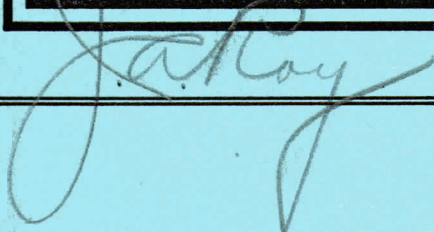


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MAINE CENTRAL RAILROAD



TIME TABLE No. 8

FOR EMPLOYEES ONLY

EFFECTIVE AT

12.01 A. M., SUNDAY

SEPTEMBER 29, 1935

SUPERSEDING

TIME TABLE NO. 7 AND ALL
SUPPLEMENTS THERETO

J. W. SMITH,
GENERAL MANAGER.

S. E. MILLER,
ASSISTANT GENERAL MANAGER.

F. W. ROURKE,
GENERAL SUPERINTENDENT.

C. H. PRIEST,
SUPERINTENDENT
PORTLAND DIVISION

T. M. McLAUGHLIN,
SUPERINTENDENT
EASTERN DIVISION

SPEED SCHEDULE.

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

EASTWARD TRAINS—FIRST CLASS.

Miles from Portland	STATIONS.	71	Δ153	701	5	707	721	1	503 B. & A.	11	213			
		Ex. Sun.	Wed. and Sat. Only	Sun. Only	Ex. Sun.	Sun. Only	Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	Noon	P. M.			
0.00	Portland Yard 8 W													
1.57	Portland Union Sta. W-N	12.10	3.00	7.00	7.00	7.10		7.10		12.00	12.03			
2.41	Tower Five N													
3.12	Woodfords	12.15	3.04	f 7.04	s 7.04	f 7.14		s 7.15		s12.04	s12.07			
4.19	Deering Junction X-W-N	12.18	3.07	7.07	B 7.08	f 7.18		f 7.19		12.07	f12.10			
6.56	P. T. Limit	12.21	3.10	7.10	7.11	7.21		7.22		12.10	12.13			
7.92	West Falmouth													
11.07	Cumberland Center W	12.28	3.16	B 7.17	f 7.18	f 7.28		s 7.29		12.16	f12.20			
13.30	Royal Junction N	12.31	3.19	7.20	7.21	7.31		7.32		12.19	12.23			
15.09	Yarmouth Junction N			s 7.32				s 7.39		f12.21				
20.64	Freeport N			s 7.42				s 7.49		f12.30				
25.32	Hillside			7.49				7.56		12.37				
29.21	Brunswick X-W-N			s 7.55 s 8.03				s 8.02 s 8.12		s12.50				
33.05	Cathance			8.09				8.18		12.50				
36.90	Bowdoinham D			s 8.15				s 8.24		1.01				
40.58	Harwards			8.21				8.30		1.06				
44.64	Richmond W-D			s 8.30				s 8.39		H 1.12				
48.23	Dresden			8.35				8.44		1.17				
51.87	Lawrence Mills—South Gardiner			s 8.42				s 8.51		1.22				
56.10	Gardiner X-N			s 8.51				s 9.00		s 1.23 ³⁰				
56.34	Cobbeooc Crossover													
57.34	Farmingdale Crossover													
59.40	Millikens Crossover													
60.34	Hallowell			s 8.59				s 9.08		1.35				
62.48	Augusta X-W-N			s 9.12 ³⁴				s 9.20		s 1.43				
66.33	Kennebec			9.19				9.27		1.49				
70.09	Riverside			9.25				9.32		1.54				
73.91	Vassalboro			f 9.31				s 9.38		P 1.59				
80.21	Winslow X			9.39				9.46		2.06				
81.76	Waterville X-W-N	2.30	5.05	s 9.42 s 9.50			9.53	s 9.50 s 10.00		s 2.09 s 2.17				
84.32	Fairfield X	2.35	5.10	f 9.55			s 9.59	s10.05		2.22				
85.16	Parkers Crossover													
89.14	Canaan Road Crossover													
90.11	Clinton N	2.44	5.18	f10.03				s10.15		2.30				
95.41	Burnham Jet. W-D	2.51	5.25	f10.11				s10.26		s 2.40				
99.10	Half Way	2.56	5.30	10.16				10.32		2.46				
102.48	Pittsfield X-N	3.01	5.34	s10.23				s10.38 ³⁰		s 2.53				
106.71	Detroit			f10.29				f10.44						
109.49	Newport Junction X-W-D	3.10	5.42	s10.36				s10.52		s 3.07				
112.19	East Newport D	3.14	5.45	f10.41				f10.57		3.13				
117.87	Etna	3.22	5.52	f10.48				f11.05		3.20				
121.82	Carmel	3.27	5.57	f10.55				f11.11		3.25				
124.50	Dabecook Crossover													
126.22	Hermon Pond N	3.33	6.03	f11.02				f11.18		3.31 ³⁰				
129.96	Center—Hermon Center X-W	3.38	6.08	11.07				11.23		3.35				
131.29	Northern Maine Jet. X-N	3.40	6.10 ³⁵	11.10				c11.25	1.15 ³⁰	3.39				
136.56	Bangor Frgt. Yd. X-W-N	3.48	6.17	11.17				11.32	1.25	3.47				
136.93	Bangor X-W-N	3.50	6.20	11.20				11.35	1.27	3.50				
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.			

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

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

ΔNo. 153 Last trip October 12.

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

Effective March 16th, 1936 Post Flood Ice

EASTWARD TRAINS—FIRST CLASS.

THIRD CLASS. 3

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	711	15	505	509	43	127								
			Sun. Only	Ex. Sun.	B. & Ar Ex. Sun.	B. & Ar. Ex. Sun.	Ex. Sun.	Daily	351	21 Mixed	131	339				
			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
		Rigby Yard W-N											A. M.	A. M.	P. M.	P. M.
0.00		Portland Yard 8 W											12.15			5.00
1.57		Portland Union Sta. W-N	12.05	1.55			7.20	10.15								
2.41		Tower Five N														
3.12		Woodfords	s12.09				7.24	10.20					12.31			5.16
4.19	E. 47	Deering Junction X-W-N	12.12	1.59			7.27	10.23					12.35			5.20
6.56		P. T. Limit	12.15	2.02			7.30	10.26					12.40			5.25
7.92		West Falmouth														
11.07	E. 74	Cumberland Center W	12.21				7.36	10.32					12.47			
13.30		Royal Junction N	12.24	2.10			7.39	10.35					12.51			5.32
15.09	E. 35	Yarmouth Junction N	12.26				f 7.42	10.37								5.36
20.64	48	Freeport N	s12.34				s 7.52	f10.45								
25.32	61	Hillside	12.41				7.59	10.52								
29.21		Brunswick X-W-N	s12.50				s 8.04	s11.05								
33.05	110	Cathance	12.56				8.16	11.11								
36.90	53	Bowdoinham D	f 1.01				c 8.21	m11.16								
40.58	60	Harwards	1.06				8.26	11.21								
44.64	W. 113-21	Richmond W-D	s 1.13				s 8.33	f11.28								
48.23	W. 73	Dresden	1.18				8.38	11.33								
51.87	E 36	Lawrence Mills—South Gardiner	1.25				8.43	11.38								
56.10	W. 39	Gardiner X-N	s 1.30 ³⁵⁰				s 8.50	s 11.44								
56.34		Cobboesee Crossover						s 11.46 ²								
57.34		Farmingdale Crossover														
59.40		Millikens Crossover														
60.34		Hallowell	s 1.37				s 8.57	c11.53								
62.48		Augusta X-W-N	s 1.45				s 9.05	s12.04								
66.33	108	Kennebec	1.51				9.11	12.10								
70.09	E. 51	Riverside	1.56				9.16	12.15								
73.91	W. 19-E. 107	Vassalboro	f 2.01				c 9.21	12.20								
80.21	W. 54	Winslow X	2.08				9.28	12.28								
81.76		Waterville X-W-N	s 2.17	3.47			s 9.38	s 12.31					4.00	5.30	1.15	8.50
84.32		Fairfield X	f 2.22	3.51			9.43	s 12.40					4.10	f5.45	s 1.25	9.00
85.16		Parkers Crossover														
89.14		Canaan Road Crossover														
90.11	E. 58-E. 59	Clinton N	f 2.30	3.58			9.51	c12.54					4.22			9.12
95.41	107-63	Burnham Jct. W-D	f 2.39 ⁷⁰²	4.04			9.58	1.02					4.33			9.23
99.10	72	Halfway	2.45	4.08			10.03	1.07					4.40			9.30
102.48	W. 56	Pittsfield X-N	s 2.51	4.12			s 10.09 ²	s 1.15					4.46			9.36
106.71		Detroit	f 2.57				10.15	1.21								
109.49	W. 44	Newport Junction X-W-D	s 3.03	f4.20			s10.21	s 1.30					4.58			9.48
112.19	W. 53	East Newport D	f 3.08				10.26	1.35								
117.87	W. 38	Etna	3.15				10.33	1.42					5.13			10.03
121.82	72	Carmel	f 3.20	4.35			10.38	1.47								
124.50		Dabcock Crossover														
126.22	W. 71	Hermon Pond N	f 3.26	4.41			10.44	1.53					5.28			10.18
129.96	W. 53	Center—Hermon Centes X-W	3.31				10.49	1.58					5.35			10.25
131.29	E. 46	Northern Maine Jct. X-N	3.33	4.47	5.33 ¹⁵	10.28	10.51 ³⁸⁹	2.00					s 6.15 ¹⁵³			s 10.30
136.56		Bangor Frgt. Yd. X-W-N	3.40		5.43	10.38	10.58	2.08					6.30			11.10 ⁴³
136.93		Bangor X-W-N	3.42	4.55	5.45	10.40	11.00	2.10								11.30
			P. M.	P. M.	P. M.	P. M.	P. M.	A. M.					A. M.	A. M.	P. M.	P. M.

711²
Saturday

Runs via Lewiston

Runs via Lewiston

Runs via Lewiston

No. 505 loses right and schedule after 7.00 P. M.

No. 509 loses right and schedule after 11.45 P. M.

Amusement met

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

- No. 15 is superior to Nos. 20, 48, 512 and 16.
- No. 43 is superior to Nos. 48 and 2.
- No. 127 is superior to Nos. 2 and 502.
- No. 711 is superior to No. 702.

Trains using Portland Terminal Company tracks will be governed by Portland Terminal Company timetable and rules, and assume corresponding schedules of that timetable. Train schedules and all regulations shown in this timetable as applying within Portland Terminal Company limits are for information only. For references, see page 20.

WESTWARD TRAINS—FIRST CLASS.

Miles from Bangor	STATIONS.	8	502	214	64	764	504	102	714	20	702	28				
		Ex. Mon.	B. & Ar. Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	B. & Ar. Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.	Sun. Only	Ex. Sun.			
0.00	Bangor X-W-N	A. M. 12.35	A. M. 2.40	A. M.	A. M. 6.40	A. M. 7.00	A. M. 7.05	P. M. 1.00	P. M.	P. M.	P. M. 1.10	P. M.				
0.37	Bangor Frgt. Yd. X-W-N	12.38	2.42		6.42	7.02	7.07	1.02			1.12					
5.64	Northern Maine Jct. X-N	12.49	2.52		6.52	7.12	7.17	s 1.15 ⁶⁰³			1.22					
6.97	Center—Hermon Center X-W	12.51			6.54	7.14		1.18			1.24					
10.71 12.43	Hermon Pond N Dabscook Crossover	12.56			f 6.59	f 7.19		1.23			1.29					
15.11	Carmel	1.01	No. 502 loses right and schedule after 3.30 A. M.		s 7.06	f 7.26		1.28			1.34					
19.06	Etna	1.07				s 7.14	f 7.34		1.33			1.39				
24.74	East Newport D	1.15				s 7.24	f 7.43		1.40			1.46				
27.44	Newport Jct. X-W-D	1.18				s 7.35	s 7.50		s 1.46			s 2.04				
30.22	Detroit					f 7.40	f 7.55									
34.45	Pittsfield X-N	1.27			s 7.49	s 8.02		s 1.57			s 2.17					
37.83	Half Way	1.33			7.55	8.07		2.02			2.22					
41.52	Burnham Jct. W-D	1.37			s 8.06	f 8.13		s 2.09			s 2.39 ⁷¹¹					
46.82 47.79 51.77	Clinton N Canaan Road Crossover Parkers Crossover	1.44			f 8.15	f 8.22		2.18			f 2.48					
52.61	Fairfield X	1.52			c 8.24	s 8.31		2.26	2.43		B 2.56	3.52				
55.17	Waterville X-W-N	s 2.05			s 8.29	s 8.36		s 2.31			s 3.13	4.05				
56.72	Winslow X	2.08			s 8.37	s 8.43		s 2.36	2.55							
63.02	Vassalboro	2.16			8.40	8.46		2.39								
66.84	Riverside	2.21			s 8.49	f 8.55		P 2.47			c 3.24					
70.60	Kennebec	2.26			8.55	9.01		2.52								
74.45	Augusta X-W-N	A 2.33			9.00	9.06		2.57			3.33					
76.59	Hallowell	2.36			s 9.10	s 9.15		s 3.07			s 3.42					
77.53 79.59 80.59	Millikens Crossover Farmingdale Crossover Cobbosee Crossover				s 9.15	s 9.20		3.11			3.46					
80.83	Gardiner X-N	2.44			s 9.25	s 9.30		s 3.20			s 3.54					
85.06	Lawrence Mills—South Gardiner	2.51			s 9.33	f 9.38		3.28			f 4.02					
88.70	Dresden	2.56			9.39	9.44		3.33			4.07					
92.29	Richmond W-D	3.01			s 9.45	s 9.50		R 3.38			s 4.13					
96.35	Harwards	3.07			9.52	9.57		3.44								
100.03	Bowdoinham D	3.12			s 9.58	f 10.03		3.49			f 4.25					
103.88	Cathance	3.18			10.03	10.08		3.54			4.31					
107.72	Brunswick X-W-N	Q 3.25			s 10.09	s 10.14		s 4.00			s 4.43					
111.61	Hillside	3.31			s 10.19	s 10.19		s 4.10			4.51					
116.29	Freeport N	3.37			s 10.34	s 10.34		s 4.26			f 4.58					
121.84	Yarmouth Junction N	3.44			f 10.42	f 10.42		f 4.35			f 5.06					
123.63	Royal Junction N	3.47		10.39	10.45	10.45		4.38		4.47	5.09					
125.86	Cumberland Center	3.50		f 10.42	10.48	10.48		4.41		s 4.51	5.12					
129.01	West Falmouth															
130.37	P. T. Limit	3.57		10.49	10.54	10.54		4.48		4.58	5.19					
132.74	Deering Junction X-W-N	4.01		10.53	10.58	10.58		4.52		c 5.02	5.23					
133.81	Woodfords	4.04		10.56	s 11.01	s 11.01		s 4.55		c 5.05	5.25					
134.52	Tower Five N															
135.36	Portland Union Sta. W-N	4.10		11.00	11.05	11.05		5.00		5.10	5.30					
136.93	Portland Yard 8 W															
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				

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

No. 711 is superior to No. 702.

No. 15 is superior to No. 20.

No. 127 is superior to No. 502.

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

Effective March 16th 1936 act Flood Dec PORTLAND DIVISION

WESTWARD TRAINS—FIRST CLASS.

THIRD CLASS. 5

Miles from Bangor	STATIONS.	724	48	512	16	▲156	2 = 81A			130	398	350	354
		Sun. Only	Mixed Ex. Sun.	B. & Ar. Ex. Sun.	Ex. Sun.	Sun. and Wed. Only	Daily			Ex. Sun.	Ex. Sun.	Ex. Mon.	Daily
0.00	Bangor X-W-N	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			A. M.	P. M.	A. M.	P. M.
0.37	Bangor Frgt. Yd. X-W-N		3.05	4.05	5.15	5.55	9.15						
5.64	Northern Maine Jct. X-N		3.07	4.07	5.15	5.57	9.17					8.00	2.00
6.97	Center—Hermon Center X-W		f 3.17	4.17	5.28 5.38 ⁶⁰⁶	6.09	9.28					s 9.30	2.22
10.71	Hermon Pond N		3.19		5.44	6.11	9.30					9.33	2.25
12.43	Dabscook Crossover		f 3.25 ¹¹		5.44	6.16	9.35					9.43	2.33
15.11	Carmel		f 3.32			6.21	9.41					9.53	2.43
19.06	Etna		f 3.40			6.26	9.46					10.03	2.53
24.74	East Newport D		f 3.49			6.33	9.53					10.15	3.05
27.44	Newport Junction X-W-D		s 3.54 4.07		f 6.04	6.36	s 9.59					10.20	3.10
30.22	Detroit		f 4.13										
34.45	Pittsfield X-N		s 4.25		6.12	6.45	s 10.13 ⁴³					10.40 ¹	3.23
37.83	Half Way		4.31			6.50	10.19					10.50	3.30
41.52	Burnham Jct. W-D		s 4.45		6.21	6.54	10.24					10.57	3.37
46.82	Clinton N		s 4.55		6.27	7.02	f 10.32					11.08	3.47
47.79	Canaan Road Crossover												
51.77	Parkers Crossover												
52.61	Fairfield X		s 5.05		6.34	7.10	10.41			10.55		11.20	3.58
55.17	Waterville X-W-N		s 5.11 5.25		s 6.38	r 7.14	s 10.46 10.56			11.05		f 12.15	f 4.35
56.72	Winslow X		5.29				10.58					12.20	4.40
63.02	Vassalboro		f 5.38				11.07					12.31	4.51
66.84	Riverside		5.43				11.12					12.37	4.57
70.60	Kennebec		5.49				11.17					12.43	5.03
74.45	Augusta X-W-N		s 6.06				s 11.27					12.52	5.12
76.59	Hallowell		s 6.11				s 11.31					12.56	5.16
77.53	Millikens Crossover												
79.59	Farmingdale Crossover												
80.59	Cobbossee Crossover												
80.83	Gardiner X-N		s 6.22				s 11.44 ¹²⁷					1.30 ¹¹ 7:11	5.25
85.06	Lawrence Mills—South Gardiner		f 6.30				11.52					1.40	5.33
88.70	Dresden.		6.36				11.57					1.46	5.39
92.29	Richmond W-D		s 6.44				v 12.02					1.53	5.46
96.35	Harwards		6.51				12.08					2.15	6.05
100.03	Bowdoinham D		f 6.57				12.13					2.22	6.12
103.88	Cathance		7.03				12.18					2.30	6.20
107.72	Brunswick X-W-N		s 7.10 7.17				s 12.30					2.38	6.28
111.61	Hillside		7.25				12.37					2.49	6.39
116.29	Freeport N		s 7.33				v 12.43					3.00	6.49
121.84	Yarmouth Junction N		f 7.42				12.50					3.10	7.00
123.63	Royal Junction N	5.12	7.45		8.14	9.00	12.53				1.57	3.13	7.03
125.86	Cumberland Center W	f 5.15	f 7.48			9.03	12.56				2.01	3.17	7.07
129.01	West Falmouth												
130.37	P. T. Limit	5.22	7.56		8.22	9.10	1.02				2.10	3.26	7.16
132.74	Deering Junction X-W-N	f 5.26	8.01		8.25	9.14	1.06				2.16	3.32	7.22
133.81	Woodfords	f 5.29	c 8.04			9.16	1.08				2.19	3.35	7.25
134.52	Tower Five N												
135.36	Portland Union Sta. W-N	5.35	8.10		8.30	9.20	1.12						
136.93	Portland Yard 8 W												
	Rigby Yard												
		P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			A. M.	3.00 P. M.	4.00 P. M.	8.05 P. M.

except Sundays.

No. 512 loses right and schedule after 5.15 P. M.

New Lewiston

Runs via Lewiston.

Runs via Lewiston.

Shedding car

New Lewiston

New Lewiston

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

No. 11 is superior to Nos. 48 and 512.
 No. 15 is superior to Nos. 48, 512 and 16.
 No. 43 is superior to Nos. 48 and 2.
 No. 127 is superior to No. 2.

▲ No. 156 Last trip October 13.

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

6

EASTWARD TRAINS—FIRST CLASS.

THIRD CLASS.

Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	71	Δ153	5	707	7	218	15	245			351	339
			Ex. Sun.	Wed. and Sat. Only	Ex. Sun.	Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	
13.30	W. 68	Royal Junction	N	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.			A. M.	P. M.
16.91		Walnut Hill		12.31	3.19	7.21	7.31		12.23	2.10			12.51	5.36
19.19		Mill Road		12.36	3.24	7.26	7.36		12.28					
21.28	E. 54	Gray	W	12.42	3.30	s 7.35	f 7.45		f 12.37				1.06	5.51
23.48		Penneys												
25.84	45	New Gloucester	D	12.48	3.36	s 7.44	f 7.52		f 12.44	2.26			1.15	6.00
27.37		Rowes												
30.73	62	Danville Junction	N	12.56	L 3.43	s 7.55	s 8.02		s 12.54	2.33	No. 245 loses right and schedule after 6.00 p. m.		1.25	6.10
32.94	W. 63	Rumford Junction	X	1.00	3.47	s 8.06	8.06		12.59	2.36			1.30	6.15
33.47	48	Hacketts	X			8.07	8.07		1.00					
36.29	W. 44	Auburn	X	1.05	3.52	s 8.17	s 8.15		s 1.06	2.40			1.37	6.22
37.07	F. 231	Lewiston	X-W-N	s 1.15	L 3.54	s 8.30	s 8.27	8.40	s 1.08 ⁹⁹⁸	s 2.45			1.40	6.25
38.90	W. 20	Fair Grounds	X		3.57	8.34	8.31	8.44	1.22				1.43	6.28
44.60	W. 29	Greene		1.27	4.05	B 8.41	f 8.38	f 8.51	f 1.29				1.55	6.40
47.69	139	Leeds Junction	X-W-N	1.32	4.09	B 8.46	s 8.43	s 8.57	s 1.34	2.58			2.10	7.28 ¹⁶
51.12	53	Monmouth	D	1.37	4.15	s 8.53							2.18	7.36
53.61	16	Annabessacook		1.40	4.18	f 8.56				3.05				
56.67	W.18-W.63	Winthrop	X-D	1.44	L 4.22	s 9.05				f 3.09 ⁹⁰			2.26	7.44
59.90	W. 35	Maranacook		1.49	4.26	f 9.10				3.13				7.55 ¹⁶⁶
62.34	E. 107	Readfield	D	1.53	4.30	s 9.17				3.16			2.36	8.00
65.52	18	Hoyts				9.22								
70.24	W. 41	Belgrade	D	2.03	L 4.39	s 9.30				3.26			2.50	8.14
75.07	47	Messalonskee ^{North}	W	2.10	4.46	f 9.37							2.57	8.21
79.23	W. 79	Oakland	X-W-N	2.16	L 4.52	s 9.46				3.37			3.05	8.29
85.29		Waterville	X-W-N	s 2.25	L 5.01	9.55				s 3.45			3.20	8.40
				A. M.	A. M.	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. 15 is superior to Nos. 24, 20 and 16.

ΔNo. 153 Last trip October 12.

EASTWARD TRAINS—FIRST CLASS.

SKOWHEGAN BRANCH

THIRD CLASS.

Miles from Fairfield	Passing Sidings. Capacity Cars.	STATIONS.	721							21	131
			Sun. Only						Mixed	Ex. Sun.	Ex. Sun.
0.00	45	Fairfield	X	A. M.						A. M.	P. M.
3.04		Shawmut		9.59						5.45	1.25
6.33		Good Will Farm		10.06						f 6.00	f 1.33
7.73		Hinckley		f 10.13						f 6.08	f 1.41
15.65	20	Skowhegan	X-D	f 10.17						f 6.25	f 1.50
				10.33						6.50	2.10
				A. M.						A. M.	P. M.

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

No. 21 is superior to No. 130.

No. 131 is superior to No. 28.

WESTWARD TRAINS—FIRST CLASS.

THIRD CLASS. 7

Miles from Waterville	STATIONS.	242	214	24	20	724	16	▲156				398
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.	Sun. and Wed. Only				Ex. Sun.
0.00	Waterville X-W-N	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				P. M.
6.06	Oakland X-W-N	No. 242 loses right and schedule after 9.00 A. M.			s 2.13		6.41	7.18				
10.22	Messalonskee ^{North} W				f 2.32		6.49	7.28				
15.05	Belgrade D				s 2.41		7.00	7.42				
19.77	Hoyts				2.47							
22.95	Readfield D				s 2.53		7.10	7.52				
25.39	Maranacook				f 2.57			7.55 ³⁹⁹				
28.62	Winthrop X-D				s 3.01 ¹⁵		f 7.17	8.00				
31.68	Annabessacook				f 3.13							
34.17	Monmouth D				s 3.20							
37.60	Leeds Junction X-W-N			9.33	3.05	c 3.29	4.02	7.28 ³⁹⁹	8.13			
40.69	Greene		f 9.38	f 3.11	c 3.34	f 4.07						12.38
46.39	Fair Grounds X		9.45	3.19	3.41	4.15						12.50
48.22	Lewiston X-W-N	7.45	s 9.48	3.23	s 3.44	4.21	s 7.43	r 8.25				1.08 ²¹³
49.00	Auburn X	s 7.49	s 10.03		s 4.01	s 4.34						1.13
51.82	Hacketts X	7.54	10.08		4.06	4.39						
52.35	Rumford Junction X		s 10.09		s 4.15	4.40	7.48	8.32				1.19
54.56	Danville Junction N		s 10.15		s 4.21	s 4.45	7.52	r 8.37				1.24
57.92	Rowes											
59.45	New Gloucester D		f 10.22		f 4.28	f 4.52	7.58	8.44				1.33
61.81	Penneys											
64.01	Gray W		f 10.28		f 4.35	f 5.00		8.49				1.42
66.10	Mill Road				4.42	5.07						1.50
68.38	Walnut Hill				4.47	5.12	8.14	9.00				1.57
71.99	Royal Junction N	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				P. M.

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

No. 15 is superior to Nos. 24, 20 and 16.

▲ No. 156 Last trip October 13.

Arriving time of No 20 at Winthrop to be advertised as leaving time.

WESTWARD TRAINS—FIRST CLASS.

SKOWHEGAN BRANCH

THIRD CLASS.

Miles from Skowhegan	STATIONS.	714	28							130
		Sun. Only	Ex. Sun.							Ex. Sun.
0.00	Skowhegan X-D	P. M.	P. M.							A. M.
7.92	Hinckley	2.10	3.20							9.45
9.32	Good Will Farm	f 2.24	f 3.34							f 10.02
12.61	Shawmut	f 2.28	f 3.38							f 10.06
15.65	Fairfield X	2.34	3.44							f 10.30
		s 2.43	s 3.52							f 10.55
		P. M.	P. M.							A. M.

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

No. 21 is superior to No. 130.

No. 131 is superior to No. 28.

8 EASTWARD TRAINS—THIRD CLASS.		LEWISTON BRANCH		WESTWARD TRAINS—THIRD CLASS.							
Miles from Brunswick	Passing Sidings. Capacity Cars.	STATIONS.	317			Miles from Lewiston	STATIONS.	318			
			Ex. Sun.					Ex. Sun.			
0.00		Brunswick X-W-N	A. M. 4.30			0.00	Lewiston X-W	A. M. 10.45			
4.64	W. 17	Pejepscot Mills	4.45			4.83	Crowleys Junction X	11.02			
5.99	28	Simpsons	4.50			7.91	Lisbon X-D	11.20			
8.22	22	Little River—Lisbon Falls X-D	5.10			11.41	Little River—Lisbon Falls X-D	12.15			
11.72	E. 13	Lisbon X-D	5.30			13.64	Simpsons	12.23			
14.80	W. 13	Crowleys Junction X	6.45			14.99	Pejepscot Mills	12.27			
19.63		Lewiston X-W	7.15			19.63	Brunswick X-W-N	12.45			
			A. M.					P. M.			

EASTWARD TRAINS—FIRST CLASS.		FARMINGTON BRANCH			WESTWARD TRAINS—FIRST CLASS.			THIRD CLASS				
Miles from Crowley's	Passing Sidings. Capacity Cars.	STATIONS.	707	7	213	Miles from Farmington	STATIONS.	214	24	724	394	398
			Sun. Only	Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.
0.00		Crowleys Junction X	A. M.	A. M.	P. M.	0.00	Farmington X-W-D	A. M.	P. M.	P. M.	A. M.	A. M.
4.34	W. 10	Sabattus X				0.69	Westville—W. Farmington X	s 1.38	f 2.48	f 2.45	f 6.03	
5.65	13	Golders				4.88	Tyngston—East Wilton	s 1.46	f 2.56	f 2.48	f 6.15	
9.15	4	Wales				7.20	Wilton X-D	s 1.56	s 3.02	s 3.02	s 6.45	
11.33	E. 20	Leeds Junction X-W-D	8.44	8.58	1.35	10.82	North Jay X-W-D	s 2.05	f 3.09	f 3.09	f 6.55	
13.11		Highmoor	8.49	9.03	f 1.40	14.25	The Bridge—Jay	f 2.13	f 3.17	f 3.17	f 7.05	
15.72	E. 20	Curtis Corner	f 8.53	f 9.07	f 1.44	16.44	Livermore Falls X-W-D	8.50	s 2.22 ²¹³	s 3.21	7.15	11.30
18.59	E. 41	Centraltown—Leeds Center	f 8.58	f 9.16 ²¹⁴	f 1.49	17.78	Shuy X	8.53	2.25	3.24		11.35
19.73		Androscoggin	f 9.01	f 9.20	f 1.52	21.56	Norlands—East Livermore	s 8.59	s 2.32	f 3.30		11.45
21.41	24	Littleboro—North Leeds	f 9.05	f 9.24	s 1.56	24.31	Stricklands	s 9.05	f 2.38	f 3.35		11.51
23.60	48	Stricklands	f 9.10	f 9.29	s 2.01	26.50	Littleboro—North Leeds	s 9.10	s 2.43	f 3.40		11.56
26.35	W. 20	Norlands—East Livermore	f 9.15	s 9.35	s 2.06	28.18	Androscoggin	f 9.13	f 2.46	f 3.43		
30.13	29	Shuy X	9.21	9.41	2.12	29.32	Centraltown—Leeds Center	f 9.16 ⁷	f 2.49	f 3.46		12.02
31.47	W. 25	Livermore Falls X-W-D	s 9.27	s 9.47	s 2.15 ²⁴	32.19	Curtis Corner	f 9.21	f 2.54	f 3.50		12.07
33.66	E. 19	The Bridge—Jay	f 9.32	s 9.52		34.80	Highmoor	f 9.25	f 2.59	f 3.54		
37.09	W. 26	North Jay X-W-D	f 9.40	s 10.00		36.58	Leeds Junction X-W-D	s 9.30	s 3.04	s 3.59		12.20
40.71	W. 24	Wilton X-D	s 9.48	s 10.08		38.96	Wales					
43.03	W. 13	Tyngston—East Wilton	f 9.54	f 10.14		42.26	Golders					
47.22	W. 16	Westville—W. Farmington X	f 10.02	s 10.22		43.57	Sabattus X					
47.91		Farmington X-W-D	10.05	10.25		47.91	Crowleys Junction X					
			A. M.	A. M.	P. M.			A. M.	P. M.	P. M.	A. M.	P. M.

EASTWARD TRAINS—FIRST CLASS.		HARMONY BRANCH		WESTWARD TRAINS—FIRST CLASS.						
Miles from Pittsfield	Passing Sidings. Capacity Cars.	STATIONS.	805		Miles from Harmony	STATIONS.	804			
			Mixed				Mixed			
0.00		Pittsfield X-W-N	A. M. 8.00		0.00	Harmony X-W-D	A. M. 9.45			
3.92	5	West Palmyra	f 8.12		2.00	Mainstream	f 9.51			
6.08		Thompsons	f 8.20		5.77	Wild Goose Club	f 10.00			
8.06	W. 3-12	Hartland X	s 8.40		9.41	Hartland X	s 10.25			
11.70		Wild Goose Club	f 8.50		11.39	Thompsons	f 10.32			
15.47	5-E. 2	Mainstream	f 8.57		13.55	West Palmyra	f 10.40			
17.47		Harmony X-W-D	9.10		17.47	Pittsfield X-W-N	10.55			
			A. M.				A. M.			

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.
 Nos. 394 and 398 have rights of an extra train only, between yard limit signs, Livermore Falls Yard.
 No. 805 is superior to No. 804.
 No. 317 is superior to No. 318.

10 EASTWARD TRAINS—FIRST CLASS.					THIRD CLASS RANGELEY BRANCH			WESTWARD TRAINS—FIRST CLASS.					THIRD CLASS		
Miles from Rumford Jct.	Passing Sidings. Capacity Cars.	STATIONS.	205	213	+393 Mixed Wed. and Sat. Only	Miles from Oquossoc	STATIONS.	214	226	+392 Mixed Wed. and Sat. Only	394	398			
			Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.		
0.00	17	Rumford Junction X	A. M. 8.07	P. M.	A. M.	0.00	Oquossoc X-W-D	A. M.	P. M.	A. M.	A. M.	A. M.			
4.09		Elmwood	8.14			2.52	South Rangeley			f 5.15					
5.85	21	Riccars				9.29	Bemis X-W			s 5.24					
7.97	W. 51	Poland	s 8.23			12.13	Summit			s 5.45					
11.62	19	Mechanic Falls X-W-D	s 8.34			18.08	Houghton W			f 5.55					
16.08	27	West Minot	s 8.43			20.78	Menderth			f 6.15					
20.21	51	East Hebron	f 8.50			21.99	Byron			f 6.22					
24.75	33	Buckfield X-D	s 8.59			26.33	Roxbury			f 6.27					
29.52	26-E. 14	East Sumner	f 9.07 ³⁹⁴			30.05	Frye			f 6.41					
31.52	46	Hartford	f 9.12			32.75	Hale			f 6.52					
36.61	W. 33-36	Canton X-W-D	s 9.21			35.87	Rumford X-D	7.55	2.20	7.10					
37.32		Branch Switch X				37.39	Lower Yd. X-W-D	7.58	2.23			9.00			
37.61	E. 25	The Park X	9.23			40.39	Dixfield X-D	s 8.05	s 2.30			f 9.44 ³⁹⁵			
38.01		Whitney Brook X		2.44		43.78	Peru	f 8.12	f 2.37			9.53			
38.30	W. 6-20	Gilbertville X	9.24	s 2.50 ²²⁶		45.61	Worthley	8.15	2.40			9.58			
42.95	33	Worthley	9.31	2.58		50.26	Gilbertville X	f 8.23	s 2.50 ²¹³			10.08			
44.78	E. 21	Peru	f 9.35	f 3.03		50.55	Whitney Brook X	s 8.24	2.51			s 10.10			
48.17	43	Dixfield X-D	s 9.44 ³⁹⁸	s 3.11		50.95	The Park X								
51.17		Lower Yard X-W-D	9.50	3.17		51.24	Branch Switch X					8.15			
52.69		Rumford X-D	9.53	3.20	3.00	51.95	Canton X-W-D		s 2.54			s 8.30			
55.81		Hale			f 3.10	57.04	Hartford		f 3.02			f 8.42			
58.51	W. 37	Frye			f 3.20	59.04	East Sumner		f 3.07			f 9.07 ³⁹⁶			
62.23	19	Roxbury			f 3.32	63.81	Buckfield X-D		s 3.17			s 9.25			
66.57	8	Byron			f 3.44	68.35	East Hebron		f 3.24			f 9.40			
67.78		Menderth			f 3.48	72.58	West Minot		s 3.32			f 9.55			
70.48	W. 35	Houghton W			f 3.57	76.94	Mechanic Falls X-W-D		s 3.42			s 10.30			
76.43	26	Summit			f 4.15	80.59	Poland		s 3.50			f 10.40			
79.27	E. 52	Bemis X-W			s 4.25	82.71	Riccars					10.45			
86.04		South Rangeley			f 4.47	84.47	Elmwood		3.57						
88.56	W. 38-E. 5	Oquossoc X-W-D			4.55	88.56	Rumford Junc. X		4.04			11.00			
			A. M.	P. M.	A. M.			A. M.	P. M.	A. M.	A. M.	A. M.			

EASTWARD TRAINS—FIRST CLASS.				THIRD CLASS.	CANTON BRANCH	WESTWARD TRAINS—FIRST CLASS.				THIRD CLASS.
Miles from Livermore Falls	Passing Sidings. Capacity Cars.	STATIONS.	213	394	Miles from Whitney Brook	STATIONS.	214	398		
			Ex. Sun.	Ex. Sun.			Ex. Sun.	Ex. Sun.		
0.55		Livermore Falls X-W-D	P. M. 2.23	A. M. 7.40		0.44	Whitney Brook X	A. M. 8.25	10.10	
2.50	10	Chisholm Yard X-W-D				0.82	The Wye X	8.27	10.12	
4.59	29	Jay Bridge	2.29	7.50		2.63	Waites	8.28	10.13	
5.33	16	Rileys	f 2.33	f 7.57		4.62	Meadowview	8.31	10.18	
7.32		Sawyers	2.34			5.36	Sawyers	8.35	10.24	
9.13	16	Meadowview	2.38			7.45	Rileys	f 8.37	10.26	
9.51		Waites	2.41	f 8.10		9.40	Jay Bridge	8.41	10.32	
9.95		The Wye X	2.42	8.12		9.95	Chisholm Yard X-W-D		10.38	
		Whitney Brook X	2.43				Livermore F'ls X-W-D	s 8.47	10.40	
			P. M.	A. M.				A. M.	A. M.	

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

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

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

No. 393 is superior to No. 392.

Nos. 394 and 398 have rights of an extra train only, between yard limit signs, Livermore Falls Yard.

† Last trip Nos. 393 and 392, November 30.

MOUNTAIN SUBDIVISION

PORTLAND DIVISION

WESTWARD TRAINS—FIRST CLASS.				THIRD CLASS.		EASTWARD TRAINS—FIRST CLASS.				Thrd Class 11
Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	154		376	378	STATIONS.	163		375
			Ex. Sun. A. M.		Daily P. M.	Ex. Sun. A. M.		Ex. Sun. P. M.		Ex. Sun. P. M.
		<i>Rigby</i> W-N					St. Johnsbury X-W-N	P. M. 2.10		P. M. 5.00
0.00		<i>Portland (Union Sta.)</i> W-N	7.15				<i>Griswold—East St. Johnsbury</i> s	2.20		f 5.13
0.83		<i>River Jct.</i>	7.20		10.10		Concord D	s 2.30		f 5.26
5.43		<i>Cumberland Mills</i> X-W-D	s 7.31		10.20		<i>Essex—No. Concord</i> W	s 2.38		f 5.40
7.31		P. T. Limit	7.35		10.26		Miles Pond s	2.46		f 5.51
10.86	E. 18	South Windham X	s 7.41				<i>Mayo—East Concord</i> s	2.51		f 6.00
11.99	E. 10	Newhall	7.43				Gilman X-D	s 2.57		s 6.08
13.60	W. 22	White Rock	f 7.47				Lunenburg X-W	s 3.02		f 6.14
16.74	E.24-W.14	Sebago Lake X-W	s 7.54		10.45		Scott f	3.08		f 6.21
18.54		Smiths Mill	7.57				Whitefield X	3.13		6.30
19.97		Harmons	7.59				<i>Whitefield (B.&M.R.R.)</i> X-D	s 3.20		s 6.40
20.40		Richville	f 8.01				Quebec Junction X	s 3.35		f 6.55
24.63	13	Steep Falls D	s 8.09		11.04		Carroll W	3.41		7.05
26.36	W. 21	Mattocks s	8.14				Twin Mountain s	3.49		7.18
31.69	18	Cornish D	s 8.26				Fabyan X-W-D	s 3.59		7.32
33.42	28-12	West Baldwin f	8.30		11.18 ^{7:15}		Bretton Woods s	4.01		
36.27	E. 16	Bridgton Junction X	s 8.36				Crawford Notch X-D	s 4.10		s 8.05
36.82	22	Hiram X-W-D	s 8.39		11.25		Willey House W-D	f 4.20		8.28
39.55		Icepond s	8.45				Carrigain s	4.27		8.43
43.27	13	Brownfield s	8.51				Notchland f	4.31		8.52
46.45	28	Lovells s	8.56				Sawyers River f	4.35		9.02
49.81	E. 36	Fryeburg W-D	s 9.03		11.55		Bartlett X-W-N	s 4.50		s 9.40
54.30	E. 25-16	Conway Centre s	9.11				<i>Glen—Glen and Jackson</i> s	4.59		
56.84	E. 25	Redstone f	9.16		12.10		Intervale X	s 5.06		
59.33	E.33-W.30	North Conway s	9.23		12.15		North Conway s	5.11		10.05
61.36		Intervale X	s 9.28				Redstone s	5.17		
64.73	29	<i>Glen—Glen and Jackson</i> s	9.35		12.26		Conway Centre s	5.23		
70.51	E. 31-36	Bartlett X-W-N	s 9.44 s 9.50		s 1.30	4.45	Fryeburg W-D	s 5.33		10.25
74.79	E. 27-12	Sawyers River f	9.58		1.45	4.59	Lovells s			
76.54	17	Notchland f	10.02				Brownfield s	5.43		
78.13	14	Carrigain f	10.07				Icepond s			
80.88	E. 20	Willey House W-D	f 10.13				Hiram X-W-D	s 5.55		10.55
85.02	E. 31-27	Crawford Notch X-D	s 10.29		s 2.40	s 5.45	Bridgton Jct. X	s 5.59		
88.27	W. 17	Bretton Woods X	10.36				West Baldwin f	6.03		11.18 ^{7:15}
89.09		Fabyan X-W-D	s 10.40		2.55	5.58	Cornish D	s 6.10		
93.53	14	Twin Mountain s	10.48				Mattocks s	6.20		11.37
97.23	29	Carroll W	10.58				Steep Falls D	s 6.24		
99.50	22-8	Quebec Junction s	11.03		s 3.30	s 6.30	Richville f	6.31		
		<i>Whitefield (B.&M.R.R.)</i> X-D	s 11.15		s 4.10		Harmons s	6.32		
103.57	13	Whitefield X	11.21		4.15		Smiths Mill s	6.34		
106.77	E. 22	Scott s	11.26		f 4.24		Sebago Lake X-W	s 6.38		11.57
109.27	34	Lunenburg X-W	s 11.31		f 4.32		White Rock f	6.43		
111.54	W. 20	Gilman X-D	s 11.37		f 4.40		Newhall s	6.46		
113.50	19	<i>Mayo—East Concord</i> f	11.42		f 4.46		South Windham X	s 6.49		12.12
116.22	W. 2	Miles Pond f	11.47		f 4.55		P. T. Limit s	6.54		12.19
119.67	E. 20	<i>Essex—No. Concord</i> W	s 11.53		f 5.07		<i>Cumberland Mills</i> X-W-D	s 7.00		12.25
123.23	14	Concord D	s 12.02		f 5.18		<i>River Jct.</i> s	7.09		12.37
127.01	19	<i>Griswold—East St. Johnsbury</i> s	12.10		f 5.30		<i>Portland (Union Sta.)</i> W-N	7.17		
131.26		St. Johnsbury X-W-N	12.20		5.45		<i>Rigby</i> W-N			1.00
			P. M.		A. M.	A. M.		P. M.		P. M.

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

Time shown for Me. C. trains at Whitefield B. & M. R. R. is for information only.

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

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

For references, see page 20.

MOUNTAIN SUBDIVISION

PORTLAND DIVISION

12 WESTWARD TRAINS—FIRST CLASS						THIRD CLASS.								
Miles from Portland	Passing Sidings. Capacity Cars.	STATIONS.	4301	+453	73									
			B. & M.	B. & M.	B. & M.									
			Ex. Sun.	Sun. Only	Ex. Sun.									
			A. M.	P. M.	P. M.									
99.50		Quebec Junction X									□378 Mixed			
101.91	W. 24	Waumbek Junction X	10.35	3.36	4.41						Ex. Sun.			
104.39	14	Baileys	10.40	3.41	4.46						A. M.			
107.69	E. 5	Riverton	s10.47	3.47	4.52						6.30			
111.36		Lancaster X-W-D	s11.00	s 3.55	s 5.05						f 6.36			
112.44	E. 17	Coos Junction X	11.03	3.58	5.08						f 6.43			
117.47	21	Guildhall									f 6.51			
120.15		Stevens									7.02			
124.02	W. 20	Maidstone W									s 8.00			
126.00	34	Fitches									s 8.05			
126.87		Masons									f 8.18			
132.02	E.26-E.11 W.16	North Stratford X-W-D									f 8.26			
135.65	E. 14	Georges									f 8.37			
138.33	W. 4	Cones									8.42			
140.91	E. 31	Columbia Bridge									f 8.44			
144.76	24-W.16	Colebrook X-D									s 9.15			
147.30		Arlins									f 9.26			
150.58		Piper Hill									f 9.35			
152.78	W. 18	West Stewartstown X									f 9.43			
154.51		Beecher Falls X-W-D									s10.10			
			A. M.	P. M.	P. M.									

EASTWARD TRAINS—FIRST CLASS.						THIRD CLASS.								
Miles from Beecher Falls	STATIONS.	4302	+450	4308	448									
		B. & M.	B. & M.	B. & M.	B. & M.									
			Ex. Sun.	Sun. Only	Ex. Sun.	Ex. Sun.								
			A. M.	P. M.	P. M.	P. M.								
0.00	Beecher Falls X-W-D										□377 Mixed			
1.73	West Stewartstown X										Ex. Sun.			
3.93	Piper Hill										A. M.			
7.21	Arlins										11.10			
9.75	Colebrook X-D										s11.20			
13.60	Columbia Bridge										11.27			
16.18	Cones										11.38			
18.86	Georges										s12.10			
22.49	North Stratford X-W-D										f12.22			
27.64	Masons										f12.30			
28.51	Fitches										f12.38			
30.49	Maidstone W										s 1.15			
34.36	Stevens										1.28			
37.04	Guildhall										1.30			
42.07	Coos Junction X	8.12	12.07	12.16	2.08						c 1.35			
43.15	Lancaster X-W-D	s 8.18	s12.11	s12.22	s 2.15						1.46			
46.82	Riverton	s 8.26	12.18	s12.30	2.24						f 1.54			
50.12	Baileys	8.32	12.24	12.37	2.31						s 2.20			
52.60	Waumbek Junction X	8.37	12.29	12.43	2.38						s 2.40			
55.01	Quebec Junction X										f 2.48			
			A. M.	P. M.	P. M.	P. M.								

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

No. 377 is superior to No. 378.

No. 448 is superior to No. 73.

□ Mixed between Lancaster and Beecher Falls only.

+ No. 450 first trip December 1.

+ No. 453 first trip December 1.

EASTWARD TRAINS—FIRST CLASS. BANGOR TO VANCEBORO							WESTWARD TRAINS—FIRST CLASS. VANCEBORO TO BANGOR						
Miles from Bangor	Passing Sidings. Capacity Cars.	STATIONS.	7	9	71	93	Miles from Vanceboro	STATIONS.	92	10	6	8	
			C. P.	C. P.					C. P.	C. P.	C. P.		
			Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.			Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	
			A. M.	A. M.	A. M.	P. M.			A. M.	P. M.	P. M.	P. M.	
0.00		Bangor X-W-N			4.15	4.15	0.00	Vanceboro X-W-N	8.20	6.25	9.15	9.20	
3.90	38	Veazie			4.23	s 4.23	5.01	Lambert Lake	s 8.30	6.34	9.23	9.29	
7.28	23	Basin Mills				4.29	9.08	Todds Farm	8.36	6.40	9.29	9.35	
8.06	100	Orono X-D			4.31	s 4.33	12.22	Tomah W	f 8.41	6.45	9.34	9.40	
11.15	140	Great Works X				s 4.39	16.50	Forest D	s 8.49	6.51	9.40	M 9.47	
12.21	37	Oldtown X-W-N			A 4.39	s 4.45	21.08	Eaton	s 8.58	6.58	9.46	9.54	
13.08	43	Milford X				s 4.49	26.08	Danforth X-W-D	s 9.07	y 7.07 ⁹⁸	9.52	s10.04	
18.03	W. 19	Costigan			4.50	s 4.56	31.04	Cherokee	9.15	7.15	9.59	10.11	
22.63	E. 18	Greenbush			4.57	f 5.03	35.39	Bancroft	s 9.22	7.22	10.05	c10.18	
26.33	W. 32	Olamon			5.02	f 5.09	38.54	Wytopotlock D	s 9.28	7.27	10.09	c10.23	
30.58	22	Passadumkeag			5.08	s 5.16	41.21	Meadow Brook	9.33	7.31	10.13	10.27	
35.09	37	Enfield D			5.15	s 5.23	44.92	Drew	9.38	7.36	10.18	10.32	
40.19	W. 27	Pollard Brook—South Lincoln			5.23	f 5.30	47.81	Kingman W-D	s 9.44	7.41	10.22	K10.36	
44.46	E. 25	Lincoln W-D			s 5.33	s 5.39	52.44	Gordon	9.52	7.48	10.28	10.43	
46.10	25	Middletown—Lincoln Center			5.36	s 5.42	56.08	Mattawamkeag X-W-N	s10.00	7.55	10.35	s10.50	
49.23		Houstons—North Lincoln				f 5.48	58.48	Winn D	s10.06				
49.98	41	Chamberlains			5.43	5.49	59.76	Penobscot	10.09				
53.98	32	Penobscot				5.55	63.76	Chamberlains	10.15			11.01	
55.26	21	Winn D				s 5.59	64.51	Houstons—North Lincoln	f10.16				
57.66	28-W. 84	Mattawamkeag X-W-N	2.07	5.40	s 5.55	s 6.08	67.64	Middletown—Lincoln Center	s10.22				
61.30	59	Gordon	2.14	5.48	6.03	6.15	69.28	Lincoln W-D	s10.27			s11.11	
65.93	W. 59-W. 59	Kingman W-D	2.20	5.55	P 6.10	s 6.23	73.55	Pollard Brook—South Lincoln	f10.34			11.19	
68.82	58	Drew	2.24	5.59	6.14	6.28	78.65	Enfield D	s10.42			11.26	
72.53	23	Meadow Brook		6.04	6.19	6.33	83.16	Passadumkeag	s10.49			11.32	
75.20	E. 68	Wytopotlock D	2.32	6.08	6.23	s 6.39	87.41	Olamon	s10.57			11.38	
78.35	W. 58-W. 59	Bancroft	2.36	6.13	6.28	f 6.45	91.11	Greenbush	f11.03				
82.70	59	Cherokee	2.42	6.20	6.35	6.52	95.71	Costigan	s11.11			11.49	
87.66	E. 59-E. 59	Danforth X-W-D	2.49	y 6.28	s 6.44	s 6.59 ¹⁰	100.66	Milford X	s11.18				
92.66	E. 58	Eaton	2.55	6.36	6.51	s 7.15	101.53	Oldtown X-W-N	s11.23			B11.59	
97.24	W. 58-W. 59	Forest D	3.01	6.43	H 6.59	s 7.25	102.59	Great Works X	s11.26				
101.52	W. 27	Tomah W	3.07	6.49	7.05	f 7.32	105.68	Orono X-D	s11.34			12.06	
104.66	58	Todds Farm	3.12	6.55	7.11	7.38	106.46	Basin Mills	11.36				
108.73	63	Lambert Lake	3.17	7.01	7.17	s 7.45	109.84	Veazie	f11.43				
113.74		Vanceboro X-W-N	3.24	7.10	7.25	7.55	113.74	Bangor X-W-N	11.50			12.20	
			A. M.	A. M.	A. M.	P. M.			A. M.	P. M.	P. M.	A. M.	

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

No. 71 is superior to No. 92.

No. 9 is superior to No. 92.

Arriving time of No. 93 at Danforth to be advertised as Leaving time.

14

**EASTWARD TRAINS—FIRST CLASS.
CALAIS BRANCH**

SECOND CLASS.

Miles from Bangor	Passing Sidings. Capacity Cars.	STATIONS.	123	153	129	433 Mixed	439 Mixed
			Ex. Sun.	Wed. and Sat. Only	Ex. Sun.		
			A. M.	A. M.	P. M.	A. M.	A. M.
0.00		Bangor X-W-N	3.15	6.40	4.05		
1.25	8	Brewer Junction X	3.22	6.47	4.12	s 6.08	
6.85	20	Fishers	3.32	6.58	4.22		
10.65	14	Holden	3.40	7.05	f 4.31		
13.93	W. 16	Lucerne in Maine	3.46	J 7.11	f 4.37		
17.35	E. 10	Green Lake	3.54	7.18	f 4.45		
21.58	15	Nicolin	4.02	7.26	4.53		
27.59	E. 16	The Falls— X Ellsworth Falls	4.12	7.37	• 5.04		
29.18	E. 12-E.14	Ellsworth X-D	s 4.24	s 7.40 s 8.00	s 5.07 s 5.15		
31.60	E. 25-E.16	Washington Junction X-W	s 4.32	8.05	s 5.23	No. 433 loses right and schedule between Bangor and Brewer Jct. after 6.30 A. M.	
40.86	E. 10	Franklin D	s 4.50		s 5.41		
46.33	16	Schoodic W	5.01		5.52		
48.32	9	Tunk Lake	5.05		f 5.56		
51.18	16	Goodwins	5.10		6.01		
53.37		Stover			f 6.11		
55.87		Unionville	5.19				
58.51		Halfway					
60.33	16	Cherryfield W-D	s 5.31		s 6.22		
64.44		Dorman	5.39		6.30		
66.14	15-10	Harrington D	s 5.43		s 6.33		
69.91	15	Addison	5.50		6.40		
71.57		Ward					
73.01	23	Columbia Falls D	s 5.58		s 6.47		
75.02		Indian River					
77.18	W. 17	Jonesboro	6.07		f 6.56		
84.75	20	Whitneyville	6.20		f 7.09		
88.65	11	Machias W-D	s 6.30		s 7.20		
91.14		Machiasport	6.36		f 7.26		
93.05	9	East Machias D	s 6.43		s 7.32		
94.02	14	Gardners	6.46		7.38 ¹⁰		
94.51		Jacksonville			f 7.39		
99.15	15-41	McGeorges Pit	6.55		7.47		
99.92		Ellis					
100.42		Southern Inlet W					
106.26	20	Marion	7.10		7.59		
110.58	E. 9	Dennysville D	f 7.18		s 8.07		
114.75		Robinson	7.27		8.16		
117.36	23	Ayers Junction X-W-D	s 7.42		s 8.26		
120.41	19	Charlotte	f 7.49 ¹²²		8.33		
123.82		Youngs Pit	7.55		8.39		
129.92		St. Croix Junction X	8.05		8.50	11.52	
130.56	19	Campbells X					
131.41		Milltown X	s 8.08		s 8.53	s 12.03	
132.18		Salmon Falls X					
132.91	21	Indian Point X					
133.45	8	Calais X-W-D	8.15		9.00	12.10	
			A. M.	A. M.	P. M.	A. M.	P. M.

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

No. 123 is superior to No. 122.

△ No. 153 last trip October 12.

⊠ Mixed, Bangor to Ayers Junc. only.

• Stops to Receive or Deliver parcel post.

WESTWARD TRAINS—FIRST CLASS.
CALAIS BRANCH

SECOND CLASS. 15

Miles from Calais	STATIONS.	122	116	▲156							438		
		Ex. Sun.	Ex. Sun.	Sun. Only							Mixed Ex. Sun.		
		A. M.	P. M.	P. M.							A. M.		
0.00	Calais X-W-D	7.15	6.10								8.30		
.54	Indian Point X												
1.27	Salmon Falls X												
2.04	Milltown X s	7.23	s 6.18								s 8.38		
2.89	Campbells X												
3.53	St. Croix Junction X	7.27	6.21								s 8.50		
9.63	Youngs Pit	7.38	6.32										
13.04	Charlotte	7.49 ¹²³	f 6.38										
16.09	Ayers Junction X-W-D s	8.00	s 6.53										
18.70	Robinson	8.05	6.58										
22.87	Dennysville D s	8.14	f 7.07										
27.19	Marion	8.22	7.15										
33.03	Southern Inlet W												
33.53	Ellis												
34.30	McGeorges Pit	8.36	7.29										
38.94	Jacksonville f	8.44											
39.43	Gardners	8.45	7.38 ¹²³										
40.40	East Machias D s	8.48	s 7.41										
42.31	Machiasport f	8.54	7.46										
44.80	Machias W-D s	9.01	s 7.53										
48.70	Whitneyville f	9.10	8.02										
56.27	Jonesboro f	9.23	8.15										
58.43	Indian River												
60.44	Columbia Falls D s	9.32	s 8.24										
61.88	Ward												
63.54	Addison	9.38	8.30										
67.31	Harrington D s	9.44	f 8.37										
69.01	Dorman	9.47	8.40										
73.12	Cherryfield W-D s	9.58	s 8.50										
74.94	Halfway												
77.58	Unionville f	10.07	8.59										
80.08	Stover												
82.27	Goodwins	10.17	9.09										
85.13	Tunk Lake f	10.22	9.14										
87.12	Schoodie W	10.26	9.18										
92.59	Franklin D s	10.37	s 9.29										
101.85	Washington Junction X-W s	10.57	s 9.48	3.30									
104.27	Ellsworth X-D s	11.13	s 9.59	s 3.35 4.45									
105.86	The Falls— Ellsworth Falls X	11.17	10.02	4.49									
111.87	Nicolin	11.28	10.13	5.00									
116.10	Green Lake f	11.36	10.21	5.08									
119.52	Lucerne in Maine f	11.44	10.29	L 5.15									
122.80	Holden	f 11.50	10.35	5.21									
126.60	Fishers	11.58	10.43	5.28									
132.20	Brewer Junction X	12.08	10.53	5.38									
133.45	Bangor X-W-N	12.15	11.00	5.45									
		P. M.	P. M.	P. M.							A. M.		

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

- ▲ No. 156 last trip October 13.
- Stops to Receive or Deliver parcel post.
- No. 123 is superior to No. 122.
- No. 156 will be run as an extra train October 2 and October 9.

16 EASTWARD TRAINS—SECOND CLASS. BUCKSPORT BRANCH WESTWARD TRAINS—SECOND CLASS.

Miles from Brewer Jct.	Passing Sidings. Capacity Cars.	STATIONS.			433		Miles from Bucksport	STATIONS.			
					Mixed							Ex. Sun.
0.00	8	Brewer Junction	X		A. M.		0.00	Bucksport	X-W-D		
1.91	W. 9	South Brewer	X		f 6.15		5.07	Winterport Ferry— Bucksport Center			
4.70		Pierces					6.54	Cedar Grove—No. Bucksport			
5.56		Orrington			s 6.26		9.89	Mill Creek—So. Orrington			
8.15	E. 5	Mill Creek—So. Orrington			s 6.35		12.48	Orrington			
11.50		Cedar Grove—No. Bucksport					13.34	Pierces			
12.97	E. 8	Winterport Ferry— Bucksport Center			f 6.50		16.13	South Brewer	X		
18.04	W. 23	Bucksport	X-W-D		7.25 A. M.		18.04	Brewer Junction	X		

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

EASTWARD TRAINS—FIRST CLASS. MT. DESERT FERRY BRANCH WESTWARD TRAINS—FIRST CLASS.

Miles from Washington Jct.	Passing Sidings. Capacity Cars.	STATIONS.					Miles from Mt. Desert Ferry	STATIONS.			
3.48	13	Franklin Road					2.50	Waukeag			
7.25	13	Hancock					3.55	Hancock			
8.30	13	Waukeag					7.32	Franklin Road			
10.80		Mt. Desert Ferry	X				10.80	Washington Junction	X-W		

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

EASTWARD TRAINS—FIRST CLASS. SECOND CLASS. EASTPORT BRANCH WESTWARD TRAINS FIRST CLASS. SECOND CLASS.

Miles from Ayer's Jct.	Passing Sidings. Capacity Cars.	STATIONS.			441		445		Miles from Eastport	STATIONS.	440		444		442		446			
					Mixed		Mixed				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Mixed	Mixed	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
					Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.			A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
0.00		Ayers Junction	X-W-D		7.45	8.30	10.00	10.40	0.00	Eastport	X-W-D	6.40	6.00	8.50	9.35					
3.45	8	Pembroke	D		s 7.54	s 8.39	s 10.11	f 10.51	4.69	Pleasant Point		f 6.53	f 6.13	f 9.05	f 9.50					
8.69	9	Perry			s 8.06	s 8.51	s 10.28	f 11.08	7.02	Perry		s 6.59	s 6.19	s 9.12	s 9.57					
11.03		Pleasant Point			f 8.12	f 8.57	f 10.35	f 11.15	12.26	Pembroke	D	s 7.11	s 6.31	s 9.29	s 10.14					
15.71	7	Eastport	X-W-D		8.25 A. M.	9.10 P. M.	10.50 A. M.	11.30 P. M.	15.71	Ayers Junction	X-W-D	7.20 A. M.	6.40 P. M.	9.40 A. M.	10.25 P. M.					

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

EASTWARD TRAINS—SECOND CLASS. WOODLAND BRANCH WESTWARD TRAINS—SECOND CLASS.

Miles from Woodland	Passing Sidings. Capacity Cars.	STATIONS.					Miles from St. Croix Junction	STATIONS.			
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.								
0.00	12	Woodland	X-W				0.00	St. Croix Junction	X		
6.56		Baring					1.52	Baring			
8.08		St. Croix Junction	X				8.08	Woodland	X-W		

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

GENERAL SPECIAL INSTRUCTIONS

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

STANDARD CLOCKS.

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

Telegraph Office, Mattawamkeag.
Telegraph Office, Vanceboro.
Telegraph Office, Calais.
Telegraph Office, Lower Yard.
Telegraph Office, Bartlett.

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

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

CHANGES IN GENERAL RULES.

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.

19. By day marker lamps unlighted.

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.

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

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 employe addressed. The copy for each engineman must be delivered to him personally by the conductor, and enginemen must read the order to the conductor before proceeding.

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

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

210a. Cancelled.

FORMS OF TRAIN ORDERS

G.

EXTRA TRAINS

Add:

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

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

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

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

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

No. 156 operates in sections Waterville to Portland.

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

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

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

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

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

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

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

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

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

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

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

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

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.

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

Engines operating tender first will not exceed speed of 20 miles per hour.

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

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

B. & M. Santa Fe type engines 3000 series must not exceed 35 miles per hour.

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

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

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

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

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

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

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

WHISTLING RULES.

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

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

Enginemen must sound whistle signals accurately and when whistling for crossings the crossing whistle signal (Rule 14 (L) revised) shall be given, beginning the first long blast at the whistle post, cut off each blast sharply and make the long and short blasts of the whistle with interval of time between, using a minimum of three seconds for each long blast and one second for each short blast with a perceptible time between the blasts.

In case of fast moving trains the one crossing signal, two long and two short blasts of the whistle, shall be prolonged until engine is on the grade crossing. In case of slow moving train the crossing signal shall be repeated, the last short blast to be prolonged until engine is on the grade crossing.

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

MISCELLANEOUS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

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

APPLICATION OF HOURS OF SERVICE LAW.

Trainmen and Enginemen.

No Conductor, Engineer, Fireman or Trainman shall remain on duty for a longer period than sixteen (16) hours in any twenty-four (24) hour period.

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

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

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

Telegraph Operators.

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

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

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

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

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

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

Hot Journals By Day: Hold nose with first finger and thumb of right hand and point down toward track with left hand.

By Night: Swing lantern in small vertical circle when running, lantern to be held in hand by the guard wires around the globe.

Connection Dragging . . . By Day or

By Night: Stop signal to be given.

Car Door Swinging or

About to Fall Off By Day:

Raise and lower right hand full length of body slowly and give stop signal.

By Night: Same signal with lantern. In addition, give stop signal.

Brakes Sticking By Day:

Palms of hands rubbed together in front of body.

By Night: Lantern swung horizontally in front of body in circle. (Commonly known as kick motion).

All Clear By Day:

Raise hand and hold it stationary.

By Night: Quick sharp proceed signal.

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

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

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

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

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

PORTLAND DIVISION SPECIAL INSTRUCTIONS.

REFERENCES.

- A Stops to leave passengers from Bangor and points east, including passengers from Bangor and Aroostook R. R., and to pick up passengers.
- B Stops to take passengers.
- C Stops to leave passengers.
- D Day train order office.
- E Stops to leave passengers from Waterville and east and to take passengers for Portland and west.
- f Flag stop to receive or discharge passengers or freight.
- H Stops to leave passengers holding tickets from Portland and points west and to take passengers holding tickets for Waterville and points east.
- K Flag stop on Saturdays only.
- L Stops to leave passengers holding tickets from New York and points West.
- M Stops to leave passengers holding tickets from Brunswick and points west and to take passengers for Augusta and points east.
- N Day and night train order office.
- P Flag stop Fridays only.
- Q Stops to leave passengers holding tickets from points east of Bangor and from Bangor and Aroostook points.
- R Stops to leave passengers holding tickets from Waterville and points east and to take passengers holding tickets for Portland and points west.
- s Regular stop.
- T Stops to take passengers holding tickets for New York and points West.
- U Stops to leave passengers holding tickets from Augusta and points west.
- V Regular stop, Sunday nights only.
- w Water station.
- x Yard Limits.

DOUBLE TRACK.

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

ELECTRIC STREET RAILWAY CROSSINGS.

Electric street railway crosses main line at the following places:

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

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

WATCH INSPECTORS.

Augusta, Me.,	F. E. Hilton	Livermore Falls, Me.,	H. F. Small
Portland, Me.,	Frank E. Brown	Me.,	Leon J. White
Portland, Me.,	Blake & Hendrickson	Rockland, Me.,	Harold B. Farmer
Bangor, Me.,	Adolf Pfaff	Rumford, Me.,	Rumford Jewelry Co.
Bath, Me.,	Hall and Hunt	Rumford, Me.,	Rumford Jewelry Co.
Brunswick, Me.,	L. P. Caron	Skowhegan, Me.,	A. L. Nutting
Bingham, Me.,	J. L. Andrews	Waterville, Me.,	G. C. Tapley
Dover-Foxcroft, Me.,		Pittsfield, Me.,	W. F. Roberts
Me.,	Wm. H. Pratt	St. Johnsbury, Vt.,	Lurchin & Lurchin
Farmington, Me.,	Geo. H. Brown	Lancaster, N. H.,	H. J. Whitcomb and Sons
Gardiner, Me.,	Charles O. Davenport		
Lewiston, Me.,	H. E. Doten		

WHISTLING RULES.

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

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

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

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

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

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

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

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

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

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

CROSSINGS.

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

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

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

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

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

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

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

At Bridge and Railroad Streets, Fairfield, switching movements over crossings will be protected by a member of the crew who will flag highway travelers over crossings when signals are operating and train movement is not made over the crossing.

At the west end of track No. 3 a box containing push keys is located on a post near switch stand, and when switching at that point, trainmen will stop operation of the crossing signals at Railroad and Bridge Streets by pressing key marked "Stop" and when ready to proceed east, press the key marked "Start." A white light will indicate when signals are cut out. The cut-out section extends to a point about 850 feet east of switch leading to track No. 3, and the east end is indicated by a sign marked "Crossing Signal" and when switching at west end of track No. 3, cars set off on main line must not be left standing on main line east of this sign.

At Hermon Pond a box containing push keys has been installed on signal P-1261, and when a train is standing on the eastward main line west of signal, trainmen by pressing the push key marked "Stop" will stop signal from operating, and when ready to proceed will start signal operating by pressing key marked "Start."

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

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

At Leeds Jct. a box containing push keys has been installed on the station near the register book box and when a train is standing at any point on the main line, east or west of the crossing, trainmen can stop operation of the signal by pressing key marked "stop" and when ready to proceed start signal by pressing key marked "start."

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

At Winthrop a box containing push keys has been installed on the east end of freight house, and when a train is standing on the main line west of Main St. crossing, trainmen by pressing push key marked "stop" will stop the signal from operating. When ready to proceed, press the key marked "start" and signal will operate.

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

At Dover-Foxcroft all shifting and Train movements over Summer St. crossing must be protected by a member of the crew on the ground.

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

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

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

Water Street.....	} Week Days 6.15 A. M. to 10.15 P. M.
Washington Street.....	
School Street.....	
Center Street.....	
North Street.....	
Pearl Street.....	} Sundays 7.30 A. M. to 9.30 A. M. 4.00 P. M. to 6.00 P. M.
York Street.....	

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

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

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

At Thomaston all extra trains other than symbol trains must reduce speed to 6 miles an hour over crossings at Green Street, Elliott Street and Mechanic Street.

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

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

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

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

Water and Russell Streets, just west of passenger station —	
Week Days.....	6.35 A. M. to 3.25 P. M. or departure No. 28.
Sundays.....	10.20 A. M. to 2.15 P. M. or departure No. 714.

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

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

At Bartlett, N. H. the crossing at Portland Road is protected by flashing light crossing signals for which stopping and starting keys are provided at Albany Ave. and Portland Road.

Keys located at Albany Ave. control the section from Albany Ave. to a point opposite track scales, and a white light on the key box will indicate when crossing signals are cut out.

Keys located at Portland Road control the section from point opposite track scales to west end of circuit, about 2,000 feet west of Portland Road.

Crews doing switching between Albany Ave. and Portland Road, or stopping in the circuit west of Portland Road will stop operation of crossing signals at Portland Road, as required, by pressing key marked "stop" and when ready to proceed will press key marked "Start."

All movements over Portland Road crossing when signals are not in operation to be flagged by member of train crew.

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

At North Stratford protection of crossing known as Baileys or Main St., state highway is as follows: By a flagman situated at the crossing 8.00 A. M. to 4.00 P. M. daily.

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

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

At Whitefield, N. H. on B. & M. track, Littleton Road highway crossing is protected by automatic color light signal.

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

At Whitefield when switching movements are made within the limits of the crossing signal circuit, and movements are not made over the crossing, a member of the crew making the move will flag highway travelers over the crossing.

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

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

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

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

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

At Madison all trains and engines reduce speed to not exceeding six (6) miles per hour over Main Street crossing between 6.00 P. M. and 6.00 A. M. and all extra trains and engine movements, except symbol trains, reduce speed to not exceeding six (6) miles per hour over this crossing between 6.00 A. M. and 6.00 P. M.

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

At North Anson all train and switching movements over Elm St. crossing must be protected by member of the crew on the ground and all trains shall come to a full stop before proceeding over crossing.

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

At Lisbon Falls speed of all train and car movements over Main Street crossing must not exceed six (6) miles per hour and all switching movements over this crossing on both main line and side tracks must be protected by a member of train crew on the ground in the street; other train movements on main line to be protected by automatic signal.

SABATTUS.—All train, engine and switching movements over High Street crossing will be protected by flagging by a member of crew making the move, on the ground in the street.

At Gardiner, switching crews doing work on the Cobboscontee branch will see that the highway crossings are protected as follows:

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

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

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

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.

TRAIN REGISTER

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

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

SIDINGS.

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

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

Richmond, all trains meet west of station.

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

Burnham Junction, regular passenger trains to meet use siding back of station.

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

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

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

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

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

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

Freight trains use long siding between Lewiston and Fair Grounds.

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

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

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

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

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

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

SPEED RESTRICTIONS.

	Direction	Miles per hour	Pagr.	Frt.
DEERING JUNCTION AND BANGOR VIA BRUNSWICK OR LEWISTON.				
Maximum, except between Augusta and Waterville—				
Clinton and Detroit	Both	50		35
Augusta and Waterville	"	55		35
Clinton and Detroit	"	55		40
Millikens and Hallowell	"	40		35
Fairfield, Kennebec Bridge	"	30		30
Waterville—Tower A	"	25		25
Waterville Ticonic Bridge and Curves East and West	"	30		30
Waterville and Winslow	"	45		35
Augusta, Kennebec River Bridge	"	25		25
Augusta, between Kennebec River Bridge and east end of passenger station	"	10		10
West of South Gardiner — Freeman Creek Bridge	"	40		35
Auburn, Court Street	"	15		15
Danville Junction, Canadian National Railway Crossing	"	15		15

Eastward freight trains must not exceed speed of twenty-five (25) miles per hour through Oakland.

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

ROCKLAND BRANCH.

Maximum	Both	40		30
Bath Bridge	"	25		25
Wiscasset, Main Street	"	10		10
Marsh River Bridge	"	15		15
Nichols River Bridge	"	30		30
Georges River Bridge	"	30		30
Mill Creek Bridge	"	30		30
Curve at Nequasset	"	25		20
McKenney's Curve, west of mile post P 44, Rockland Branch	"	35		30
Umberhelms Curve, near mile post P 65, Rockland Branch	"	35		30
Curve at Allens	"	25		30
Curve at East Waldoboro	"	35		30
Sidens Parker's Curve, east of mile post P 72, Rockland Branch	"	25		30
Curve at Spears	"	25		30
Wiley's Curve, east of mile post P 73, Rockland Branch	"	25		30
Nigger Meadow Curve, east of block BR 773,	"	25		30
Reverse Curves west of Thomaston	"	20		20

LEWISTON LOWER BRANCH

Maximum	"	35		25
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FARMINGTON BRANCH.

Maximum	Both	25		30
Tyngston (East Wilton)	"	6		6
Livermore Falls, Depot Street (east end of freight house) ..	"	6		6

	Direction	Miles per hour	
		Psg.	Frt.
BINGHAM BRANCH.			
Maximum	Both	25	25
Norridgewock, Bridge St. crossing	Westward	6	6
Norridgewock all other highway crossings	Both	10	10
Madison, Main St. crossing	"	6	6
North Anson, Elm St. crossing	"	10	10
10° Curve at west end Kennebec River Bridge west of Solon	"	20	20
4° and 5° reverse curve at P. 118 between Solon and Austin Jct.	"	20	20
RUMFORD JUNCTION AND RUMFORD.			
Maximum	Both	40	30
West of East Sumner, curve, Mile Post 61.00	"	40	30
Gilbertville	"	20	20
East of Gilbertville, curve, Mile Post 72.25	"	40	30
Rumford between coal shed and Androscoggin River Bridge	"	20	20
Rumford, Lincoln Avenue crossing	"	6	6

	Direction	Miles per hour		
		Mixed	Psg.	Frt.
RUMFORD AND OQUOSSOC.				
Maximum	Both	25	20	20
East of Frye, curve, Mile Post 91.3	"	20	20	20
West of Roxbury, curve, Mile Post 94.4	"	20	20	20
West of Byron, curve, Mile Post 99.25	"	20	20	20
East of Niles, curve, Mile Post 100.75	"	20	20	20
West of Houghton, curve, Mile Post 102.75	"	20	20	20
Oquossoc Highway	"	10	10	10

	Direction	Miles per hour	
		Psg.	Frt.
HARMONY BRANCH.			
Maximum	Both	25	20
Sebastcook and Mainstream Bridges	"	10	10
West Palmyra Road Crossing	"	10	10

	Direction	Miles per hour	
		Psg.	Frt.
FOXCRIFT BRANCH.			
Maximum	Both	25	25
Class W Engines	"	25	25
Piscataquis River Bridge, Class O and W engines	"	10	10
St. Albans Street, Foxcroft Branch, about one mile east of Newport Jct.	"	8	8
Corinna, Main St. crossing	"	6	6
Dexter, Grove Street	"	6	6

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

	Direction	Miles per hour	
		Psg.	Frt.
SAWYERS RIVER AND CRAWFORD NOTCH.			
Maximum	Both	30	20
Frankenstein	"	15	15
Willey Brook	"	10	10

	Direction	Miles per hour	
		Psg.	Frt.
CRAWFORD NOTCH AND ST. JOHNSBURY.			
Maximum	Both	35	20
One-fourth mile west of Mile Post P-90 to P-93, west of Fabyan	"	30	20
Whitefield, all grade crossings	"	8	8
First and second curves west of East Concord	"	30	20
First and second curves west of Mile Post P-121, west of North Concord	"	25	20
Second and third curves west of Mile Post P-122, east of Concord	"	30	20
Between East St. Johnsbury and St. Johnsbury	"	30	20
St. Johnsbury, between Passumpscot River Bridge and passenger station	"	5	5

	Direction	Miles per hour	
		Psg.	Frt.
QUEBEC JCT. AND BEECHER FALLS.			
Maximum	Both	30	25
		West of North Stratford	Frt.-20
Ireals River Bridge, Except Motor Trains	"	10	10
Ireals River Bridge Motor Trains	"	25	25
Lancaster, all grade crossings	"	8	8
Connecticut River Bridge about one and one-half miles west of Coos Jct.	"	10	10
North Stratford, first highway crossing east of station	"	8	8
Columbia Bridge, first crossing west	"	10	10
West Stewartstown, all grade crossings	"	8	8

Class S engines will not be allowed under any circumstances to exceed a speed of 20 miles per hour in either direction between Bartlett and Coos Junction, 25 miles per hour in either direction between Quebec Jct. and St. Johnsbury, and Class S, C and BO engines will not exceed 20 miles per hour over Gambo Bridge about one-half mile west of Newhall, 10 miles per hour over Hiram Bridge, west of Bridgton Junction.

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

Summit to Logan Stream Bridge about two miles east of Summit.		Summit to Houghton.	
Passenger	5 minutes.	Passenger	15 minutes.
Freight	10 "	Mixed	20 "
		Freight	30 "

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

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

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

	Direction	Miles per Hour.	
		Psg.	Frt.
FAIRFIELD AND SKOWHEGAN.			
Maximum	Both	35	20

	Direction	Miles per hour	
		Psg.	Frt.
CANTON BRANCH.			
Maximum	Both	30	20
Class S, W and "BO" engines Chisholm Yard approaching Androscoggin River bridge	"	15	15

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

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

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

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

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

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

East of Hartland	Quebec Jct. to Beecher Falls
East of Starbirds	Lunenburg to St. Johnsbury
Cobosseecontee Branch	Crowleys Jct. to Leeds Jct.
East of Rumford	

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

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

East of Hartland

Me. C. 179 (Portland) Capacity 100 tons.

East of Hartland Cobosseecontee Branch

Me. C. 194 — Industrial Crane

East of Hartland	East of Rumford
East of Starbirds	Quebec Jct. to Beecher Falls
Cobosseecontee Branch	*Crowleys Jct. to Leeds Jct.

Me. C. 196 — Industrial Crane

Cobosseecontee Branch Hartland to Harmony

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

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 Rigby and Sawyers River, maximum speed to be thirty (30) miles per hour.

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

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

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

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

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

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

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

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

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

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

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

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

At end of Double Track, Freeport

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

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

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

At Hermon Pond.

Trains standing on Eastward track will cut out crossing signal by means of push key installed in a box on signal P-1261, and when ready to proceed will start crossing signal in operation by pressing key marked "Start."

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

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

SEMAPHORE TRAIN ORDER SIGNALS

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

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

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

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

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

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

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

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

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

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

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

Maine Central trains handling passengers or freight to or from Whitefield will be governed by train order signal located at the Boston and Maine station.

Trains which do not operate to this station will not be affected. Grade crossing signal will be handled by train crews using the diamond.

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

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

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

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

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

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

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

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

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

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

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

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

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

SPECIAL SIGNALS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INTERLOCKING SIGNALS.

EASTWARD Read Down.	LOCATION.	WESTWARD Read Up.
Approach, Block P 123 Light Signal §Home Light Signal, Track 1 L Dwarf Light Signal, Track 2 L	Royal Junction Lower Road	§Home Light Signal, Track 2 L Approach, Block L 142 Dwarf Light Signal, Track 1 L
	Royal Junction Back Road	§Home Light Signal, Track 2 B Approach, Block B 140 Light Signal Dwarf Light Signal, Track 1 B
Approach, Block L 141 §Home Light Signal Dwarf Light Signal, Track 2	Yarmouth Junction	§Home Light Signal Approach, Block L 156 Dwarf Light Signal, Track 1
Approach, Block L 807 §Approach, 2-Arm §Home, 3-arms §Home, 3-arms	Tower A Waterville Lower Road	
Approach, Block B 845 §Home, 3-arms §Home, 3-arms Dwarf. Track 6 Dwarf. Track 8	Tower A Waterville Back Road	
§Home, 3-arms §Home, 3-arms Track 35	Tower A Waterville West end of Yard	§Home, 3-arms §Home, 3-arms Approach, Block P 824 §Home, 3-arms, Track 23 Dwarf. Track 21. Dwarf. Track 3. Dwarf. Track 77 Dwarf. Track 71 Dwarf. Track 1

INTERLOCKING SIGNALS.—Concluded.

EASTWARD Read Down.	LOCATION.	WESTWARD Read Up.
Approach, Block P 821 §Home, 3-arms §Home, 3-arms Track 3 Dwarf. Track 2 Dwarf. Track 193	Tower B Waterville (East end of Yard)	§Home, Light Signal Approach, Block P 834 Dwarf. Track 1 Dwarf. Track 3
Dwarf Light Signal Track 4	Bangor Yard (Westend of crossover "A")	
Approach, Block P 1359 §Home, Main Line Dwarf. Track 15 Dwarf. Track 37	Bangor Yard (Railroad Street)	§Home, 2-arms Approach, Block P 1368
Approach, Block B 253 §Home	New Gloucester	§Home Approach, Block B 266
Approach, Block B 297 §Home Light Signal	Danville Junction	§Home Light Signal Approach, Block B 314
Approach §Home	Mechanic Falls	§Home Approach, Block R 448

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

The unnecessary use of this arm must be discontinued.

INTERLOCKING DRAWBRIDGE SIGNALS.

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

AUTOMATIC INTERLOCKING SIGNALS.

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

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

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

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

REFERENCES.

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

BACK ROAD—Concluded.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Leeds Junction		B 657	Hoyts	B 658
†B 477		B 476	B 665		B 668
B 483	and	B 484	B 675	and	B 678
B 493		B 494	B 683		B 688
B 503	Monmouth	B 504	B 693	Belgrade	B 696
B 513		B 514	B 703		B 706
B 521	and	B 524	B 713	and	B 716
B 529		B 524	B 725		B 728
	Annabessacook	B 530	B 733		B 736
B 541	and	B 544	B 741	Lakeside	B 744
B 553		B 558	B 749	and	
	Winthrop		B 763	Messalonskee	B 752
B 567		B 568	B 779		B 768
B 577	and	B 580	B 787	and	B 782
B 589		B 592			B 788
B 597	Maranacook		B 793	Oakland	B 796
B 609	and	B 604	B 803		B 806
B 619		B 612	B 811		B 814
	Readfield		B 819		B 824
B 633	and	B 622	B 827	and	B 830
B 643		B 636	B 839		B 840
	Hoyts	B 650	B 845		B 850
			§Home, 3-arms	Waterville	†S 850
			§Home, 3-arms	and	
				Lower Road	
				junction switch	

ROCKLAND BRANCH.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Brunswick	BR 290		Shattucks	
BR 293		BR 296	BR 553	and	BR 558
BR 305	and	BR 308			
BR 315		BR 320		Newcastle	BR 570
BR 327	Hardings	BR 332	BR 567	and	BR 580
BR 337	and	BR 340	BR 579		
	New Meadows		BR 587	Damariscotta Mills	BR 590
BR 345		BR 348	BR 599	and	BR 602
BR 355	and	BR 358		Nobleboro	BR 616
BR 365		BR 368	BR 613	and	
BR 375	Bath	BR 376	BR 623	Muscongus Bay	BR 628
BR 381			BR 637	and	
§Home, draw-bridge signal	and	BR 380	BR 637	Glendon	BR 642
BR 387		§Home, draw-bridge signal	BR 653	and	BR 658
	Woolwich	BR 388	BR 665	Winslows Mills	BR 668
BR 393	and	BR 396	BR 679	and	
BR 401		BR 406		Waldoboro	BR 682
	Nequasset		BR 691	and	BR 694
BR 411	and	BR 416	BR 701	Allens	BR 706
BR 423	Wrights	BR 426	BR 715	and	BR 720
BR 433	and	BR 436	BR 727		
BR 447	Montsweag	BR 450		Spears	BR 730
BR 457	and	BR 462	BR 739	and	BR 742
BR 469		BR 474		Warren	BR 752
BR 485	Wiscasset	BR 488	BR 749		BR 764
BR 493		BR 494	BR 761	and	BR 778
BR 501	and	BR 504	BR 773		
Home, draw-bridge signal		Home, draw-bridge signal	BR 787	Georges River	BR 790
	Sheepscott		BR 799	and	BR 804
BR 513	and	BR 516	BR 811	Thomaston	BR 814
BR 525	Marsh		BR 823		BR 824
Home, draw-bridge signal	and	BR 528	BR 835	and	BR 838
BR 539		BR 849	BR 849		BR 850
	Shattucks	BR 542	BR 855	Lime Rock Crossing	BR 856
				and	
				400 feet west of	
				Rockland Station	

FARMINGTON BRANCH.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Leeds Junction		F 476	Shuy and	F 676
	and	F 482	F 667		
	6,600 feet east		F 675	Livermore Falls	F 682
				4,750 feet east	

RANGELEY BRANCH.

SIGNALS EASTWARD	BETWEEN STATIONS.	SIGNALS WESTWARD
Approach	4000 ft. west	†Home
†Home	and	R 448
R 441	Mechanic Falls	
	and	R 452
R 445	One mile east.	
R 327	Rumford Junction	† R 330
	and	R 332
R 329	Two miles east.	R 340
	Circuit of upper arm of R 330 ends at west end of Rumford Junction Station. Circuit of lower arm of R 330 ends at fouling point of Back Road main line at east end of Y.	
	Hacketts	R Y 332
	and	
	East end of Y	R Y 330

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

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

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

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

SKOWHEGAN BRANCH.

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

MOUNTAIN ROAD.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	2000 feet East and Bartlett	M 702		Bretton Woods and Fabyan	†M 888
M 711				and	M 892
M 723	and			White Mt. House	†S 892
M 733					M 900
M 743	Sawyers River			and	M 912
	and			Twin Mountain	M 924
M 753					M 936
M 765	Notchland			and	M 952
	and			Carroll	M 964
M 773	Carrigain				
				and	M 976
M 785	and				M 988
M 797	Wiley House				
M 807					
M 815	and	M 846			
M 825					
M 837	Crawford Notch				
M 847					
M 851	and	M 850			
M 853		M 860			
		M 868			
		M 878		Quebec Junction	
	Bretton Woods				

No eastward signals between Quebec Junction and Block M 853.

No westward signals between Bartlett and Block M 846.

INDICATORS.

Freeport — At switch leading from eastward main line to westward main line, west of station.
 At west end of passing track.
 Freeport — ||At switch leading from east end of passing track.
 Pittsfield — ||At East end of track leading to east bound main line.
 Gardiner — At switch leading from Cobbosseecontee branch.
 Gardiner — At each end of crossover east of Cobbosseecontee branch switch.
 Hallowell — At switches leading from eastward main line to westward main line, each side of station.
 Vassalboro — ||At east end of North passing track.
 ||At west end of South passing track.
 Waterville — At Hollingsworth & Whitney switch.
 At mill track east of Ticonic bridge.
 At west end of new Crossover, Fairfield.
 At Skowhegan Branch switch, Fairfield.
 At switch leading to West Benton yard.
 At each end of crossover east of switch leading to West Benton yard.
 Auburn — ||At crossover leading from coal shed track north of main line to main line.
 ||At east end of old passing track, north of main line.
 ||At crossover leading from new passing track south of main line to main line
 ||At east end of new passing track, south of main line.
 Leeds Junction — ||At crossover switch west of Leeds Junction station leading from passing track south of main line to main line.

Maranacook — ||At east end of passing track, north of main line.
 Sawyer's River — At each end of passing track.
 Notchland — At each end of passing track.
 Carrigain — At each end of passing track.
 Willey House — At each end of passing track.
 Bretton Woods — At each end of the long siding.
 Twin Mountain — At each end of passing track.
 Carroll — At each end of passing track.

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

BULLETIN BOARDS.

Brunswick Station and Engine House.	Bingham.
Rockland Station and Engine House.	Farmington.
Waterville Station Telegraph Office.	Rumford Lower Yard.
Waterville, Yard Office and Eng. House.	Rumford Station and Engine House.
Bangor Freight Yard Office and Engine House.	Bartlett Station and Engine House.
Bangor Dispatcher's Office.	St. Johnsbury.
Dover-Foxcroft.	Lancaster.
Lewiston Upper Station and Eng. House.	Beecher Falls.

Bulletin boards have two positions numbered 1 and 2.
 1 is used exclusively for bulletin orders.
 2 is used for miscellaneous notice and circulars.
 Under position 2 is given the name of the person having charge of the board who must daily inspect, change and correct them as necessary.
 Bulletin ORDERS, unless otherwise specified, expire on the 10th of the month following that in which they are issued, and must be reissued if intended to remain in effect.

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

RATING CHANGE POINTS.	CLASS.									
	115	110	105	100	70	65	60	45	40	35
Portland to Deering Junction.....	2200	2050	1950	1850	1200	1100	1000	750	675	600
Deering Junction to Waterville, via Lower Road.....	2600	2275	2175	2100	1400	1300	1200	900	800	700
Deering Junction to Waterville, via Back Road.....	2600	2275	2100	2050	1300	1200	1100	850	750	650
Waterville to Bangor.....	2750	2450	2300	2150	1350	1250	1150	850	750	650
Bangor to Northern Maine Junction.....	1800	1600	1500	1425	1000	925	850	650	550	500
Northern Maine Junction to Rigby.....	3600	3300	3200	2500	1700	1575	1475	1100	975	850
Waterville to Leeds Junction.....	2200	2100	2000	1800	1200	1100	1000	750	675	600
Leeds Junction to Lewiston.....	2900	2800	2700	2350	1600	1475	1350	1000	900	800
Lewiston to Rigby.....	3400	3200	3000	2800	1800	1600	1400	.....	.....	.....
Rumford Junction to Rumford Lower Yard.....	2400	2200	2000	1800	1250	1150	1050	800	700	600
Rumford Lower Yard to Oquossoc.....	.....	.....	.....	.....	350	325	300	225	200	150
Oquossoc to Rumford Lower Yard, Double Grade.....	.....	.....	.....	.....	700	650	600	450	400	350
Rumford Lower Yard to Rumford Junction.....	2800	2600	2400	2200	1450	1350	1250	925	825	725
Canton to Livermore Falls.....	2800	2500	2300	2100	1400	1300	1200	900	800	700
Livermore Falls to Leeds Junction.....	3000	2700	2500	2200	1600	1475	1350	1000	900	800
Leeds Junction to Livermore Falls.....	2600	2400	2200	2000	1400	1300	1200	900	800	700
Livermore Falls to Canton.....	2400	2200	2000	1800	1200	1100	1000	750	675	600
Livermore Falls to Farmington.....	.....	1800	1700	1500	1050	975	900	675	600	525
Farmington to Livermore Falls.....	.....	1800	1700	1500	1050	975	900	675	600	525
Brunswick to Leeds Junction.....	.....	.....	.....	1425	1000	925	850	650	550	500
Leeds Junction to Brunswick.....	.....	.....	.....	1425	1000	925	850	650	550	500
Brunswick to Bath.....	.....	.....	.....	2500	1750	1625	1500	1125	1000	875
Bath to Wiscasset.....	.....	.....	.....	1300	900	850	700	450	400	350
Wiscasset to Rockland.....	.....	.....	.....	1150	800	750	700	450	400	350
Rockland to Bath.....	.....	.....	.....	1375	950	875	675	500	450	400
Bath to Brunswick.....	.....	.....	.....	1500	1050	1000	900	700	600	500
Waterville to Skowhegan.....	.....	.....	.....	.....	1600	1475	1350	1000	900	800
Skowhegan to Waterville.....	.....	.....	.....	.....	1500	1375	1250	850	800	725
Pittsfield to Harmony.....	.....	.....	.....	.....	1000	925	850	650	550	500
Harmony to Pittsfield.....	.....	.....	.....	.....	1750	1625	1500	1125	1000	875
Newport to Dexter, Double Dexter.....	.....	.....	.....	.....	1400	1300	1275	850	775	700
Dexter to Foxcroft.....	.....	.....	.....	.....	825	750	700	525	475	400
Dexter to Newport Junction.....	.....	.....	.....	.....	1400	1300	1275	850	775	700
Foxcroft to Dexter.....	.....	.....	.....	.....	850	775	725	550	500	425
Oakland to Bingham.....	.....	.....	.....	.....	1050	975	900	675	600	525
Bingham to Oakland.....	.....	.....	.....	.....	1050	975	900	675	600	525
Portland to Bartlett.....	.....	.....	1700	1600	950	875	800	600	525	475
Bartlett to Crawford Notch.....	.....	.....	650	625	450	400	350	275	250	200
Crawford Notch to Lancaster.....	.....	.....	3150	3000	2000	1850	1700	1300	1100	1000
Lancaster to North Stratford.....	.....	.....	.....	.....	.....	.....	1500	1200	1000	800
North Stratford to Beecher Falls.....	.....	.....	.....	.....	.....	.....	1000	800	650	500
Beecher Falls to Lancaster.....	.....	.....	.....	.....	.....	.....	1600	1200	1000	800
Lancaster to Quebec Junction.....	.....	.....	1600	1450	825	765	700	525	475	400
Quebec Junction to Crawford Notch.....	.....	.....	1100	1000	625	490	450	325	300	275
Crawford Notch to Portland.....	.....	.....	3300	3100	2100	1950	1800	1350	1200	1050
Quebec Junction to St. Johnsbury.....	.....	.....	1600	1550	1000	900	800	400	350	300
St. Johnsbury to Quebec Junction.....	.....	.....	1325	1250	600	565	525	400	350	300

Helper service to take combined rating of engines. Trains starting from Rigby with continuous run to Deering Jct. take rating Deering Jct. East.
 B. & M. Santa Fe engines, 3000 series, and Lima type, 4000 series, rate 3200 tons Rigby to Bangor.
 3000 series with booster and 4000 series rate 2700 tons Bangor to No. Me. Jct.—5000 tons No. Me. Jct. to Waterville—4800 tons Waterville to Rigby, via Brunswick
 —3000 series without booster rate 2500 tons Bangor to No. Me. Jct., 4500 tons No. Me. Jct. to Rigby.
 B. & M. engines, Class K-8 series 2600 to 2639 rate 85% of Class 100; 2640 to 2734 rate 95% excepting 2671 and 2696 which rate 100 Class.

ENGINE LIMITATIONS.

	Classes.
Portland to Bangor, via Lower and Back Roads	All
Brunswick to Bath	All
Cannot turn 401-412, 450-470, 518-528, 601-632 or 701-702 at Bath.	
Bath to Rockland	35-70 Ex. 466-470
Brunswick to Lewiston Lower	35-70 Ex. 466-470
Cannot turn 284-287, 351-390, 401-412, 450-465 or 501-528 at Lewiston Lower.	
Crowleys Jct. to Sabattus	35-70 Ex. 466-470
Leeds Jct. to Livermore Falls	35-115 Ex. 701 & 702
Cannot turn 401-412, 450-470, 518-528 or 601-632 at Livermore Falls.	
Livermore Falls to Farmington	35-70 Ex. 466-470
Fairfield to Skowhegan	35-70 Ex. 466-470
Cannot turn 401-412, 450-465 or 518-528 at Skowhegan.	
Pittsfield to Harmony	35-60
Newport Jct. to Dexter, cannot turn at Dexter	35-70 Ex. 466-470
Dexter to Dover-Foxcroft	35-70 Ex. 401-412 and 450-470
Cannot turn 518-528 at Dover-Foxcroft.	
Rumford Jct. to Rumford	35-115 Ex. 701 & 702
Canton to Livermore Falls	35-115 Ex. 701 & 702
Cannot turn 401-412, 450-470, 518-528 or 601-632 at Livermore Falls.	
Rumford to Oquossoc	35-60
Cannot turn 367-374-377-379-380 at Oquossoc.	
Oakland to Bingham	35-70 Ex. 466-470
Portland to St. Johnsbury	35-105 Ex. 701 & 702 and 466-470
Cannot turn at Lunenburg any engine over 60 "6" in length.	
Coos Jct. to Beecher Falls	35-60
Cannot turn 284 to 287 or 354-363-365-366-367-369-372-374-376-377-379-380 to 390 at Beecher Falls or North Stratford.	

All Class and Engine numbers are inclusive.

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

Class	Locomotive Numbers
115 "S"	627-632
110 "S"	601-02-03-04-07-08-10-12-13-17-18
105 "S"	621-626
100 "S"	605-06-09-11-14-15-16-19-20
100 "D"	701-702
70 "C"	466-470
70 "W"	501 and 509 to 528
70 "K"	167-180
65 "C"	450-465
65 "BO"	401-412
65 "W"	502-508
60 "O"	351-390
60 "K"	161-166
45 "M"	246-248
40 "N"	285-289
35 "G"	108-114
35 "H"	140-152
35 "K"	155

B. & M. ENGINE LIMITATIONS.

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

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

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

LOCOMOTIVE RESTRICTIONS.

At Dexter — Class 70 locomotives 510 to 517, inclusive, must not be operated on spur track 11. Crews having work to do on that track will take cars enough so engine will not have to go onto it.

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

At Yarmouth Jct.—B. & M. engines series 3000 to 3029 and all 4000 series must not be operated on the west Wye.

Me. C. 100-115 class inclusive, restricted to six miles an hour.

At Farmington — B. & M. K-8 must not be operated on crossover "A."

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

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

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

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

At Newport Jct.— B. & M. engines class 4000 may be operated on tracks
16 (Track back of passenger station).
18 (Track front of freight house).
20 (Track back of freight house).

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

At South Windham — Locomotives, class 35 to 105, inclusive, may operate on all tracks east of the coal trestle on track 11, known as the mill track, but must not operate over coal trestle. Engine limit sign has been installed at east end of trestle.

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

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

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

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

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

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

At Gilman — Locomotives larger than class 70 must not be operated on track 15.

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

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

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

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

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

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

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

B. & M. class P-2 should be kept ahead of Me. C. 383-390—401-412—450-470

B. & M. K-8 without booster should be kept ahead of Me. C. 401-402—501-528—601-632 B. & M. 3000 type and 4000 type, and in case of emergency can be used ahead of Me. C. 450-470 or 383-390.

Locomotives may couple on the Mountain Road as follows:

Rigby to Bartlett.

Class 60, may couple

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

Class 65-70, 501 to 528, inc. may couple with 351 to 390 inc. and 450 to 465, inc.

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

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

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

Bartlett and St. Johnsbury.

All classes permitted to operate on Mountain Road may couple.

Quebec Jct. and Coos Jct.

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

Coos Jct. and Beecher Falls. Class 35-60, inclusive, may couple

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

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

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

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

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

Locomotives class 35 to 70, inclusive, except 466 to 470, inclusive, may be coupled between Bath and Rockland, except that engines 401 to 412, inclusive, must not be coupled together.

At Canton — Account of curvature on track 5 back of freight house, class 60 to 115 locomotives must not go on this track beyond the standpipe.

MISCELLANEOUS.

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

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

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

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

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

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

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

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

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

There is a Company telephone located in the base of block signal P 1032, about three-fourths mile east of Pittsfield Station, to enable train employes to communicate with the station, and when Westward trains stop back on the hill, head brakeman will immediately communicate with the telegraph office to ascertain conditions existing regarding further movements.

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

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

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

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

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

Eastward freight trains will stop at Summit and Crawford Notch and westward freight trains will stop at Summit and test and examine the air brakes and will adjust any excessive piston travel. Test must be

made as per Rule 11, Page 6, of Air Brake Rules and the number of brakes in working order and the number of retaining valves holding pressure will be reported to engineman before giving signal to go. Enginemen will in all cases require this information before leaving Summit and Crawford Notch.

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

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

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

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

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

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

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

At Mechanic Falls when Maine Central train is to occupy or foul Canadian National main line, it must first receive train order from Canadian National dispatcher, this train order must also be addressed to agent at Mechanic Falls who will become a party to the movement. When Canadian National train is to occupy or foul main line of the Maine Central, it must first receive train order from Maine Central dispatcher, and in addition, signalman at Mechanic Falls will set and keep his signals against eastward Maine Central trains, and eastward Canadian National trains until engine making move has returned to its own line.

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

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

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

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

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

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

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

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

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

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

" Section 4499. In forming a passenger train of more than one passenger car, no loaded and not more than two empty freight, or lumber cars shall be placed in the rear of passenger cars; and, if they are so placed, and an accident happens to life or limb, the officer or agent, who so directed, or knowingly suffered such arrangement, and the Conductor of the train, shall be held guilty of intentionally causing the injury, and be punished accordingly.

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

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

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

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

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

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

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

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

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

At South Windham, platform of the Androscoggin Pulp Co., has close clearance and crews using this track must be careful in handling cars there.

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

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

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

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

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

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

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

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

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

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

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

Crews will govern themselves accordingly.

H. R. WITHEE, Assistant Superintendent.

H. J. KENNEDY, Trainmaster.

H. W. HEUGHEN, Trainmaster.

Chief Train Dispatchers: H. M. TREAT J. J. LYDEN J. H. PHILLIPS

**Train Dispatchers: F. E. FOWLES C. H. ADAMS F. H. LYNCH M. J. MEEHAN
C. G. PRIEST M. P. O'CONNOR G. W. WATSON**

Extra Train Dispatchers: I. C. THOMBS F. B. GALLANT R. E. ROBINSON

EASTERN DIVISION SPECIAL INSTRUCTIONS.

REFERENCES.

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

WATCH INSPECTORS.

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

REGISTERING STATIONS.

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

ELECTRIC STREET RAILWAY CROSSINGS.

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

DOUBLE TRACK.

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

WHISTLING RULES.

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

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

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

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

BANGOR TO VANCEBORO.

Location.	Protection.	Week Days.	Sundays.	Hours Protected.
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).				
DANFORTH.				
County Road.....	Flagman	6.00 A- 6.00 P	Same	

STILLWATER BRANCH.

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
STILLWATER.		
Stillwater Ave.....	Flagged by Train Crew.....	Day and Night

HOWLAND BRANCH.

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

CALAIS BRANCH—Bangor to Calais.

	Hours Protected	Week Days.	Sundays.
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)			
State St.....	Flagman	5.30 A- 9.30 P	None
Center & Jordan Sts.	2 Gates and Crossing		
Wilson St.....	Gate .Opr. at Crossing	5.30 A- 9.30 P	None
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
DENNYVILLE.			
Milwaukee Road.....	Flagged by Station Crew.During Time on Duty		None

BUCKSPORT BRANCH—Brewer Junction to Bucksport.

BREWER JCT.			
Wilson St.....	Gate .Opr. at Crossing	5.30 A- 9.30 P	None
	on Calais Branch.		
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.....			

Crossing signals are connected for manual operation for shifting movements at North Main and Crosby Streets, Webster; and Portland and Jameson Streets, Great Works.

SPEED RESTRICTIONS.

	Direction.	Miles Per Hour	Pass.	Freight
BANGOR YARD.				
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	6	6	6
Kenduskeag Stream Bridge.....	"	6	6	6

MAIN LINE.

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

CALAIS BRANCH.

	Both	Pass.	Freight
Bangor to Calais.			
Maximum	40	25	
Bangor and Ellsworth	35	25	
Milltown and Calais	35	25	
Over Switch, 26 Main Line to Branch	15	15	
Bangor-Brewer Bridge.....	6	6	
Curve 1700 feet East of Brewer Jct.	Mileage P 138.5	25	25
Curve 600 feet West of	139	25	25
Curve 2nd East of Fishers	144.69	30	25
Curve 1st West of Bagaduce Crossing	145.81	30	25
Curve 1800 feet West of	147	25	25
Curves (reverse) West of Egerys Mill Bridge	148.60	25	25
Curve 2300 feet East of	148	25	25
Curve 1850 feet West of	149	25	25
Curve 2100 feet East of	151	25	25
Curve 2100 feet West of	152	25	25
Curve 530 feet West of	152	25	25
Curve 260 feet East of	152	25	25
Curve East of Green Lake Station	154.94	30	25
Curve 800 feet East of	154	25	25
Curve 2050 feet West of	155	25	25
Curve 500 feet West of	161	25	25
Curves (reverse) West of Union River Bridge West of Ellsworth Falls.....	164	30	25
Curve 500 feet West of	176	25	25
Curve East of Franklin	180	25	25
Curve 1250 feet East of	182	25	25
Curve 200 feet West of	197	25	25
Curve 3600 feet East of	208	25	25
Curve 1000 feet West of	226	25	25
Curve at Machiasport	228	25	25
Curve East of Machiasport	229	25	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	25
Curve 1000 feet West of	230	25	25
Curve 100 feet West of	232	25	25
Curve 1300 feet East of	244	25	25
Curve at	252	25	25
Curve 600 feet East of	252	25	25
Curve 2000 feet West of	256	25	25
Curve 1600 feet West of	256	25	25
Curve 900 feet West of	256	25	25
Curve 850 feet East of Milltown		25	25
Curve 1900 feet East of Milltown		25	25
Milltown between 150 feet East and 150 feet West of station		4	4
Curve 900 feet East of	Mileage P 268	25	25
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.

Direction.	Miles per Hour	
	Pass.	Freight

BUCKSPORT BRANCH.

Brewer Junction to Bucksport.

Maximum	Both	30	20
South Orrington approaching first crossing east of station until engine passes over crossing	"	6	6
Smelt Brook Crossing, Bucksport	"	6	6

MT. DESERT FERRY BRANCH.

Washington Junction to Mt. Desert Ferry.

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

EASTPORT BRANCH.

Ayers Junction to Eastport.

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

WOODLAND BRANCH.

St. Croix Junction to Woodland.

Maximum	Both	30	20
Baring Engines pushing cars over highway crossings	"	6	6

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

Montague Branch	Stillwater Branch
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Wrecking Crane 100-ton No. 179 except —	
Eastport Branch	Montague Branch
Woodland Branch	Stillwater Branch

Wrecking Crane 120-ton No. 180 except —	
Bangor to Brewer Jct.	Montague Branch
Stillwater Branch	

Industrial Crane No. 194 except —	
*Bangor to Brewer Jct.	Eastport Branch
Montague Branch	Woodland Branch
Stillwater Branch	Bucksport Branch

Industrial Crane No. 196 except —	
Montague Branch	Ayer Jct. to Eastport
St. Croix Jct. to Woodland	

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

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

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

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

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

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

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

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

Operators.

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

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

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

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

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

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

(d) Authorize movement.

Enginemen and Trainmen.

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

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

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

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

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

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

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

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

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

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

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

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

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

SEMAPHORE TRAIN ORDER SIGNALS.

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

BULLETIN BOARDS.

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

Bulletin boards have two position numbered 1 and 2.

1 is used exclusively for bulletin orders.

2 is used for miscellaneous notice and circulars.

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

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

SPECIAL SIGNAL RULES.

Bangor Freight Yard.

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

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

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

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

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

For westbound through movements against current of traffic on eastbound main line, the signal near end of double track governing this 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 P 1360.

SPECIAL SIGNAL RULES.

Bangor (Union Station).

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

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

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

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

INTERLOCKING SIGNALS.

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
Dwarf Light Signal, Track 4	Bangor Yard West End cover "A"	
Approach, Block P 1359 §Home; Main Line Dwarf, Track 15 Dwarf, Track 37	Bangor Yard (Railroad Street)	§Home, 2-arms Approach, Block P-1368
Approach, Block E-1373 §Home, Light Signal	Bangor Calais Junction Main Line	§Home, Light Signal Approach, Block E-1390
	Bangor Calais Junction Calais Branch	Dwarf, Light Signal Approach, Block H-1376
Approach, Block E 1925 Approach, Block E 1939 §Home, M. C. R. R. §Home, M. C. Yard §Home, C. P. Ry.	Mattawamkeag	§Home, 3-arms Top arm-C. P. Ry. Middle arm-M. C. main line Lower arm-M. C. yard Approach, 2-arms Top arm-C. P. Ry. Lower arm-M. C. main line

REFERENCES.

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

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

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

BANGOR TO VANCEBORO.

SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD	SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD
E 1373 §Home	1300 feet east of Bangor Station and 700 feet east of Mile Post P 139 Winn	§Home §Home E 1390	E 2201 E 2217 E 2231 E 2243	Cherokee and Danforth	E 2206 E 2222 E 2234 E 2244 E 2256 E 2268 E 2280 E 2294
E 1925 •E 1939 §Home	and Mattawamkeag	E 1942	E 2255 E 2265 E 2277 E 2291	and Eaton	E 2304 E 2320 E 2334
E 1961 E 1977	and Gordon	§Home, 3-arms Distant, 2-arms E 1966 E 1980	E 2303 E 2315 E 2331	and Forest	E 2346 E 2358 E 2368 E 2380
E 1989 E 2005 E 2019	and Kingman	E 1994 E 2008 E 2022	E 2343 E 2353 E 2367 E 2377	and Tomah	E 2388 E 2402 E 2412
E 2029 E 2041 E 2053	and Drew	E 2032 E 2044 E 2056	E 2385 E 2397 E 2409	and Todd's Farm	E 2426 E 2442 E 2454
E 2063 E 2073 E 2087	and Meadow Brook	E 2066 E 2078 E 2092	E 2421 E 2437 E 2451	and Lambert Lake	E 2464 E 2476 E 2488 E 2500 E 2506
E 2103 E 2117	and Wytopotlock	E 2108 E 2122	E 2461 E 2471 E 2485 †E 2499 †E 2505	and Vanceboro and 1600 feet east of station.	†E 2512
E 2129 E 2137 E 2143	and Bancroft	E 2132 E 2138 E 2146	E 2132 E 2138 E 2146 C. P. Automatic Signal.		
E 2155 E 2165 E 2179 E 2191	and Cherokee	E 2158 E 2168 E 2182 E 2192			

CALAIS BRANCH. — Bangor to Washington Jct.

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

BUCKSPORT BRANCH.

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

INDICATORS.

- Mattawamkeag— | At west end north siding.
- | At west end south siding.
- | At crossover leading from C. P. yard to Me. C. main line.
- Washington Jct.— | At east end Wye Mt. Desert Ferry Branch.
- | At east end Wye Calais Branch.

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

ENGINE LIMITATIONS

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

All Class and Engine numbers are inclusive.

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

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

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

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

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

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

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

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

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

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

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

The maximum speed of relief trains handling Wrecking Cranes is to be the speed limit allowed freight trains in the territory where relief train is being operated, except between Bangor and Vanceboro, maximum speed to be thirty (30 miles per hour.

Industrial cranes also Hoister 191 and American Ditcher 141, must not be moved at a speed exceeding twenty-five (25) miles per hour. Speed restrictions designated by Time Table must also be complied with.

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

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

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

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

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

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

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

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.

Passing siding at Old Town is on south side of main line opposite Passenger Station.

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

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

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

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

No 71 reduce speed to 15 miles per hour passing stations at Orono, Enfield, Winn and Forest to provide for U. S. Mail.

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

Class	Locomotive Numbers
115 "S"	627-632
110 "S"	601-02-03-04-07-08-10-12-13-17-18
105 "S"	621-626
100 "S"	605-06-09-11-14-15-16-19-20
100 "D"	701-702
75 "C"	466-470
70 "W"	501 and 509 to 528
70 "K"	167-180
65 "C"	450-465

Class	Locomotive Numbers
65 "BO"	401-412
65 "W"	502-508
60 "O"	351-390
60 "K"	161-166
45 "M"	246-248
40 "N"	285-289
35 "G"	108-114
35 "H"	140-152
35 "K"	155

MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.— EASTERN DIVISION.

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

Helper service to take combined rating of engines.

W. E. KINGSTON, Assistant Superintendent.

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

Extra Train Dispatchers: **W. E. PIERCE** **A. W. DODGE**