s12.08	s 5.09									
13.34	Pierces		f 8.21	s12.10	f 5.11									
14.02	Freemans—No. Orrington		f 8.23	f12.12	f 5.13									
16.13	South Brewer	D	s 8.28	s12.18	s 5.18									
18.04	Brewer Junction	D	s 8.34	s12.25	s 5.24									
			A. M.	P. M.	P. M.									

WESTWARD TRAINS—FIRST CLASS.

Miles from Eastport	STATIONS.		446	448	450	460								
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.								
0.00	Eastport	W-D	A. M. 6.20	A. M. 9.45	P. M. 1.30	P. M. 7.15								
4.69	Pleasant Point		f 6.33	f 9.59	f 1.44	f 7.29								
7.02	Perry	D	s 6.41	s10.05	s 1.50	s 7.35								
12.26	Pembroke	D	s 6.56	s10.21	s 2.06	s 7.51								
15.71	Ayers Junction	W-D	7.05 A. M.	10.30 A. M.	2.15 P. M.	8.00 P. M.								

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

Nos. 434, 446, 448 and 450 mixed, Passenger and Freight.

No. 431 is superior to No. 432.

No. 129 is superior to No. 114.

No. 435 is superior to No. 436.

▲ No. 740 will not run after Sunday, October 22nd.

Freight extra leave Bangor, Except Sunday, at 7.00 A. M. for Mt. Desert Ferry and return.

## EASTWARD TRAINS—FIRST CLASS.

## SECOND CLASS.

Miles from Washington Jct.	Passing Sidings. Capacity Cars.	STATIONS.	427	443	441	429	703	445
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.
0.00	E. 28-E.15 E. 8 E. 9-E.13	Washington Junction W-N	A. M. 7.00	P. M.	P. M.	P. M. 4.45	A. M.	A. M.
9.26	15	Franklin D	s 7.20			s 5.03		
14.73	15	Schoodic W	7.34			5.15		
16.72	8	Tunk Pond f	7.38			f 5.19		
19.58	16	Goodwins f	7.44			f 5.28 <sup>414</sup>		
21.77	5	Stover	7.49			5.33		
24.27		Unionville D	s 7.55			s 5.40		
26.91		Halfway	8.00			5.46		
28.73	16	Cherryfield W-D	s 8.11			s 5.53		
32.84		Dorman f	8.17			f 6.01		
34.54	14-9	Harrington D	s 8.25			s 6.09		
38.31	16	Addison—Columbia D	s 8.35			s 6.18		
39.97	7	Ward	8.38			6.22		
41.41	24	Columbia Falls D	s 8.43			s 6.29		
45.58	W. 17	Jonesboro D	s 8.55 <sup>422</sup>			s 6.38		
53.15	20	Whitneyville	s 9.11			s 6.54		
55.57		Hilltop	9.16			6.59		
57.05	11-W.11	Machias W-N	s 9.25			s 7.05		
59.54		Machiasport f	9.30			f 7.10		
61.45	9	East Machias D	s 9.38			s 7.16		
62.42	13	Gardners	9.41			7.18		
62.91		Jacksonville f	9.42			f 7.20		
63.63	15	Gooch	9.44			7.22		
67.55	15-26	McGeorges Pit	9.53			7.30		
68.32		Ellis f	9.55			f 7.32		
74.66	20	Marion	f 10.11			f 7.49		
78.98	E. 8	Dennysville D	s 10.22			s 8.00		
83.15	5	Robinson	10.31			8.09		
85.76	25	Ayers Junction W-D	s 10.37 s 10.47			s 8.14 s 8.20		
88.81	19	Charlotte	f 10.55			f 8.28		
92.22		Youngs Pit	11.02			8.33		
98.32		St. Croix Junction	s 11.20 <sup>454</sup>	2.10 <sup>414</sup>	5.38	f 8.48	12.53	9.28
99.81		Milltown D	s 11.25	s 2.15	s 5.42	s 8.51	s 12.57	s 9.37
101.85	8	Calais W-N	11.35 A. M.	2.25 P. M.	5.50 P. M.	9.00 P. M.	1.05 A. M.	9.50 A. M.

## EASTWARD TRAINS—FIRST CLASS.

## SECOND CLASS.

Miles from Princeton	Passing Sidings. Capacity Cars.	STATIONS.	443	441	703	445
			Ex. Sun.	Ex. Sun.	Sat. Only	Ex. Sun.
0.00		Princeton W-D	P. M. 1.00	P. M.	P. M. 11.50	A. M.
3.53	E. 13	Baileyville	f 1.09		f 12.02	
11.57	13	Woodland W-D	s 1.35	5.15	s 12.27	9.00
10.59		Woodland Junction	s 1.30 s 1.40	s 5.20	s 12.22 s 12.32	s 9.05
16.17	E.12-W.15	Baring	s 1.55	s 5.34	s 12.48	s 9.23
17.69		St. Croix Junction	s 2.00 P. M.	s 5.37 P. M.	s 12.52 A. M.	s 9.27 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.

No. 458 is superior to No. 441.

No. 429 will not register at St. Croix Junction and is superior to No. 454.

Nos. 443, 445 and 703 mixed, Passenger and Freight.

Freight extra leave Washington Junction, Except Sunday, at 6.00 A. M., for Calais.

WESTWARD TRAINS—FIRST CLASS.

SECOND CLASS. 7

Miles from Calais	STATIONS.	452		422		454		414		456		458	
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. Only	Sat. Only	Ex. Sun.	Ex. Sun.		
0.00	Calais	W-N	A. M. 6.05	A. M. 6.40	A. M. 10.50	P. M. 1.50				P. M. 10.15		P. M. 3.00	
2.04	Milltown	D	s 6.13	s 6.49	s 11.10	s 1.59				s 10.23		s 3.12	
3.53	St. Croix Junction		s 6.16	s 6.51	s 11.13 <sup>427</sup>	s 2.08 <sup>443</sup>				s 10.27		s 3.25	
9.63	Youngs Pit			7.03		2.20							
13.04	Charlotte			f 7.10		f 2.29							
16.09	Ayers Junction	W-D		f 7.18 s 7.21		s 2.37 s 2.44							
18.70	Robinson			7.26		2.49							
22.87	Dennysville	D		s 7.35		s 2.58							
27.19	Marion			f 7.45		f 3.08							
32.58	Ellis			f 7.59		f 3.21							
33.45	McGeorges Pit			8.02		3.24							
38.22	Gooch			8.10		3.34							
38.94	Jacksonville			f 8.12		f 3.36							
39.43	Gardners			8.13		3.37							
40.40	East Machias	D		s 8.16		s 3.41							
42.31	Machiasport			f 8.20		f 3.45							
44.80	Machias	W-N		s 8.29		s 3.53							
46.28	Hilltop			8.33		3.57							
48.70	Whitneyville			s 8.39		s 4.04							
56.27	Jonesboro	D		s 8.55 <sup>427</sup>		s 4.20							
60.44	Columbia Falls	D		s 9.05		s 4.29							
61.88	Ward			9.07		4.32							
63.54	Addison—Columbia	D		s 9.13		s 4.37							
67.31	Harrington	D		s 9.23		s 4.47							
69.01	Dorman			f 9.27		f 4.51							
73.12	Cherryfield	W-D		s 9.40		s 5.04							
74.94	Halfway			9.45		5.09							
77.58	Unionville	D		s 9.52		s 5.16							
80.08	Stover			9.57		5.22							
82.27	Goodwins			f 10.02		f 5.28 <sup>429</sup>							
85.13	Tunk Pond			f 10.10		f 5.33							
87.12	Schoodic	W		10.15		5.37							
92.59	Franklin	D		s 10.30		s 5.49							
101.85	Washington Junction	W-N		10.50		6.08							
			A. M.	A. M.	A. M.	P. M.				P. M.		P. M.	

WESTWARD TRAINS—FIRST CLASS.

SECOND CLASS.

Miles from St. Croix Junction	STATIONS.	452		454		456		458	
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sat. Only	Sat. Only	Ex. Sun.	Ex. Sun.
0.00	St. Croix Junction		A. M. 6.17		A. M. 11.21		P. M. 10.28		P. M. 3.26
1.52	Baring		s 6.21		s 11.26		s 10.32		s 3.35
7.10	Woodland Junction		s 6.36		s 11.42 s 11.56		s 10.48 s 10.57		s 3.55
8.08	Woodland	W-D	6.40		s 11.51		s 10.53		4.00
14.16	Baileyville				f 12.11		f 11.17		
17.69	Princeton	W-D			12.20		11.28		
			A. M.		P. M.		P. M.		P. 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 the opposite direction.

No. 458 is superior to No. 441.

No. 429 will not register at St. Croix Junction and is superior to No. 454.

Nos. 454 and 458 mixed, Passenger and Freight.

Freight extra leave Calais, Except Sunday, at 7.10 A. M. for Washington Junction.

# SPECIAL INSTRUCTIONS.

## REFERENCES.

- D Day train order office.  
 F Flag stop to receive or discharge passengers or freight.  
 N Day and night train order office.  
 S Regular stop.  
 w Water station  
 ▲ Nos. 741 and 740 will not run after October 22.

## STANDARD CLOCKS.

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

## WATCH INSPECTORS.

Boston, Mass., J. A. Coville, Supt. Time Service.  
 Bangor, Me., Adolf Pfaff.  
 Calais, Me., Otis W. Bailey.  
 Eastport, Me., A. J. Danforth.

## REGISTERING STATIONS.

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

## BULLETIN BOARDS.

Bangor Freight Yard. Washington Junction.  
 Union Station. Calais.  
 Old Town. Salmon Falls Machine Shops.  
 Mattawamkeag. Eastport.  
 Vanceboro.

## ELECTRIC STREET RAILWAY CROSSINGS.

Electric street railway crosses main line at the following places:

**Bangor** Front Street.  
**Veazie** Main Road.  
**Orono** Bridge Street — Stillwater branch.  
**Milltown** North Street.

Ball signals are located at these crossings excepting: Orono, Bridge Street; Milltown, North Street. (See rule No. 698).

## YARD LIMITS.

Bangor yard includes all tracks between Yard Limit sign at Hampden Bridge, Yard Limit sign near Mile Post P 138, Yard Limit sign near Brewer Junction, on Mt. Desert branch, and Yard Limit sign east of South Brewer.

Great Works, Oldtown and Milford are included in one yard extending from Yard Limit sign west of Great Works to Yard Limit sign east of Milford.

Basin Mills, Orono and Webster are included in one yard extending from Yard Limit sign west of Basin Mills to Yard Limit sign east of Webster.

Calais yard includes all tracks east of Yard Limit sign opposite St. Croix Junction station.

Ayers Junction yard includes all tracks between the three Yard Limit signs.

Washington Junction yard includes all tracks between the three Yard Limit signs.

Woodland yard includes all tracks between the two Yard Limit signs.

Bucksport, Ellsworth, Mt. Desert Ferry, Enfield, Mattawamkeag, Vanceboro, Eastport and Princeton.

Engines may work within Yard Limits at Calais, Ayers Junction, Eastport, Woodland, and Princeton, keeping clear of first class trains. When within the limits of these yards all second class, third class and extra trains must run with great care and under full control, so that they may be stopped within one-half the limits of the vision of the engineman.

Shifters, light engines, second class, third class and extra trains while within these yards have the same rights, and must keep clear of each other

## DOUBLE TRACK.

Bangor Freight Yard to Union Station.  
 Orono to Old Town.

## SPEED RESTRICTIONS.

Vanceboro, second crossing east, 250.8,	eastward	6 miles
Old Town and Milford Bridges,	eastward & westward	10 "
Bangor Brewer Bridge,	"	6 "
Smelt Brook Crossing, Bucksport,	"	6 "
Salmon Falls machine shops, between east and west switch	eastward & westward	6 miles
Calais, west end of cut west of overhead bridge and Calais station,	"	6 "
Bridges on Eastport branch,	"	15 "
Bucksport, Eastport and Princeton branches,	"	30 "

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 35 miles per hour.

Freight trains with yard engines assisting will not exceed speed three and one-third miles per mile and yard engines when returning 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.

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

At Bangor, lead at east end of double track, trains must not exceed 6 miles per hour west of Yard Limit No. 2.

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.

Regular freight and mixed trains will not exceed schedule speed between stations.

Extra freight and work trains will not exceed 20 miles per hour on Bar Harbor Branch, Calais Branch, Bucksport Branch, Eastport Branch, Princeton Branch, Stillwater Branch and Howland Branch.

Extra freight and work trains will not exceed 25 miles per hour on other lines of this Division.

The specified rate of speed per hour 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.

Slower speeds at points designated by time table must be observed.

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 approaching crossing from either direction. This to apply to switching as well as train movements.

Freight trains must not exceed speed of ten miles per hour over the first highway crossing east and the first and second highway crossings west of East Machias station; passenger trains reduce speed to twenty miles per hour over these crossings.

All trains and engines must reduce speed to 4 miles per hour between the two slow signs 150 feet east and west of Milltown station.

All trains and engines must reduce speed to six miles per hour before going on the wharf at Mt. Desert Ferry.

Engines pushing cars over highway crossing at Baring must not exceed speed of 6 miles per hour.

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 signals in any form, such protection does not cover reverse movements on main line after a train has hauled over crossing, nor on double track when a train is run against traffic, nor for movements in either direction on sidings.

Therefore, whenever necessary to make reverse move on main line after a train passes over crossing and whenever making a move on siding, crossing must be protected by a member of the crew as flagman and when trains on double track are making move against traffic, the speed at such crossings must be reduced to conform to safe operation.

## WHISTLING RULES.

By orders of the Public Utilities Commission acting under the provisions of law, the sounding of whistle in approaching certain highway and town-way crossings at grade is discontinued and whistle posts for such crossings have been removed and ring posts substituted.

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).

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

Brewer Junction, trains running via Mt. Desert branch give one sound of whistle, trains running via Bucksport branch give two sounds of whistle.

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



When whistling for highway crossings, the second long blast must be given while passing the whistle post.

Attention is called to Rule 31a of the Rules of the Operating Department. For the safe operation of track cars, strict observance of rule required; also regular schedule trains running late will observe this rule.

#### INSTRUCTIONS TO OPERATORS OF RAIL MOTOR CARS.

The regulation highway signal should be given with the horn twice in succession; first signal to be begun when passing the whistle or ring post, and the second signal to be given immediately following the first. This signal must be given distinctly and uniformly. In sounding the crossing signal of two long and two short blasts of the horn, three seconds must be used for each long and one second for each short blast of the horn.

Particular care must be given to cut off the blast sharply. Three seconds time should be allowed to elapse between the first and second signals.

The electric gong should be continuously rung, beginning at the whistle or ring post, and until after passing over the crossing.

#### SPECIAL RULES.

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.

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

Attention is called to Rule 93 and 93a of the Rules of the Operating Department. Extra trains are required to be under full control in entering yard limits and responsibility of accident due to violation of these rules will be held to rest with train entering the yard.

Yard engines and engines moving in yard limits must keep clear of each other and must be prepared at all times to stop within one-half the limit of the vision of the engineman.

Light engines running within yard limits will be governed by the same rules and regulations that apply to switching engines.

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.

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.

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.

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.

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.

Trains of Canadian Pacific Railway do not carry train number in locomotive headlight.

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.

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

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.

Special attention of conductors, enginemen and trainmen is called to Rule 13 of General Rules covering the use and care of air brake, air signal and steam-heating equipment, issued April 15, 1910, and the following revision of the first paragraph of this rule effective at once:

When backing passenger or other specified trains into or out of stations, or through yards, Conductor is responsible for the safe operation of train. Two members of train crew must ride the rear, at least one of them a qualified Conductor. Train to be controlled by means of a riding hose.

The air brakes must be coupled and used on all passenger equipment while being handled in shifting movements at Mt. Desert Ferry.

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

At Bangor, passenger trains from the Bar Harbor 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.

In case of passenger train stopping at station where rear coach stands beyond the platform trainmen, where practicable, will not permit passengers to alight from coach to ground but arrange for them to pass through other cars so that they may 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 where ever 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.

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 Class X 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.

On all revenue trains eighty-five per cent. of the cars must have air brakes in operation. Attention is called to Rule 2 of 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.

#### INTERLOCKING SEMAPHORE SWITCH SIGNALS.

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
Home, Main Line Home, 2-arms ft. yard	East end of Bangor Freight Yard	§ Home, 2-arms
Distant. Block E 1445 § Home	Orono, end of double track	§ Home Distant. Block E 1452
Distant. Block E 1481 § Home	Old Town, end of double track, and west end of East Yard	§ Home, 2-arms Distant. Block E 1488 Distant. Block S 1488
Distant. 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 Distant, 2-arms Top arm-C. P. Ry. Lower arm-M. C. main line

**INTERLOCKING SEMAPHORE DRAWBRIDGE SIGNALS.**

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
Home	Kenduskeag Draw- bridge	Home

**AUTOMATIC ELECTRIC SEMAPHORE BLOCK SIGNALS  
AND MAIN LINE INTERLOCKING SIGNALS.  
BANGOR TO VANCEBORO.**

SIGNALS EAST- WARD	BETWEEN STATIONS	SIGNALS WEST WARD	SIGNALS EAST- WARD	BETWEEN STATIONS	SIGNALS WEST- WARD
E 1373 E 1377 E 1385	1300 feet east of Bangor Station	E 1380 E 1390	E 1817	Lincoln and Middletown	E 1822
	and	Circuit of E 1380 ends at signal E 1373	E 1833 E 1847 E 1861	and	E 1836 E 1848
E 1395 E 1405	Mount Hope and	E 1398 E 1408	E 1871 E 1887 E 1901	Houstons and Chamberlains	E 1864
E 1411 E 1419 E 1427 E 1435	Veazie	E 1414 E 1422 E 1430 E 1440	E 1913	and	E 1876 E 1890 E 1906
E 1445 §Home	Basin Mills and	E 1448 §Home	E 1925 E 1939	Penobscot and Winn	E 1918
E 1455 E 1463 E 1471 E 1481	Orono and Webster	E 1452	§Home	and Mattawamkeag	E 1928 E 1942
§Home	and	E 1460 E 1466 E 1476	E 1961 E 1977	and	§Home, 3-arms Distant, 2-arms E 1966 E 1980
E 1503 E 1515 E 1529 E 1541	Great Works and East end of double track and	E 1484	E 1989 E 2005 E 2021	Gordon	E 1994 E 2008 E 2022
¶E 1489	and	§Home, 2-arms E 1490 †S 1490	E 2029 E 2041 E 2053	and Kingman	E 2032 E 2044 E 2056
E 1493	Old Town and Milford	¶E 1496	E 2063 E 2073 E 2087	Drew	E 2066 E 2078 E 2092
E 1551 E 1565 E 1577 E 1591	and	E 1508 E 1520 E 1532 E 1544	E 2103 E 2117	and Meadow Brook and Wytopotlock	E 2108 E 2122
E 1601 E 1613 E 1625	Costigan	E 1554 E 1568 E 1580 E 1594	E 2129 E 2137 E 2143	and	E 2132 E 2138 E 2146
E 1637 E 1653 E 1669	and	E 1604 E 1616 E 1628	E 2155 E 2165 E 2179 E 2191	Bancroft	E 2158 E 2168 E 2182 E 2192
E 1677 E 1689 E 1701 E 1715	Greenbush	E 1640 E 1658 E 1674	E 2201 E 2217 E 2231 E 2243	and	E 2192
E 1723 E 1737 E 1749 E 1761	and	E 1680 E 1694 E 1706 E 1718	E 2255 E 2265 E 2277 E 2291	Cherokee	E 2206 E 2222 E 2234 E 2244
E 1773 E 1785 E 1797	Olamon	E 1728 E 1742 E 1754 E 1766	E 2303 E 2315 E 2331	and	E 2226 E 2268 E 2280 E 2294
E 1809	and	E 1776 E 1788 E 1798	E 2343 E 2353 E 2367 E 2377	Danforth	E 2304 E 2320 E 2334
	and	E 1812		and	E 2346 E 2358 E 2368 E 2380
	Folsom and Lincoln			Forest	
				and	
				Tomah	

**BANGOR TO VANCEBORO—Concluded.**

SIGNALS EAST- WARD	BETWEEN STATIONS	SIGNALS WEST- WARD	SIGNALS EAST- WARD	BETWEEN STATIONS	SIGNALS WEST- WARD
E 2385 E 2397 E 2409	Tomah	E 2388 E 2402 E 2412	E 2461 E 2471 E 2485	Lambert Lake	E 2464 E 2476 E 2488 E 2500 E 2506
E 2421 E 2437 E 2451	Todds Farm	E 2426 E 2442 E 2454	¶E 2499 ¶E 2505	and	
	and			Vanceboro and 1600 feet east of station.	¶E 2512
	Lambert Lake		C. P. Au- tomatic Signal.		

**BAR HARBOR BRANCH.**

SIGNALS EAST- WARD	BETWEEN STATIONS	SIGNALS WEST- WARD	SIGNALS EAST- WARD	BETWEEN STATIONS	SIGNALS WEST- WARD
H 1375 ¶H 1381	Bangor and Brewer Junction		H 1587 H 1597 H 1607	Nicolin	H 1590 H 1600 H 1610 H 1622 H 1632 H 1644
H 1389 H 1399 H 1409 H 1419 H 1431	and	H 1382 H 1390 H 1402 H 1412 H 1424 H 1434	H 1617 H 1629 H 1639	and	
H 1439 H 1451 H 1461 H 1471	Fishers	H 1442 H 1452 H 1462 H 1472	H 1649 H 1657	The Falls	H 1652 H 1658
H 1479 H 1489	and	H 1482 H 1494	H 1665 H 1673 H 1683	and Ellsworth	H 1668 H 1676 H 1684
H 1501	Holden	H 1504	H 1721 H 1733	and Washington Junction	H 1692 H 1702 H 1714
H 1509 H 1519 H 1529 H 1537	and McKenzie and Phillips Lake	H 1512 H 1522 H 1530 H 1540	H 1743 H 1753	and Franklin Road	H 1726 H 1736 H 1746 H 1756
H 1547 H 1557 H 1567 H 1579	and Green Lake	H 1550 H 1560 H 1570 H 1582	H 1761	and Hancock and Waukeag	H 1762
	and		H 1769 H 1779 H 1787	and	H 1772 H 1782 H 1792
	Nicolin			Mt. Desert Ferry	

**BUCKSPORT BRANCH.**

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

**INDICATORS.**

Bangor — At east end of track No. 23, East Yard.  
At west end of track No. 36, East Yard.

Mattawamkeag — || At west end of north siding.  
|| At west end of south siding.  
|| At crossover leading from M. C. Yard to M. C. main line.  
|| At crossover leading from C. P. Yard to M. C. main line.

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

**REFERENCES.**

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

**SEMAPHORE TRAIN ORDER SIGNALS.**

At all telegraph stations except Calais, Eastport and Princeton.

**SPECIAL SIGNALS.**

**Bangor (Union Station).**— One ball or one red light at masthead will allow trains from the Mt. Desert and Bucksport branches 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 Mt. Desert branch to cross westward and eastward main line and enter freight tracks, and stops all main line trains.

Absence of signals stops all westward trains and allows shifting engine to work between Union Station and Yard Limit No. 2.

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

RATING CHANGE POINTS.	CLASS.								
	120	105	100	70	65	60	45	40	35
Bangor to Mattawamkeag.....	1800	1575	1500	1050	975	900	675	600	525
Mattawamkeag to Vanceboro.....	1600	1400	1325	950	860	800	600	525	475
Vanceboro to Forest.....	2000	1725	1650	1150	1070	1000	750	650	575
Forest to Enfield.....	2400	2100	2000	1400	1300	1200	900	800	700
Enfield to Bangor.....	3100	2750	2600	1850	1690	1600	1175	1050	925
Bangor to Mount Desert Ferry.....	1100	975	925	650	600	550	425	375	325
Mount Desert Ferry to Bangor.....	1100	975	925	650	600	550	425	375	325
Washington Junction to Calais.....	1350	1175	1125	800	730	675	500	450	400
Calais to Goodwins.....	1350	1175	1125	800	730	675	500	450	400
Goodwins to Washington Junction.....	1475	1300	1225	850	795	725	550	500	425
Brewer Junction to Bucksport.....	1400	1150	1100	750	715	650	500	450	400
Bucksport to Brewer Junction.....	1400	1150	1100	750	715	650	500	450	400
Ayers Junction to Eastport.....	1200	1050	1000	700	650	600	450	400	350
Eastport to Ayers Junction.....	1200	1050	1000	700	650	600	450	400	350
St. Croix Junction to Princeton.....	1800	1575	1500	1050	975	900	675	600	525
Princeton to St. Croix Junction.....	1800	1575	1500	1050	975	900	675	600	525

Helper service to take combined rating of engines.

**TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.**

Class.	Locomotive Numbers.
120.....	1201 to 1204
105.....	621 to 626
100.....	601 to 620
70.....	501 and 509 to 528 — 466 to 468 — 167 to 180
65.....	401 to 412 — 502 to 508
60.....	351 to 382 — 450 to 465 — 320 to 321 — 161 to 166
45.....	301 to 319 — 246 to 248
40.....	221 to 245 — 275 to 289
35.....	108 to 115 — 140 to 152 — 192 to 199 — 153 to 160

**D. C. DOUGLASS,**

Vice President and General Manager.

**F. O. WOOD,**

Superintendent Transportation.

**T. M. McLAUGHLIN,**

Superintendent,  
Bangor, Me.

**W. A. WHEELER,**

Assistant Superintendent,  
Bangor, Me.

W. E. KINGSTON, Chief Train Dispatcher, Bangor, Me.

A. J. McCORMICK, Night Chief Train Dispatcher, " "

## 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
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