



MAINE CENTRAL
RAILROAD COMPANY
AND
PORTLAND TERMINAL
COMPANY

TIME TABLE

FOR EMPLOYEES ONLY



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**MAINE CENTRAL
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**TIME TABLE
No. 1**

FOR EMPLOYEES ONLY

EFFECTIVE AT

2.01 A.M., SUNDAY

MAY 14, 1978

EASTERN STANDARD TIME

**SUPERSEDING
MAINE CENTRAL RAILROAD AND
PORTLAND TERMINAL TIME TABLE NO. 22
AND ALL SUPPLEMENTS THERETO**

**A. J. TRAVIS
EXECUTIVE VICE PRESIDENT**

**A. N. TUPPER
GENERAL SUPERINTENDENT
MAINE CENTRAL RAILROAD CO.**

**W. L. HARRIS
SUPERINTENDENT
PORTLAND TERMINAL CO.**

MADE IN U.S.A.
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MAINE CENTRAL RAILROAD COMPANY - PORTLAND TERMINAL
COMPANY

TIMETABLE INDEX

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Letters and Symbols used in schedule columns of timetable:

- D - Train Order Office, not open continuously
- N - Train Order Office, open continuously
- R - Interlocking remotely controlled from-
- T - Telephone accessible from outside
- X - Yard Limits on Main Track
- Y - Wye or Turntable
- 1 - Radio station on Frequency #1 (Road)
- 2 - Radio station on Frequency #2 (Yard)

*Special Instructions referred to by letter or number relate to "Rules for the Government of the Operating Department" of corresponding letter or number.

MOUNTAIN SUBDIVISION — MAIN LINE

WESTWARD TRAINS
READ DOWN

EASTWARD TRAINS
READ UP

	Miles from Portland	Siding Approx Car Cap'y	STATIONS	
↑ Portland Terminal Co. ↓			Rigby Yard Tower P. T.	⑫TYDX ⑫TNX
	1.16		Mountain Jct.	R-Tower PT TY
	2.13		Thompsons Point	T
	5.43		Cumberland Mills	R-Tower PT TDX
	7.31		P. T. Limit	X
	10.86	E.12	South Windham	TD
	11.99	6	Newhall	
	13.60		White Rock	
	16.74	20	Sebago Lake	T
	24.63		Steep Falls	T
	26.36		Mattocks	
	31.69		Cornish	
	33.41		West Baldwin	
	36.82	16	Hiram	T
	43.27		Brownfield	
	49.81	28	Fryeburg	T
	54.30		Conway Centre	
	56.84	8	Redstone	
	59.33		North Conway	T
	61.36		Intervale	
	64.73		Glen	
	70.51	E.26	Bartlett	TYX
	74.79	21	Sawyers River	T
	76.54		Notchland	
	80.88		Willey House	T
	83.61		Mt. Willard	T
	85.02	23-22	Crawford Notch	TX
	89.09	40	Fabyan	T
	93.53		Twin Mountain	
	97.23	25	Carroll	
	99.50	24-30	Quebec Jct.	TYX
	103.41		Diamond Crossing	TX
	103.57	9	Whitefield	X
	109.27	27	Lunenberg	
	111.17		Pages	
	111.54	W.14	Gilman	TD
	113.50		Mayo East Concord	
	116.22		Miles Pond	
	119.67	17	Essex North Concord	T
	123.23		Concord	
	127.01		East St. Johnsbury	
	131.26	Yard	St. Johnsbury	TYNX

Maine Central R.R. Co. trains operating over Portland Terminal Co. tracks will be governed by this schedule page and Portland Terminal Co. Special Instructions which are contained in this section and duplicated in the Portland Terminal Co. section.

MOUNTAIN SUBDIVISION — SPECIAL INSTRUCTIONS

14. WHISTLE SIGNALS.

P.T.Co. The use of locomotive whistle will not be permitted east of M.P. 4, Mountain Subdivision except:

1. To call in flagman (see note in P.T.Co. Special Instructions.)
2. As necessary, in emergency to avoid accident.

Notchland. State Rd. Crossing, mileage 76.56, One Long Blast of the engine whistle (minimum of THREE SECONDS) to be sounded at approximately 660 ft. from crossing. Sign reading, "ONE LONG WHISTLE," is located about 660 ft. each side of crossing.

33a. CROSSINGS PROTECTED BY MEMBER OF THE TRAIN CREW.

Crossing		Protection
Steep Falls		
White Mtn. Rd., (Route 113),	Tk. 8	Flashers
Bartlett		
Albany Ave., (Bear Notch Rd.)	Tk. 7	Flashers
Albany Ave., (Bear Notch Rd.)	Tk 15, Wye	Flag
Central Ave., (Maple St.)	Tk 15, Wye	Flag
Foster Pl.	Tk 11, Wye	Flag
St. Johnsbury		
Portland St. (RX-131.08)		Flag

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossing	Type	Location	Direction of Train
Cumberland Mills- Blue Rock			
Larrabee Rd.	Automatic*		Either ##
Larrabee Rd.	Switch	Tk 4, Blue Rock	Westward #
Larrabee Rd.	Switch	east switch Tk 8	Eastward #

Note: Westward trains having left part of their train east of X/C post approx. 220 ft. east of crossing while switching at Cumberland Mills, must operate signal push button on home signal in order to receive signal to return to their train.

Cumberland Mills			
Forest & Lamb Sts.	automatic		Westward ##
Forest & Lamb Sts.	manual	on case at Forest St.	Either
Forest & Lamb Sts.	switch	east switch Tk 22	Westward #
Forest, Lamb & Seavey Sts.	manual	on case at Seavey St.	Either

*Larrabee Road is also equipped with controlled signal cutout. Eastward trains that are required to stop account home signal displaying STOP aspect may pass X/C post in approach and proceed to the signal.

MOUNTAIN SUBDIVISION MAIN LINE — SPECIAL INSTRUCTIONS

(continued)

33b. CROSSINGS WITH CUT-OUT DEVICES (continued).

Crossings	Type	Location	Direction of Train
Forest, Lamb & Seavey Sts.	switch	Tks 15, 19, & crossover	Eastward #
Seavey St.	manual	on station	
Main St.	manual	on station	
Pierce St.	automatic		Eastward ##
South Windham			
Depot St.	automatic		Westward ##
Depot St.	switch	west end Tk 9	Eastward ##
Gray Rd.	automatic		Westward ##
Gray Rd.	manual	on post 220'	
Steep Falls		west of crossing	
White Mtn. Rd. (Rte. 113)	automatic		Westward ##
White Mtn. Rd. (Rte. 113)	switch	east switch Tk 8	Westward ##
White Mtn. Rd. (Rte. 113)	switch	east switch Tk 4	
White Mtn. Rd. (Rte. 113)	switch	west switch Tk 8	
Main St.	switch	west switch Tk 8	Westward #
North Conway			
Grove St., Seavey St.	switch	west switch Tk 4	Westward #
Kearsarge St.	switch	west switch Tk 4	Westward #
Bartlett			
Albany Ave (Bear Notch Rd.)	switch	crossover "A"	Eastward #
Portland Rd.	manual	at crossing	Either
Whitefield			
High St.	manual	at crossing	Either
Gilman			
Gilman Rd.	manual	on station	Either
Gilman Rd.	switch	east switch Tk 17	Eastward
St. Johnsbury			
Portland St. (RX-130.29)	manual	at switch Tk 5	

After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

Trains or engines stopped, or moving in approach to crossings at 6 M.P.H. or less must not accelerate above 6 M.P.H. until onto the crossing.

83. REGISTER STATIONS.

Rigby Yard	Cumberland Mills	Crawford Notch
Quebec Jct.*	Diamond Crossing	St. Johnsbury

*Quebec Jct. is a register station only for trains originating, terminating, or turning at Quebec Jct., or when so directed by the train dispatcher.

MOUNTAIN SUBDIVISION MAIN LINE — SPECIAL INSTRUCTIONS
(continued)

S-88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS.

Bartlett: Track 3 east of station.

91. SPACING TRAINS.

Crawford Notch. Eastward trains or engines must not follow another eastward train or engine nearer than 30 minutes Crawford Notch to Notchland.

Westward trains or engines must not follow another westward train or engine nearer than 20 minutes Crawford Notch to Fabyan.

Register Book is provided at Crawford Notch station for this purpose.

Trackmen will, in all cases when trains or engines pass them nearer than the specified time, stop train and advise it of same.

93. YARD, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Cumberland Mills	4.49 and 7.31
Bartlett	69.60 and 71.37
Crawford Notch	84.35 and 85.44
Quebec Jct.	99.00 and 100.00
Diamond Crossing-Whitefield	103.16 and 104.07
St. Johnsbury	130.11 and CPRy Yard

St. Johnsbury. When necessary in performance of their work, MECRR trains and engines may use C.P.Ry. main track within yard limits, complying fully with CPR Uniform Code of Operating Rule 93.

Thru freight trains entering St. Johnsbury yard must stop back at CARY'S to avoid blocking crossings, and a member of crew communicate with St. Johnsbury Yard office for instructions relative to yarding train. An automatic telephone for this purpose is located in box on post on north side of track at CARY'S connected with St. Johnsbury Yard Office.

Whitefield. When necessary in performance of their work, MECRR trains and engines may use B&MRR tracks within yard limits, complying fully with Boston & Maine R.R. Rule 93.

Before moving onto B&MRR tracks, all balls and/or lights must be in the down position on signal mast at Diamond Crossing and must remain in that position while B&MRR track is occupied.

When necessary in performance of their work, B&MRR trains and engines may use the MECRR main track within yard limits, complying fully with MECRR Rule 93.

Ball Signal at Diamond Crossing will be handled by train crews using the diamond.

MOUNTAIN SUBDIVISION MAIN LINE — SPECIAL INSTRUCTIONS
(continued)

98. RAILROAD GRADE CROSSINGS LOCATED AT:

Whitefield. Stop signs are located each side of Diamond Crossing governing movements over the Diamond Crossing on the MECRR main track and designate the location where trains or engines must stop before passing over the diamond unless the Ball Signals display proper indication to pass in accordance with Rule 696, and Timetable Special Instructions.

Trains having work must not leave any part of their train on diamond.

109. BULLETIN BOARDS.

Rigby Yard Office and Rigby Engine Dispatchers Office
St. Johnsbury station

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Mountain Jct. to Cumberland Mills (end of CTC)	Both	20
Cumberland Mills (end of CTC to Pierce St.)	Both	25
Cumberland Mills (Pierce St.) to Sawyers River	Both	35
Sawyers River to M.P. 93 east of Twin Mtn.	Both	25
M.P. 93 to M.P. 125 west of Concord	Both	30
M.P. 125 to M.P. 130 east of St. Johnsbury	Both	25
M.P. 130 to St. Johnsbury	Both	20

Restricted	Direction	M.P.H.
Cumberland Mills, Main St. crossing RX-5.48	Both	20
South Windham, mileage 10.00 to 11.10	Both	30
Newhall, curve, mileage 11.92 to 12.15	Both	30
Gambo Bridge, mileage 12.63	Both	30
White Rock, first curve east, mileage 13.29 to mileage 13.44	Both	30
Sebago Lake, curves, mileage 16.66 to 18.00	Both	30
West Baldwin, 1st & 2nd curves east, mileage 32.39 to 33.02	Both	30
Hiram, curves east, mileage 36.00 to 36.76	Both	30
North Conway, curve, mileage 59.00 to Mechanic St., crossing mileage 59.85	Both	30
Glen, curve east end Saco River bridge to mileage 65.56, one mile west of Glen	Both	30
Bartlett, curve west, mileage 71.96 to 72.21	Both	30
Frankenstein Trestle #79.42 - Track speed must be strictly observed over trestle. Brakes should not be used except in emergency.		
Whitefield,		
Within yard limits	Both	20
Over all public grade crossings in town	Both	8
North Concord, curves, mileage 121.35 to 122.75	Both	25
St. Johnsbury, M.P. 131 to station	Both	5

MOUNTAIN SUBDIVISION MAIN LINE — SPECIAL INSTRUCTIONS
(continued)

112. HAND BRAKES.

Bartlett. Cars left on 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.

221. Train Order Signals are located on all train order stations except:
Rigby Yard, Tower P.T., and St. Johnsbury.

221b. CLEARANCE FORM A.

All trains must obtain Clearance Form A before leaving the following stations:

Rigby Yard or Tower P.T.
St. Johnsbury

265. CENTRALIZED TRAFFIC CONTROL SYSTEM (C.T.C.).

Train or engine movements may be made on signal indication between locations specified below under the direction of train dispatcher:

Mountain Jct. and Cumberland Mills - Under control of Operator at Tower P.T.

Note: Eastward trains approaching signal M-65 west of Pierce St., Cumberland Mills, must not pass signal M-65 unless it displays an aspect more favorable than Rule 245, unless authorized to do so by Operator at Tower P.T.

271a. HAND THROW SWITCHES.

At the following hand throw switches in C.T.C. territory, trains must hold the main track to do work and permission to use hand throw switch, including time and working limits, is not required. TRAINS MUST NOT CLEAR THE MAIN TRACK AT THESE SWITCHES.

Blue Rock Track # 4
Pine Tree Track #18

Thompsons Point. Trains or engines clearing the Main Track at Yard 9 or Thompsons Point, must NOT reenter the Main Track without first receiving permission from the Operator at Tower P.T.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Between Mountain Jct. and Signal M-65 west of Cumberland Mills.

605. LOCATION OF INTERLOCKING AND C.T.C. SIGNALS.

Mountain Jct.
Cumberland Mills (east yard limit)

MOUNTAIN SUBDIVISION MAIN LINE — SPECIAL INSTRUCTIONS
(continued)

695. BALL SIGNALS.

Whitefield. One Ball or one red light at masthead will allow trains of the Boston & Maine R.R. to cross the MECRR tracks.

Two Balls or two red lights at masthead will allow trains of the Maine Central R.R. to cross the B&MRR tracks.

877. South Windham. Track #7 No switching will be done under overhead crane unless crane is secure, clear of track.

MISCELLANEOUS

BARTLETT AND CRAWFORD NOTCH — HAUL-BY INSPECTION.

All westward freight trains are to be given a haul-by inspection at Bartlett and all eastward freight trains are to be given a haul-by inspection at Crawford Notch. Conductors will arrange to have a member of train crew in position to perform the required inspection.

Conductors of eastward freight trains may elect to perform haul-by inspection of train at either Crawford Notch or Fabyan depending on weather conditions, but inspection will be done at Crawford Notch if weather conditions permit.

Crawford Notch.

When retainer valves are used, all eastward freight trains will stop at Willey House and Sawyers River, and conductors and brakemen will inspect the train and examine the wheels as per Rule 40 of the Rules and Instructions Governing the Use and Care of Air Brakes and Air Signal Equipment. Conductors will see that the brakemen are at their proper station before starting. Engineers will start slowly and see that train runs at low rate of speed Crawford Notch to Sawyers River and Crawford Notch to Fabyan.

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

HELPER SERVICE — CRAWFORD NOTCH.

Unless otherwise directed, helper units will be inserted into train to be helped, Bartlett to Fabyan, instead of being used on rear of train, Bartlett to Crawford Notch.

Conductor of the train to be helped is to determine proper location for insertion of helper units based on the following:

Lead units to be scheduled to trail tonnage at least equal to the combined tonnage rating of the lead units **plus tonnage for one additional unit.** Helper units to be inserted at this point but not nearer to head end than the middle car of train.

MOUNTAIN SUBDIVISION MAIN LINE — SPECIAL INSTRUCTIONS
(continued)

MISCELLANEOUS

HELPER SERVICE — CRAWFORD NOTCH (continued).

Location of the helpers in train as above will result in one of the helper units pushing its tonnage while the balance of helper units haul their tonnage.

When helpers are employed, a greater number of units may be used as helpers than as lead units.

BETWEEN LUNENBURG AND BARTLETT.

Engineers 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 shall be left on main track or at any place where there is a possibility of running free.

OPERATION BETWEEN WHITEFIELD AND FABYAN.

Boston & Maine R.R. trains may operate over the Maine Central R.R. tracks between Whitefield and Fabyan under the jurisdiction of MECRR timetable, rules, and regulations. Train orders pertaining to movements between these points will be issued over the signature of the Superintendent of the MECRR by the Train Dispatcher in Portland.

BETWEEN CRAWFORD NOTCH AND BARTLETT.

Crawford Notch. Eastward freight trains will stop for test and examination of air brakes.

Eastward trains between Crawford Notch and Bartlett with or without effective dynamic brakes controlled from leading locomotive unit will have the train speed controlled by dynamic brakes, when operating, supplemented where necessary by automatic air brakes and the number of retaining valves to be used will be governed by train tonnage as follows:

MOUNTAIN SUBDIVISION MAIN LINE — SPECIAL INSTRUCTIONS
(continued)

MISCELLANEOUS

Number of Retainers	Tonnage with One Locomotive Unit		
	No Dynamic Brakes	With Dynamic Brakes OR Flat Maintaining	With Dynamic Brakes AND Flat Maintaining
100%	Over 1500	Over 2000	Over 2500
50%	1000— 1500	1500— 2000	2000— 2500
NONE	Under 1000	Under 1500	Under 2000
Number of Retainers	Tonnage with Two Locomotive Units		
	No Dynamic Brakes	With Dynamic Brakes OR Flat Maintaining	With Dynamic Brakes AND Flat Maintaining
100%	Over 2500	Over 3000	Over 3500
50%	2000— 2500	2500— 3000	3000— 3500
NONE	Under 2000	Under 2500	Under 3000
Number of Retainers	Tonnage with Three or More Locomotive Units		
	No Dynamic Brakes	With Dynamic Brakes OR Flat Maintaining	With Dynamic Brakes AND Flat Maintaining
100%	Over 3000	Over 3500	Over 4000
50%	2500— 3000	3000— 3500	3500— 4000
NONE	Under 2500	Under 3000	Under 3500

If speed cannot be properly controlled, the train will be brought to a stop and retaining valves used, and tests and inspection made as specified in Air Brake Rules Nos. 35, 37, and 40.

If tonnage is such that retaining valves are to be used, retaining valves and air brake tests must be made as called for in Rules 35 and 37, The Rules and Instructions Governing the Use and Care of Air Brakes and Signal Equipment.

**PORTLAND DIVISION
MAIN LINE — LOWER ROAD**

**EASTWARD TRAINS
READ DOWN**

**WESTWARD TRAINS
READ UP**

		Miles from Port- land	Sidings Approx Car Cap'y	STATIONS	
↑ Portland Terminal Co. ↓				Rigby Yard	(12)TYDX
				Tower P. T.	(12)TYNX
		1.28		Oil Plant R-Tower PT	TX
		1.63		Mountain Jct. R-Tower PT	TYX
		3.12		Portland Congress St. R-Tower PT	TX
		4.19		Woodfords	
		6.20		Deering Jct. R-Tower PT	TX
		6.56		Falmouth R-Tower PT	TX
				P. T. Limit	
		11.07	56	Cumberland Center	
		13.30		Royal Jct. R-Tower PT	T
		15.09		Yarmouth Jct. R-Tower PT	TD
		15.57		Low Road R-Tower PT	T
		17.74		Sodom R-Tower PT	T
		20.64	21	Freeport	
		25.32	49	Hillside	
		28.58	95	Brunswick	(1)TYDX
		33.05	91	Cathance	
		36.90	42	Bowdoinham	
		40.58	47	Harwards	
		44.64	91	Richmond	
		48.23		Dresden	
		51.87	28	Lawrence Mills (South Gardiner)	
		55.78	27	Gardiner	TX
		56.42		Cobbosseecontee Switch	X
		60.34		Hallowell	
		62.48	Yard	Augusta	(1)TDX
		63.32		East Augusta	TX
		66.33	41	Kennebec	
		73.91	86	Vassalboro	
		80.21	42	Winslow	TX
		81.93	Yard	Waterville, Tower A	(12)TYNX
		83.43		Keyes Crossover R-Tower A	X
		84.32		Fairfield R-Tower A	X
		85.15	200	Parkers R-Tower A	TX
		87.58		Canaan R-Tower A	T
		90.11		Clinton	T
		95.41	74	Burnham Jct. R-Tower A	TY
		99.10		Halfway	T
		101.68		Farnham Brook R-Tower RD	
		102.48	196	Pittsfield R-Tower RD	TYD
		106.71		Detroit	T
		109.49		Newport Jct.	TYD
		112.19		East Newport	T
		114.73	164	Stetson R-Tower RD	T
		121.82		Carmel	T
		122.55	158	Dabscook R-Tower RD	T

**PORTLAND DIVISION
MAIN LINE — LOWER ROAD**

(continued)

EASTWARD TRAINS
READ DOWN

WESTWARD TRAINS
READ UP

	Miles from Port- land	Sidings Approx Car Cap'y	STATIONS	
	129.33		M.D. Interlocking R-Tower RD	TX
	131.29	128-96	No. Maine Jct.	①TYDX
	132.11		Shaw Brook R-Tower RD	TX
	132.80		Hammond Street Switch	T
	133.29		Dow Airport	T
	135.75		Tin Bridge R-Tower RD	TX
	136.08		Bangor Engine House R-Tower RD	X
	136.58	Yard	Bangor Yard (Tower RD)	①②TYNX

Maine Central R.R. Co. trains operating over Portland Terminal Co. tracks will be governed by this schedule page and Portland Terminal Co. Special Instructions which are contained in this section and duplicated in the Portland Terminal Co. section.

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS

14. WHISTLE SIGNALS.

Portland Terminal Co. The use of locomotive whistle will not be permitted west of P.T. Limit except:

1. To call in flagman (see note in P.T.Co. Special Instructions).
2. As necessary, in emergency to avoid accident.

Yarmouth Jct. Discontinue the ringing of engine bell and sounding of whistle when engaged in switching movements at North Road Crossing (Mileage 15.62) and North Elm Street Crossing (Mileage 15.33) only when a member of train crew is on the ground at these crossings to direct the engine and protect the public during switching operations. MPUC Decree RR-4049, 1973.

Bangor Yard. The use of 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.

30. ENGINE BELLS.

Bangor Yard. The engine bell on trains operating in and out of Bangor must be rung continuously between west switch Bangor Yard and Kenduskeag Bridge.

33. CROSSINGS.

Brunswick.

Church Road Crossing. Cars must not be left standing on yard tracks within 300 feet east of crossing.

Stanwood Street. Protection will be automatic for operation in either direction on track 4 (running track). Speed in approach to crossing shall not exceed 4 M.P.H.

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossings	Protection
Deering Jct. Allen Ave., track 3	flashers/gates
Yarmouth Jct. Sligo Rd., track 6 (Pole Yard)	flag
North Elm St., tracks 3, 7	flashers
Brunswick Church Rd., track 4	flashers
Union St., tracks 13, 27, 29, 31	flag
Gardiner-Cobbosseecontee Branch Track Main St.	flag
Bridge St.	flag
Winter St.	flag
Kennebec Dalton Rd., track 4	flashers
track 10	flag
Winslow Sand Hill Crossing, track 3	flashers
Parkers (Benton) Pleasant St., track 3 (Warren Bros.)	flag
Newport Jct. Spring St., track 1 ½, 4	flashers
Dow Airport (Bangor) Hammond St., track 4	flashers

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossings	Type	Location	Direction of train
Portland Congress St.	signal	Eastward track	Eastward
Congress St.	signal	Westward track	Either
Woodfords Forest Ave. & Saunders St.	automatic	Westward track	Westward

Note: Trains or engines moving slow or having stopped on the westward track between Walton St., and "XC" post east of Forest Ave., must when movement is resumed, proceed to Forest Ave. Crossing at not exceeding slow speed.

Walton St.	manual	at switch near Read St.	Westward on Westward track
Deering Jct. Read St.	manual	at switch near crossing	Westward on Westward track
Read St.	automatic		
Read St.	switch	track 10	Westward
Allen Ave.	automatic	both main tracks	Eastward

Note: Eastward movements on westward track having stopped in approach to Allen Ave., must, when movement is resumed, protect crossing by member of train crew.

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

33b. CROSSINGS WITH CUT-OUT DEVICES (continued)

Crossings	Type	Location	Direction of train
Allen Ave.	signal	Westward track	Westward
Riverside St.	automatic		Westward ##
Riverside St.	signal		Either
Falmouth			
Lambert Rd.	automatic		Eastward ##
Cumberland Center			
County Rd., (Main St.)	automatic		Either
Tuttle Rd.	automatic		Eastward
Royal Jct.			
Greely Rd.	signal		Either
Yarmouth Jct.			
North Elm St.	automatic		Either ##
Low Road (North St.)	automatic		Eastward ##
Low Road (North St.)	signal		Either
Freeport			
West St.	switch	west switch tk 4	Westward
West St.	automatic		Eastward
Bow St.	switch	west end track 4	Eastward
Bow St.	automatic		Eastward ##
School St.	automatic		Eastward
School St.	switch	west end track 4	Eastward
Hillside			
Grant's Crossing	switch	east end track 3	Eastward
Brunswick			
Church Rd.	switch	west end tracks 4, 6	Eastward
Church Rd.	automatic		Westward
Stanwood St.	automatic		Either
Stanwood St.	switch	track 29	Westward
Union St.	automatic		Eastward
Union St.	switch	track 29	Eastward
Maine St. & Park Row	signal		Either
Maine St. & Park Row	switch	Rockland Branch track	Westward
Maine St. & Park Row	switch	east end track 4	Eastward
Maine St. & Park Row	automatic		Either

Note: Eastward trains stopping in approach to Maine St. crossing in excess of 60 seconds must operate the push button located on eastward home signal to clear this signal for an eastward movement.

Bowdoinham			
Center St.	switch	east end track 3	Eastward
Main St.	switch	east end track 3	Eastward
Richmond			
Spruce St.	switch	east end tk. 3 & } switch track 4 }	Westward
Gardiner St.	switch		Eastward
Depot St. & Pleasant St.	switch	same as above	Eastward
White St. & Main St.	switch	same as above	Eastward
South Gardiner			
Church St.	manual	on case at crossing	Westward

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

33b. CROSSINGS WITH CUT-OUT DEVICES (continued).

Crossings	Type	Location	Direction of train
Gardiner			
Depot St.	automatic		Either
Depot St.	manual*	east switch tk. 3	Eastward
*Equipped with Special Grade Crossing Signal, See Rule 522.			
Hallowell			
Greenville St.	switch	track 3	Eastward
Second St.	automatic		Eastward
Second St.	switch	track 3	Eastward
Second St.	switch	tracks 4 & 6	Westward #
Chestnut St.	switch	tracks 4 & 6	Westward #
Chestnut St.	switch	track 3	Eastward
Chestnut St.	automatic		Eastward
Academy & Union Sts.	switch	tracks 4 & 6	Westward #
Central St.	switch	tracks 4 & 6	Eastward
Central St.	automatic		Westward
Winthrop St.	automatic		Westward
Winthrop St.	switch	tracks 4 & 6	Eastward

Note: Manual start button in "Manual Control Box" located at clearance point track 4 is provided to lower gates for eastward reverse movement over Winthrop St.

Augusta			
Winthrop St.	automatic		Westward
Bridge St.	switch	track 14	Westward
East Augusta			
Maple St.	manual	on case at crossing	Either
Maple St.	automatic		Westward
Maple St.	switch	track 17	Westward
Private (Statler Tissue)	automatic		Eastward
Kennebec			
Dalton Rd.	switch	track 4 & 7	Westward
Winslow			
Bay St. (Brick Yard)	manual	west of Sand Hill Crossing	
Sand Hill Crossing	manual	on case at Temple St.	
Sand Hill Crossing	switch	track 3	Eastward
Fairfield			
Burrill Ave.	automatic	(on either track)	Eastward ##
Burrill Ave.	switch	east end track 4	Westward
Summit St. (Railroad St.)	automatic	(on either track)	Eastward ##
Summit St. (Railroad St.)	switch	west end track 4	Eastward
Summit St. (Railroad St.)	switch	track 3	Eastward
Lawrence Ave.	signal	(on either track)	Either

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

33b. CROSSINGS WITH CUT-OUT DEVICES (continued).

Crossings	Type	Location	Direction of train
Parkers (Benton)			
River Rd.	signal		Either
Burnham Jct.			
Main St.(Canaan Rd.)	automatic		Eastward ##
Main St.(Canaan Rd.)	signal		Eastward
Main St.(Canaan Rd.)	switch	east end tracks 3 & 8	Eastward
Pittsfield			
Main St.(On Main Tk)	manual*	on post at crossing	
Main St.(On Passing Tk)	manual*	on special signal	
Main st.(On Passing Tk)	manual*	at east end track 3	
*Equipped with Special Grade Crossing Signal, See Rule 522.			
Main St.	automatic	(Main & Passing tks)	Either
Atwell Rd.	automatic	(Main & Passing tks)	Either

Note: Westward trains which will not clear Main St. crossing if stopped at interlocking signal at west end of passing track at Pittsfield, must stop not more than 440 ft. east of C.T.C. signal east of Atwell Rd., until an indication more favorable than Rule 245 is displayed by the governing signal.

Newport Jct.			
Spring St.	automatic		Either
Spring St.	switch	east end track 1	Westward
Elm St.	automatic		Either
Hermon Center			
Bog Rd.			
(M.D. Interlocking)	signal		Eastward
Bog Rd.	switch	west end track 3	Eastward
Bog Rd.	switch	east end track 3	Westward
State Rd.	switch	west end track 4, N. Me. Jct.	Westward
Dow Airport			
Odlin Rd.	switch	track 4	Eastward

After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

##Trains or engines having stopped or moving in approach to crossing at 6 M.P.H. or less, must not accelerate above 6 M.P.H. until onto the crossing.

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

33b. CROSSINGS WITH CUT-OUT DEVICES (continued)

NOTE: Trains that are required to stop at Interlocking or C.T.C. signals displaying STOP aspect, at crossings where there is a controlled "signal" cut-out, may pass "XC" post in approach to crossing and proceed to the signal.

Crossing signals in double track territory for either direction operation on either track:

Deering Jct.—Allen Ave.—Westward track only (Eastward moves must not exceed 6 M.P.H.)

Fairfield—Burrill Ave. and Summit St. (Railroad St.)

83. REGISTER STATIONS:

Rigby Yard Brunswick Waterville Bangor Yard

S-88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS.

Brunswick: Track 4, known as "Running Track" between switch just west of Union Street and west switch, just west of Church Rd. Crossing.

Gardiner: Track 3, "South siding" opposite former freight house.

Augusta: Track 2½, former westward track, approximate cap'y 163 cars.

Kennebec: Track 4, between crossover and east switch.

No. Maine Jct: Westward trains will use Track 4 (north siding) between crossover "C" east of station and west switch, approx. cap'y 128 cars. Eastward trains will use Track 3 (south siding), approx. cap'y 96 cars.

86. Exception: Between Tower P.T. and Falmouth, inferior trains may precede superior trains on signal indication.

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Rigby Yard-Portland	Tower P.T. and	2.80
Deering Jct.-Falmouth	3.80 and	6.15
Brunswick	26.94 and	30.81
Gardiner	55.32 and	57.09
Augusta-East Augusta	61.41 and	63.95
Winslow-Waterville-Fairfield	79.40 and	85.34
No. Maine Jct.	129.31 and	132.59
Bangor Yard	135.46 and	137.86

Waterville: Westward trains having work to do at Waterville must stop back on westward main track a sufficient distance to assure not fouling the double track switch before and after work is completed. Westward trains handling in excess of 50 cars when setting off or lifting, will be handled via the Back Road main track when setting off or lifting.

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)**93. YARD, YARD LIMITS. (continued)**

Waterville Yard. Track 91 is designated as a single running track in both directions between west switch of ladder "D" and Crossover "E." All intermediate switches must be restored to normal position on completion of work leaving track 91 clear for safe passage of engine movements.

No. Maine Jct. Permission must be obtained from Towerman at Tower R.D. (at Bangor Yard) by any westward extra train or engine before using the main track at No. Maine Jct., west of west switch track 3.

104. LOCATION OF SPRING SWITCHES AND SPEED RESTRICTION APPLYING:

Low Road - West end of double track
 Sodom - East end of double track
 *Augusta - Both ends of Track 2½ (Passing track)

Trains or engines trailing thru spring switch must not exceed 20 M.P.H. until leading wheels have passed thru switch, then must not exceed 30 M.P.H.

*Equipped with automatic signals—Rules 513a and 513c apply.

109. BULLETIN BOARDS.

Rigby Yard Office and Rigby Engine Dispatchers Office
 Brunswick Station
 Waterville Yard Office and Engine House
 Bangor Yard Office and Engine House

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Tower P. T. to Oil Plant	Both	20
Oil Plant to Woodfords	Both	30
Woodfords to P. T. Limit	Both	40
P. T. Limit to M.P. 80, Winslow	Both	40
M.P. 80 to Waterville, Tower A	Both	30
Waterville, Tower A to Fairfield	Both	20
Fairfield to Pittsfield	Both	40
Pittsfield to M.D. Interlocking	Both	50
M.D. Interlocking to West end Bangor Yard	Both	40
West End Bangor Yard to Railroad Street	Both	25
Railroad Street to Calais Jct.	Both	15
Restricted:	Direction	M.P.H.
Deering Jct., over Morrill St. Crossing	Both	30
Gardiner, between east end of freight house and Cobbosseecontee Branch switch	Both	30
Augusta, M.P. 62, to west end Kennebec River bridge	Both	15
Augusta, between west end Kennebec River Bridge #62.84 to Maple Street Crossing, East Augusta	Both	25
Newport Jct., curve east of Station (Mileage 109.61 to 109.87)	Both	45
Etna, reverse curves west of (Mileage 115.87 to 116.53)	Both	45
Hermon Pond, reverse curves east of (Mileage 126.34 to 126.77)	Both	45

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

KENNEBEC RIVER BRIDGE AT AUGUSTA AND FAIRFIELD

In compliance with the speed restriction of 25 miles per hour over Kennebec River Bridge #62.84 at Augusta, and 40 miles per hour over Kennebec River Bridge #84.50 at Fairfield, the speed of trains must be reduced and brake released before going onto either end of bridge, in order that the speed will not be exceeded over any part of the bridge, and no requirement for applying brake while on the bridge to reduce speed, except in an emergency.

111a. USE OF AIR BRAKES WHILE SWITCHING.

Augusta - Air brakes will be in use on all trains, or switcher movements, between Augusta Station and East Augusta.

D-151. DOUBLE TRACK.

Tower P.T. to Falmouth
Low Road to Sodom
Waterville Tower A to Fairfield

211a. TRAIN ORDER TRANSMITTERS located at following stations:

Tower P.T.
Brunswick

Augusta
Waterville Tower A

221. TRAIN ORDER SIGNALS.

Train order signals located on all train order stations except Rigby Yard, Tower P.T., Waterville and Bangor.

At Augusta, westward trains may pass train order signal displaying stop indication, and proceed to the eastward train order signal at station to pick up train orders if their rights permit.

221b. CLEARANCE FORM A.

All trains must obtain Clearance Form A before leaving the following stations:

Rigby Yard or Tower P.T. (MECRR trains only)
Waterville Tower A, except Eastward trains.

265. CENTRALIZED TRAFFIC CONTROL SYSTEM (C.T.C.).

Train or engine movements may be made on signal indication between locations specified below under the direction of Train Dispatcher:

The following under control of Operator at Tower P.T.

Falmouth to Allen Avenue (Deering Jct.)
Falmouth and Low Road
Low Road to Sodom

Westward track only
Single main track
Eastward track only

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

265. CENTRALIZED TRAFFIC CONTROL SYSTEM (C.T.C.) (continued)

The following under control of Operator at Waterville Tower A.

Fairfield and Farnham Brook (Pittsfield) Single main track

The following under control of Operator at Tower R.D. (Bangor Yard)

Farnham Brook (Pittsfield) and M.D. Interlocking
Shaw Brook (No. Maine Jct.) and Tin Bridge (West end of Bangor Yard)

266. DUAL CONTROL SWITCHES.

Waterville East

Fairfield - east end double track

Fairfield - Shawmut Branch switch

Canaan - east end track 1 (passing track)

Burnham Jct. - both ends track 4 (passing track)

Pittsfield - both ends track 1 (passing track)

Stetson - both ends track 2 (passing track)

Dabscook - both ends track 2 (passing track)

Tin Bridge (West end Bangor Yard) Track 6

Bangor Engine House, Tracks 14, 16, Crossovers "A" & "B"

Note: Also see Rules 267, 269, 271, 271a, and 271c.

271a. HAND THROW SWITCHES.

At the following hand-throw switches in Interlocking and C.T.C. territory, trains must hold the main track to do work, and permission to use the hand-throw switch, including time and working limits, is not required. Trains must not clear the main track at these switches:

Falmouth, tracks 8, 22, 26, 39

Cumberland Center, track 3;

Yarmouth Jct., tracks 3, 6, 12;

Clinton, track 4;

Burnham Jct., west end track 8;

Halfway, track 3;

*Pittsfield, tracks 13, 20;

Detroit, track 3;

Dow Airport, tracks 5, 22, 26;

Bangor Yard (Tin Bridge) track 24;

Bangor Engine House, must not clear track 4, on tracks 96, 98

*Switch operates a pipe-connected derail

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

272. ELECTRICALLY LOCKED SWITCHES.

Instructions for operation of electrically locked switches are located inside of cover on electric lock. These switches are located as follows:

- †Oil Plant - switch to Yard 6;
- †*Portland Congress St. - track 30, Delano Mills;
- *Deering Jct., track 6, Milliken-Tomlinson;
Cumberland Center, both ends track 4;
- East Augusta, east end track 17;
- ††*Parkers (Benton), track 3;
Clinton - both ends track 3;
- ††*Burnham Jct., east end track 3 and track 8;
- *Burnham Jct., west end track 3;
- *Pittsfield - west switch track 3;
- *Pittsfield - west switch track 4;
- **Pittsfield - east switch crossover "B";
- *Pittsfield - east switch track 3;
- *Detroit - track 4;
- Newport Jct. - west switch track 4;
- *Newport Jct. - both switches track 1½;
- *Newport Jct. - east switch track 16;
- East Newport - both switches track 4;
- *Carmel - both switches track 3;
- Hammond St. Switch - track 4;
- Dow Airport - track 4.

†Controlled by Operator at Tower P.T.

††Controlled by Operator at Waterville, Tower A.

*Switch operates a pipe-connected derail

**Switch operates a pipe-connected mechanical switch lock on inside switch of crossover.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Between Tower P.T. and M.D. Interlocking

Between Shaw Brook (east end No. Maine Jct.) and Tin Bridge (Bangor Yard)

512. SWITCH INDICATORS.

Freeport *At switch east end Track 4

Brunswick *At east switch Track 4

Winslow -At switch Track 3 (Scott Paper Co.)

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

Operation of push button located on underside of Color-Light indicator box will cause indicator lamps to be lighted. The display of a red light under "E" indicates that main track east of switch is occupied. The display of a red light under "W" indicates that main track west of the switch is occupied.

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS OR FROM BRANCHES:

Location	Signal number	Clearing time
Augusta, both ends Track 2½	S-606, S-625	8 minutes
Newport Jct., west end Track 4	S-1090	8 minutes

605. LOCATION OF INTERLOCKING AND C.T.C. SIGNALS.

Interlocking and C.T.C. signals under the control of the Operator at Tower P.T.:

- *Tower P.T.
- *Oil Plant
- *Fore River
- *Yard 8 East (including Yard 8 Wye)
- *Mountain Jct.
- *Portland, Congress Street-Park Ave. Bridge
- Deering Jct., Allen Ave.
- Falmouth
- Royal Jct.
- Yarmouth Jct.
- Low Road
- Sodom

*Movements may be made in either direction on signal indication on either track between Tower P.T. and Park Avenue Bridge.

Brunswick: Brunswick is an automatic interlocking. Movements to or from the Rockland Branch must stop within 100 feet of proper "Rockland Branch" control box and follow directions inside box. Control boxes are located as follows:

Eastward from main line to branch—at X/C post west of Union Street, and from Track 4, at the east switch of Track 4.

Westward from branch—At dwarf interlocking signal.

Interlocking and C.T.C. signals under the control of Operator at Waterville, Tower A:

- **Waterville, Tower A
- **Waterville East
- **Fairfield
- Parkers
- Canaan
- Burnham Jct.

**Movements may be made in either direction on either track between Waterville, Tower A and Fairfield on signal indication under control of the Operator at Waterville, Tower A.

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

605. LOCATION OF INTERLOCKING AND C.T.C. SIGNALS. (continued)

Interlocking and C.T.C. signals under the control of the Operator at Bangor Tower R.D.:

Farnham Brook
Pittsfield (both ends of passing track)
Stetson (both ends of passing track)
Dabscook (both ends of passing track)
M.D. Interlocking
Shaw Brook (east end No. Maine Jct. Yard)
Tin Bridge (west end Bangor Yard)
Bangor Engine House

***Kenduskeag Bridge

***Calais Jct.

Waterworks

***Movements may be made in either direction between Kenduskeag Bridge and Calais Jct., on signal indication under control of Operator at Bangor Tower R.D.

805. CONDUCTOR'S REPORT.

Waterville. Conductors of freight trains arriving Waterville Yard will arrange waybills to be delivered to the yard office in the order in which the cars stand in their trains or drafts that are to be set off.

INTERCHANGE TRACKS.

Burnham Jct. West end of track 3 and all of track 5 (awning track) are interchange tracks with B&MLRR. When possible, cars from MEC to B&ML are to be set off on west end of track 3 and cars from B&ML to MEC are to be set off on awning, track 7, and west end track 3. Cars for Burnham Jct. proper must not be set off on any of these tracks. Eastward MEC tracks will set off interchange cars on east end track 3 and track 7.

No. Maine Jct. Designated interchange tracks from BAR to MEC are MEC tracks 3, 14, 15, 16, 20, 22, and 24. Track 3 will be used only upon authority of MEC Chief Train Dispatcher.

BAR track 3, approx. 1600 feet

BAR track 5, 2538 feet

BAR track 7, 2325 feet north of station

BAR track 71, 263 feet east of station

BAR track 73, 240 feet east of station

BAR track K, 358 feet spur track east of station.

MEC track 5 is designated as an interchange track from BAR to MEC on south side of BAR yard.

Yarmouth Jct. Westward trains delivering cars to Grand Trunk Ry. thru north "wye" track will not leave any cars on the wye track.

LOWER ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

MISCELLANEOUS.

No. Maine Jct. Eastward trains stopping in east yard at No. Maine Jct., to deliver cars to BAR or do other work will communicate with Operator at Tower R.D. and inform him of number of cars and probable leaving time from No. Maine Jct.

When necessary to turn engines at No. Maine Jct., no car or caboos is to be taken with engine and MEC crew will be governed by the following instructions issued by the BAR when using their tracks. Before turning engines on BAR turntable or yard tracks, permission must be obtained from the yardmaster, and movements will be made under YARD RULES.

In setting off cars on BAR tracks 31 and 33, or any track west of station, movements will be made under YARD RULES and in case it is necessary to cross the diamond located just west of west end of tracks 31 and 33, engine will come to FULL STOP and must see that tracks are clear in all directions before passing over the diamond.

MEC trains using track 2 in BAR Receiving Yard from west end, will leave switch in normal position for BAR track 2.

BACK ROAD MAIN LINE

**EASTWARD TRAINS
READ DOWN**

**WESTWARD TRAINS
READ UP**

	Miles from Portland	Siding Approx Car Cap'y	STATIONS	
	13.30	110	Royal Jct. R-Tower PT	T
	21.28		Gray	T
	25.84	126	New Gloucester	T
	30.73		Danville Jct.	① TN
	32.37	73	Rumford Jct.	
	36.29		Auburn	X
	37.07		Lewiston	TDX
	37.91	73	Fairgrounds	X
	44.60		Greene	
	47.69	112	Leeds Jct.	TYDX
	50.66		Monmouth	T
	56.67	64	Winthrop	T
	62.34	77	Readfield	T
	70.24		Belgrade	T
	75.07		North Belgrade	
	76.28		Chip Mill	
	79.23	W.64	Oakland	TYX
	85.53	Yard	Waterville Tower A	②①TYNX

BACK ROAD MAIN LINE — SPECIAL INSTRUCTIONS

33. CROSSINGS.

Winthrop. Cars must not be left standing on track 8 between east switch to track 10 and Main St., or between Main St. and 100 feet east.

Readfield. Westward trains having meet with eastward trains must know that eastward train has cleared westward approach circuit before proceeding over Main St. crossing, mileage 62.30, unless crossing is flagged by a member of train crew.

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossing	Protection
Rumford Jct.	
Hacketts Rd., track 4	flashers
Hacketts Rd., track 8	flag
Auburn	
Spring St., track 14	flashers/gates
Lewiston	
Middle St., track 8	flag
Holland St., side tracks	flashers/gates
Whipple St., side tracks	flashers/gates
Waterville	
Main St., tracks 3 & 19	flashers/gates
Chaplin St., track 6	flashers/gates

BACK ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossings	Type	Location	Direction of train
Gray			
Sweetsir Rd.	manual	At west switch track 3	Westward
Sweetsir Rd.	switch	both ends track 3	Westward #
New Gloucester			
Route 231	automatic		Eastward ##
Danville Jct.			
Danville Jct. Rd.	switch		Westward
Rumford Jct.			
Sampsons Rd.	automatic		Eastward
Hacketts Rd.	automatic		Eastward ##
Hacketts Rd.	switch	east end track 4	Westward
Auburn			
Adams St.	manual	On case at crossing	
Adams St.	automatic		Westward
High St.	switch	east end crossover "B"	Westward
High St.	switch	east end crossover "C"	Westward
High & Elm Sts.	automatic		Both ##
Elm St.	switch	east end track 4	Eastward
Court St.	automatic		Both
Court, School Sts.	manual*	At east end track 7	Eastward
Court, School Sts.	} switch	Tracks 14 & 21	Westward
School, Hampshire & Spring Sts.		automatic	Westward ##
		manual*	At east end track 7
	switch	Tracks 14 & 21	Westward

*Equipped with Special Grade Crossing Signal, See Rule 522.

Lewiston			
Middle St.	switch	track 3	Eastward #
Middle St.	switch	tracks 15, 60	Westward #
Middle St.	automatic		Westward
Holland St.	switch	Crossover "F"	Westward ##
Holland & Whipple Sts.	switch	track 5	Westward
Holland & Whipple Sts.	switch	track 15	Eastward
Holland & Whipple Sts.	automatic		Eastward
Whipple St.	switch	Crossover "F"	Eastward ##
Strawberry Ave.	switch	Crossover "E"	to & from track 60
Leeds Jct.			
Main St.	manual	On station	Either
Monmouth			
Main St.	switch	east end track 4	Westward

BACK ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

33b. CROSSINGS WITH CUT-OUT DEVICES.(continued)

Crossings	Type	Location	Direction of Train
Winthrop			
Main St.	switch	east switch track 8	Westward
Main St.	manual	On station	Either
Central St.	manual		Eastward
Summer St.	manual		Eastward
Belgrade			
Main St.	switch	east end track 3	Westward
Route 27	switch	east end track 3	Eastward
Oakland			
Oak St.	automatic		Eastward
Oak & Pleasant Sts.	switch	east end track 4	Eastward
Oak & Pleasant Sts.	switch	track 10	Westward
Pleasant St.	automatic		Westward
Waterville			
Main St.	switch	track 6	Westward #
Main St.	automatic		Eastward##
Chaplin St.	automatic		Westward ##
Chaplin St.	switch	track 6	Eastward

After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

Trains or engines having stopped or moving in approach to crossing at 6 M.P.H. or less, must not accelerate above 6 M.P.H. until onto the crossing.

83. REGISTER STATIONS.

Lewiston (Trains originating or terminating, or when so directed by Train Dispatcher).
 Leeds Jct. Oakland Waterville (Tower A)

S-88 TRACKS TO BE USED IN MEETING OR PASSING TRAINS.

Fairgrounds: Track 60, the long siding, north of Main Track, between Crossover "E" and Crossover "G", adjacent to Main Street Underpass.

Leeds Jct.: South siding between east and west switches.

Winthrop: South siding, west of station.

BACK ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

93. YARDS, YARD LIMITS.

Danville Jct.: Trains or engines MUST NOT go beyond derails on west end of transfer tracks, or foul Grand Trunk Ry. main track without receiving a G.T.Ry. train order to do so.

Yard Limits on main track are located between the following mileages:

Auburn-Lewiston Fairgrounds	34.37 and 39.45
Leeds Jct.	47.05 and 48.45
Oakland	77.81 and 79.57
Waterville	82.33 and Tower A.

97. **Royal Jct.** Running orders to or from Royal Jct. will apply at the junction switch unless otherwise specified.

98. RAILROAD GRADE CROSSINGS LOCATED AT:

Danville Jct. Engines and cars must not be left standing between home interlocking signals.

109. BULLETIN BOARDS.

Lewiston Station
Waterville Yard Office and Engine House.

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Royal Jct. to Waterville	Both	40
Restricted		
Royal Jct., Back Road trains thru junction switch,	Both	30
Danville Jct., Grand Trunk Ry. crossing	Both	15
Auburn-Lewiston, between Adams St., mileage 35.63 and Whipple St., mileage 37.40	Both	30
Oakland, approaching Oak & Pleasant Sts., track 10	Both	6
Waterville, between North St. overhead bridge and Tower A.	Both	20

211a. TRAIN ORDER TRANSMITTERS ARE LOCATED AT:

Danville Jct., Lewiston, Leeds Jct., Waterville Tower A.

221. **TRAIN ORDER SIGNALS** are located on all Train order stations except:

Waterville Tower A.

221b. CLEARANCE FORM A.

All trains must obtain Clearance Form A before leaving the following stations: Waterville Tower A.

BACK ROAD MAIN LINE — SPECIAL INSTRUCTIONS (continued)

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Royal Jct. - between junction switch and signal B-148, 1562 ft. west of M.P. 15.

Danville Jct. - Fairgrounds - between signal B-279 west of M.P. 28 and signal B-398, west of M.P. 40.

Leeds Jct. - between Signal B-467 west of M.P. 47 and Signal B-484 east of M.P. 48.

Oakland - between Signal B-779 west of M.P. 78 and Signal B-800 west of M.P. 80.

Waterville - between Signal B-823 east of M.P. 82 and Waterville Tower A.

512. SWITCH INDICATORS.

Danville Jct. **At east switch Track 5.

Auburn **At east switch Crossover "B"
 **At east switch Crossover "C"
 **At east switch Track 6
 **At east switch Track 7

Lewiston **At west switch Track 60
 **At west switch Crossover "F"
 **At west switch Crossover "E"

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

513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS OR FROM BRANCHES.

Location	Signal number	Clearing time
Leeds Jct., Rumford Branch	RB-476	3 minutes

605. LOCATION OF INTERLOCKING SIGNALS.

Royal Jct., (Remote control from Tower P. T.)

Danville Jct.

Waterville Tower A.

Note: Eastward trains that will not clear Chaplin St., when stopped at home signal at Waterville Tower A, a distance of 1260 feet, must stop west of automatic block signal B-847 until a more favorable indication than Rule 245 is displayed by signal B-847.

805. Waterville - Conductors of freight trains arriving Waterville Yard will arrange waybills to be delivered to the yard office in the order in which the cars stand in their trains or drafts that are to be set off.

RUMFORD BRANCH

EASTWARD TRAINS — THIRD CLASS — WESTWARD TRAINS
 READ DOWN READ UP

	391 Sunday only	Miles from Port- land	Siding Approx Car Cap'y	STATIONS		398 Daily
	A.M.	47.69	Yard	Leeds Jct. YTDX		P.M.
		50.22		Libbys Pit X		
		54.95	33	Centraltown T		
		57.77		North Leeds		
		59.96	38	Stricklands		
	L6:00	68.19	Yard	Livermore Falls TDX		
	A6:15	70.83	Yard	Rileys TDX		A1:15
		78.04		Whitney Brook Canton		1:00
		78.30		Gilbertville T		
		82.98	26	Worthley T		12:50
		88.30	32	Dixfield TX		12:40
	A.M.	91.20	Yard	Rumford YTDX		L12:30 P.M.
No. 391 loses right and schedule after 10:50 A.M.						

RUMFORD BRANCH — SPECIAL INSTRUCTIONS

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossing	Protection
Dixfield	
Hammonds Ferry Rd., Track 3	flag
Rumford	
Railroad St., Tracks 1½ and 11, Yard 3	flag
Railroad St., Track 29, Yard 2	flag

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossings	Type	Location	Direction of train
Livermore Falls			
Depot St.	manual	at Depot St.	Either
Main St.	manual	at Depot St.	Eastward
Bridge St.	automatic		Westward ##

##Trains or engines having stopped or moving in approach to crossing at 6 M.P.H. or less, must not accelerate above 6 M.P.H. until onto the crossing.

83. REGISTER STATIONS.

Leeds Jct., Livermore Falls, Rileys, Rumford.

RUMFORD BRANCH — SPECIAL INSTRUCTIONS (continued)

S-88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS.

Livermore Falls. A westward train required to take siding and meet an eastward train at "Livermore Falls" will take siding at the easterly switch, east of International Paper Co., mill and haul thru track 8 (second track over from main track on north side), thence thru yard tracks and reenter main track at west switch track 34.

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Leeds Jct. -Libby Pit	junction switch and 50.54
Livermore Falls	66.31 and 69.35
Rileys	70.49 and 72.33
Dixfield	87.46 and 88.72
Rumford	90.43 and Smith's Crossing.

All tracks east of sign at Smith's crossing are yard tracks.

109. BULLETIN BOARDS.

Livermore Falls station
Rumford Yard Office and Enginehouse

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Leeds Jct. to Livermore Falls	Both	35
Livermore Falls to Rumford	Both	30

Restricted	Direction	M.P.H.
Livermore Falls, between west end of curve at Depot St., and Main St. Crossing.	Both	25
Livermore Falls, between Main St. crossing and curve east of Otis Falls Bridge #68.94	Both	15
Whitney Brook, curves between ½ mile west and ¼ mile east	Both	25
Rumford, County Rd. Crossing, Track 1 ½	Both	6

111a. USE OF AIR BRAKES WHILE SWITCHING.

Rileys - Air brakes must be used on all cars while switching tracks 5, 41, 43, and 45.

211a. **Train Order Transmitter** located at Livermore Falls.

221a. **Train Order Signals** are located on all train order stations.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Leeds Jct., and 6100 feet east.

RUMFORD BRANCH — SPECIAL INSTRUCTIONS (continued)

877. Rileys. No switching shall be performed on Flume Tracks 25 and 37 unless log rake machines are set in clear beyond end of the track.

MISCELLANEOUS.

Rumford - Boise-Cascade Paper Mill. Crews switching track 19, Yard 2 must turn on warning horn before switching is done on this track, and horn should be left on during switching operations.

FARMINGTON BRANCH

**EASTWARD TRAINS
READ DOWN**

**WESTWARD TRAINS
READ UP**

Miles from Portland	Sidings Approx Car Cap'y	STATIONS	
68.19	Yard	Livermore Falls	TXD
70.02		Jay	
73.45	4	North Jay	
77.07	W5	Wilton	
79.40		East Wilton	
83.58		West Farmington	X
84.27	Yard	Farmington	YX

FARMINGTON BRANCH — SPECIAL INSTRUCTIONS

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossing	Protection
Wilton	
Depot St. Track 6	flag

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossings	Type	Location	Direction of train
Wilton			
Route 2 & Wilton Rd.	switch	east switch Tk. 4	Eastward #
Route 2 & Wilton Rd.	switch	Track 6	Westward #

#After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

83. REGISTER STATIONS.

Livermore Falls, Farmington

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Livermore Falls	Switch and 69.91
Farmington-West Farmington	83.02 and End of Track

109. BULLETIN BOARDS.

Livermore Falls Station

FARMINGTON BRANCH — SPECIAL INSTRUCTIONS (continued)

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Livermore Falls to Farmington	Both	25
Restricted		
Wilton-between west switch Track 4 and switch to Track 3	Both	15
East Wilton-from XC Post to County Rd. Crossing at Mileage 79.32	Both	15
East Wilton-Highway crossings at Mileage 79.42 and 79.59	Both	10
West Farmington-from XC Post to Oak & Bridge St. Crossings	Both	15

ROCKLAND BRANCH — SPECIAL INSTRUCTIONS (continued)

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossing	Protection
Brunswick (Airbase)	
State Rd. Route 1 (Airbase track)	flag
Bath	
Center St. Tk 3	flashers
School St., Tk 3	flashers
Washington st., Tk 3	flashers/gates
Water St., Tk 3	flashers
Water St., Bath Iron Wks track	flag
Bath Iron Works yard, Blacksmith Shop Driveway, Tk 89	flag
Yankee	
Bailey Pt. Rd., Route 144, Tk 3	flag
Old Ferry Rd., Tk 3	flag
Thomaston	
Green St.	flag
Mechanic St.	flag
Elliott St.	flag
Rockland	
New County Rd.	flag
Broadway	flag
Lisle St., (7PM to 7AM Only)	flag
Broad St., (7PM to 7AM Only)	flag
Broadway (Wharf Tk)	flag
Pleasant St., (Wharf Tk)	flag
South Main st., (Wharf Tk)	flag

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossings	Type	Location	Direction of train
Hardings			
Hardings Farm Rd.	manual	near switch Tk 6	
Sanborns			
River Rd.	manual	on case at crossing	
Bath			
Center St.	automatic		Eastward ##
Center St.	switch	Tk 9	Westward ##
School St.	automatic		Eastward ##
School St.	switch	Tk 9	Westward ##
Washington St.	automatic		Eastward ##
Washington St.	switch	Tk 9	Westward ##
Water St.	automatic		Eastward ##
Water St.	switch	Tk 9	Westward ##

Note: Westward movements over crossover "A" must ascertain that the Protection on Center St. is operating 20 seconds before occupying crossing, and if then move is made eastward on main track, must approach School St. at not exceeding 6 M.P.H.

ROCKLAND BRANCH — SPECIAL INSTRUCTIONS (continued)

33b. CROSSINGS WITH CUT-OUT DEVICES (continued)

Crossings	Type	Location	Direction of train
Wiscasset Main St.	manual	on case at crossing	
Newcastle Main St.	manual	southwest end of crossing and on power station	
Main St. Allens	switch	west switch Tk 3	Westward #
County Rd.	manual	on case at crossing	
County Rd. Thomaston	switch	west switch Tk 6	Westward #
Knox St. Rockland	switch	west switch Tk 3	Westward
County Rd.	manual	near west switch Tk 6	

After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

##Trains or engines stopped, or moving in approach to crossing at 6 M.P.H. or less must not accelerate above 6 M.P.H. until onto the crossing.

83. REGISTER STATIONS.

Brunswick
Bath - For trains originating and terminating at Bath only.
Rockland

S-88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS.

Allens. Siding between crossover and east switch.

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Brunswick	Switch and 29.84
Bath-Bayview	36.46 and 39.53
Wiscasset	48.49 and 49.60
Thomaston	81.47 and 82.10
Rockland	82.55 and "End of Main Track" sign.

Rockland. All tracks east of sign, "MAIN TRACK ENDS HERE", located just west of engine house are Yard Tracks and Yard Rules govern.

ROCKLAND BRANCH — SPECIAL INSTRUCTIONS (continued)

109. BULLETIN BOARDS.

Brunswick Station
Rockland Station and Engine House.

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Brunswick to Rockland	Both	25
Restricted		
Bath, mileage 37.10 west of York St., to mileage 37.97, east of Bath station curve	Both	10
Birch Point, Track 7	Both	6
Yankee, Tracks 3, 5 & 7	Both	15
Wiscasset, Main St. Crossing Mileage 49.10 between "Crossing Signal Circuit" sign and crossing	Both	10
Thomaston, Reverse curves west, mileage 81.25 to 81.52	Both	6
Bayview, Old Meadow Road Crossing mileage 42.34	Both	15
Rockland, east of engine house, All Grade Crossings	Both	10

111a. USE OF AIR BRAKES WHILE SWITCHING.

Bath. Crews shoving cuts of cars eastward on track 12 (Commercial St.) will, in all cases, have air brakes in use and a brakeman with riding hose on leading car prepared to apply air brakes in case of emergency. Movements on this track must not exceed 6 M.P.H. in either direction.

221. Train Order Signals are located at all Train Order Stations.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Brunswick. Between junction switch and signal R-302 east of M.P. 30.

Bath-Bayview. Between Signal R-365 east of M.P. 36 and Signal R-394 just east of east switch Bayview.

Wiscasset. Between Signal R-481 east of M.P. 48 and Signal R-528 west of M.P. 53.

605. LOCATION OF INTERLOCKING SIGNALS.

Brunswick (See instructions under Lower Road Main Line)

Bath (Drawbridge)†*

Wiscasset (Sheepscot Drawbridge)†

†Trains stopped by interlocking signals at Drawbridge may proceed over drawbridge at restricted speed on verbal permission given by drawtender, or, in absence of drawtender, train must be preceded by a flagman over drawbridge.

After passing over drawbridge on such hand signal, engineers may proceed at restricted speed as provided in Rule 509.

*Bath Drawbridge Interlocking will be manned as follows:

ROCKLAND BRANCH — SPECIAL INSTRUCTIONS (continued)

605. LOCATION OF INTERLOCKING SIGNALS. (continued)

December 16th thru April 14th — Closed

April 15th thru June 14th — Open 3:00 A.M. to 7:00 P.M. Daily

June 15th thru September 30th — Open continuously

October 1st thru Dec. 15th — Open 3:00 A.M. to 7:00 P.M. Daily

When no Operator on duty interlocking signals will be arranged to clear automatically on the approach of a train for through movements. Restricted speed aspect per Rule 250 will not be displayed when there is no Operator on duty.

Trains are not to be left on bridge while switching at Bath.

Note: A Klaxon horn is located at west end of bridge, at Bath. One long blast 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.

LEWISTON BRANCH

**EASTWARD TRAINS
READ DOWN**

— **THIRD CLASS** —

**WESTWARD TRAINS
READ UP**

319 Ex. Sun. P.M.	Miles from Port- land	Siding Approx Car Cap'y	STATIONS	318 Ex. Sun. A.M.
L12:40	28.58	Yard	Brunswick ①YTXD	A11:15
1:10	35.20	Spur	Pejepscot Mills	11:00
2:00	37.39	Yard	Lisbon Falls X	10:45
	40.90		Lisbon	
	43.98		Crowleys YX	
	45.29		Elmet	
A2:30 P.M.	48.81	Yard	Lewiston Lower TX	L10:00 A.M.

Exception to Rule 99. No. 318 need not protect rear against following extras from Lewiston Lower to Brunswick until 3:15 P.M.

LEWISTON BRANCH — SPECIAL INSTRUCTIONS

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossing	Protection
Brunswick	
Cedar St., all tracks	flag
Pleasant St.	flag
Lisbon Falls	
Main St., track 14	flag
Lewiston Lower	
South Avenue	flag
Lisbon St., Bleachery Track	flag
Chestnut St.	flag
Cedar St.	flashers #

#After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossings	Type	Location	Direction of train
Elmet			
Pleasant St.	automatic		Eastward

83. REGISTER STATIONS.

Brunswick, Lewiston Lower

LEWISTON BRANCH — SPECIAL INSTRUCTIONS (continued).

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Brunswick	Switch and 30.32
Lisbon Falls	36.72 and 38.14
Crowleys	43.52 and 44.65
Lewiston Lower	46.99 and End of track

109. BULLETIN BOARDS

Brunswick station
Lewiston Lower Enginehouse

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Brunswick to Lewiston Lower	Both	25

Restricted

Brunswick		
Cumberland St., crossing, mileage 29.68	Both	15
Lisbon		
Winter St., crossing, mileage 41.03	Both	10

BINGHAM BRANCH

EASTWARD TRAINS
READ DOWN

WESTWARD TRAINS
READ UP

		Miles from Port- land	Siding Approx Car Cap'y	STATIONS		
		79.23	Yard	Oakland	YTX	
		84.77		Otis Hill	T	
		92.27		Norridgewock	X	
		100.12	Yard	Madison	TX	
		100.53		Anson	X	
		104.49	19	North Anson	TX	
		113.07		Solon	T	
		119.22		Austin Jct.	X	
		120.25	Yard	Bingham	YTX	

BINGHAM BRANCH — SPECIAL INSTRUCTIONS

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossing	Protection
Norridgewock	
Main St.	flag
Madison	
Main St.	flag
North Anson	
Union St. (Valley Rd.) Track 4	flag
Elm St.	flag
Bingham	
Main St.	flag
State Rd., Track 29	flag

83. REGISTER STATIONS.

Oakland

93. YARDS, YARD LIMITS

Yard Limits on main track are located between the following mileages:

Oakland	Switch and 80.13
Norridgewock	91.63 and 92.82
Madison-Anson	99.09 and 100.91
North Anson	103.72 and 105.22
Bingham-Austin Jct.	119.15 and "Main Track ends here" sign

All tracks located east of sign, "MAIN TRACK ENDS HERE" at Austin Jct., are yard tracks and Yard Rules apply. Crews using these tracks may expect to find cars spotted on any or all tracks east of sign.

BINGHAM BRANCH — SPECIAL INSTRUCTIONS (continued)

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Oakland to Bingham	Both	25
Restricted		
Norridgewock		
All crossings except Bridge St. M.P. 90 to Main St. crossing (200 class engines)	Both	10
	Both	10
North Anson		
Union St. "XC" post to crossing	Both	15
Pleasant St. crossing	Both	15
Bingham (yard tracks)		
Main St. crossing	Both	6
State Rd. crossing	Both	10

SHAWMUT BRANCH

EASTWARD TRAINS
READ DOWN

WESTWARD TRAINS
READ UP

	Miles from Port- land	Siding Approx Car Cap'y	STATIONS	
	84.32		Fairfield	X
	87.36	33	Shawmut	X
	93.69	Spur	Hinckley Somerset Mill	XY

SHAWMUT BRANCH — SPECIAL INSTRUCTIONS

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossing	Protection
Fairfield	
Elm Street	flag
County Road, Track 17	flag
Hinckley	
Walkers Crossing, mileage 92.35	flag

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossings	Type	Location	Direction of train
Fairfield			
Route 201	switch	track 8	Eastward #
Route 201	automatic		Westward ##

#After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

##Trains or engines stopped, or moving in approach to crossing at 6 M.P.H. or less must not accelerate above 6 M.P.H. until onto the crossing.

93. YARDS, YARD LIMITS.

Fairfield-Hinckley. All tracks on Shawmut Branch are yard tracks.

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Fairfield to Hinckley (Somerset Mill switch)	Both	25
Restricted		
Shawmut		
Ferry Rd. Crossing (RX-89.27)	Both	10
Hinckley		
County Rd. Crossing (RX-92.07)	Both	10
Walker's Crossing (RX-92.35)	Both	10

112. HAND BRAKES.

Shawmut. Train crews doing work at Shawmut will arrange to set hand brakes on each and every car left on tracks 5 and 7 and, in addition, each and every car must be trigged.

Hand brakes are to be set on cars after brakes applied from engine, which will not be considered a violation of Air Brake Rule 42(c).

To avoid danger to the man releasing hand brakes on these cars, air must be coupled and applied before attempting to release hand brakes.

HARTLAND BRANCH

EASTWARD TRAINS
READ DOWN

WESTWARD TRAINS
READ UP

	Miles from Port- land	Siding Approx Car Cap'y	STATIONS	
	102.48	Yard	Pittsfield	YTXD
	106.38		West Palmyra	
	110.52	Yard	Hartland	X

HARTLAND BRANCH — SPECIAL INSTRUCTIONS

83. REGISTER STATIONS.

Pittsfield - for Hartland Branch trains only.

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Pittsfield
Hartland

Switch and 103.71
110.09 and end of track

110. SPEED RESTRICTIONS.

Maximum Speed Permitted
Pittsfield to Hartland

Direction M.P.H.
Both 25

Restricted
West Palmyra
Highway Crossing, Mileage 106.31

Both 10

221. TRAIN ORDER SIGNALS.

Pittsfield—EASTWARD Trains via Main Line and to Hartland Branch will be governed by the EASTWARD Train Order Signal.

WESTWARD Trains via Main Line, also from Hartland Branch, will be governed by WESTWARD Train Order Signal. Trains from Hartland Branch to Main Line will be governed by THIS SIGNAL regardless of previous Train Orders, or, Clearance Form A.

FOXCROFT BRANCH

EASTWARD TRAINS
READ DOWN

WESTWARD TRAINS
READ UP

	Miles from Port- land	Siding Approx Car Cap'y	STATIONS	
	109.49	Yard	Newport Jct.	YTDX
	114.59		Sebasticook	
	116.52	10	Corinna	TX
	124.80	19	Dexter	
	129.48		Silvers Mills	
	133.62		Starbirds	
	138.88	Yard	Foxcroft Dover-Foxcroft	YX

FOXCROFT BRANCH — SPECIAL INSTRUCTIONS

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Location	Protection
Corinna	
Main Street	flag
Dexter	
Liberty Street	flag
Main Street	flag
Grove Street	flag
Dam Street	flag
Foxcroft	
Mechanic Street	flag
North Street	flag
Spring Street	flag
Summer Street	flag
Davis Street	flag
Union Street	flag
Fairview Street	flag

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Newport Jct.	Switch and 110.29
Corinna	115.73 and 117.04
Foxcroft	138.04 and "End of Main Track" sign

Foxcroft. An "End of Main Track" sign is located west of switch to Track 5, and all tracks east of this sign are YARD TRACKS and Yard Rules govern.

EASTERN SUBDIVISION — MAIN LINE

EASTWARD TRAINS
READ DOWN

WESTWARD TRAINS
READ UP

	Miles from Portland	Siding Approx. Car Cap'y	STATIONS		
	136.58	Yard	Bangor ^{Tower RD} (12) TYNX		
	137.44		Calais Jct. R-RD TX		
	138.61		Waterworks R-RD		
	140.83	10	Veazie T		
	144.21		Basin Mills		
	144.99	E49	Orono		
	148.08		Great Works TDX		
	149.14	94	Old Town TX		
	150.00	21	Milford		
	154.96	⊙13	Costigan T		
	163.26	64	Olamon T		
	170.03		Passadumkeag T		
	172.01	W73	Enfield T		
	177.12	19	Pollard Brook T		
	181.38	E18	Lincoln TDX		
	183.03	⊙18	Middletown ^{Lincoln Center}		
	186.91	31	Chamberlains T		
	192.19	⊙14	Winn		
	194.59	99	Keag ^{Mattowamkeag} YTNX		
↑ Canadian Pacific Limited ↓	198.23		Gordon		
	202.86		Kingman		
	212.13		Wytopitlock		
	214.09		Giddings		
	215.28		Bancroft		
	219.63		Cherokee		
	224.60		Danforth		
	229.58		Eaton		
	234.17		Forest		
	238.45		Tomah		
	241.59		Todds Farm		
	245.66		Lambert Lake		
	250.67	Yard	Vanceboro YD		

Maine Central Railroad Company, trains and engines operating in the territory between KEAG and VANCEBORO and in Vanceboro Yard will be governed by the Rules, Regulations and Timetable of Canadian Pacific Limited (CP Rail).

Additional telephone locations:

Webster mileage 145.27

⊙ Public Loading track.

EASTERN SUBDIVISION MAIN LINE — SPECIAL INSTRUCTIONS.

14. WHISTLE SIGNALS.

Bangor Yard. The use of 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.

30. ENGINE BELLS.

Bangor Yard. The engine bell on trains operating in and out of Bangor must be rung continuously between west switch Bangor Yard (Tin Bridge) and Kenduskeag Bridge.

33. CROSSINGS.

Lincoln - Lincoln Pulp & Paper Co. mill. A warning device is in service and is located on post south of track #22 and east of driveway that crosses tracks leading to chemical unloading area and wood yard. Movement onto or over this driveway will be made only when warning device displays a flashing yellow, or driveway is protected on the ground by a member of the train crew.

Keag. Cars must not be left standing within one hundred feet clear on both sides at Military Road Crossing, when making delivery to C.P. Ry. on their interchange tracks.

CROSSINGS PROTECTED BY CROSSING TENDER.

Crossing	Protection	Hours Protected	
Bangor		weekdays	Sundays
Railroad St.	watchman	6:00 AM to 6:00 PM	None
May St. (operated from Front St.)	gate	6:00 AM to 7:00 PM	6:00 AM to 7:00 PM
Front St.	watchman	6:00 AM to 7:00 PM	6:00 AM to 7:00 PM

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossing	Protection
Bangor	
Front St., Track 31	flag
Veazie	
School St., Track 3	flag
Basin Mills	
Gilman's crossing, Track 3	flag
Old Town	
Center St., Track 32 (Street Track)	flag
Water St., Track 32 (Street Track)	flag
Main St., Track 32 (Street Track)	flag
Enfield	
Hammett Rd., Track 4 (Passing Track)	flag
Keag	
Military Road, Tracks 3 & 4, CPRy Tracks 2 & 3	flashers/gate
Depot St., Track 20	flag

EASTERN SUBDIVISION — SPECIAL INSTRUCTIONS (continued).

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossing	Type	Location	Direction of train
Orono			
Pine St.	switch	west switch Tk 4	Westward
Pine, Middle, Water Sts.	switch	east switch Tk 4	Westward
Middle & Water Sts.	switch	west switch Tk 4	Eastward
Middle & Water Sts.	manual	At No. Main St., Webster	
Water St.	switch	west switch Tk 1 1/2	Westward
Webster			
No. Main St.	switch	east switch Tk 4, Orono	Eastward
No. Main St.	manual	At No. Main St.	
Crosby St.	switch	east switch Tk 4	Westward
Old Town			
Front St.	switch	east switch Ladder D	Eastward
Bosworth St.	switch	east switch Ladder D	Eastward
Old County Rd.	switch	east switch Ladder D	Eastward
Milford			
Main St.	switch	west switch Tk 3	Westward
Bradley Rd.	switch	west switch Tk 3	Westward
Lincoln			
Depot St.	switch	west switch Tk 3	Westward
Depot St.	manual	On station	
Middletown			
Military Rd.	switch	east switch Tk 3	Eastward
Winn			
Military Rd.	switch	Track 5	Eastward

83. TRAIN REGISTER STATIONS.

Bangor Keag Vanceboro

S-88. TRACKS TO BE USED IN MEETING OR PASSING TRAINS AT DESIGNATED POINTS, unless otherwise directed:

Veazie: Track 3 between east switch and Crossover A.

Old Town: Track 1 1/2 between Crossover B, west of Portland St., crossing, at Great Works, thru track 9, adjacent to the Main Track, to east switch of Track 9. All intermediate switches connected to this siding must be left lined for this siding.

Enfield: Use Track 4 from west switch to crossover just east of Hammett Road crossing.

EASTERN SUBDIVISION MAIN LINE — SPECIAL INSTRUCTIONS
(continued)

91. SPACING TRAINS.

Between Bangor and Keag, trains in the same direction must keep at least TWENTY minutes apart except in case of necessity when trains may close up on authority of a message signed by the Superintendent.

Between Bangor and Keag, trains following a passenger-carrying train must be kept one open telegraph station behind the preceding train. A following train may close up on a passenger-carrying train in case of necessity only on authority of a message signed by the Superintendent, addressed to the train which is to close up and to the Operator whose station is to be passed, and designating the exact location of the train ahead.

Remarks: Nothing in the above relieves any employee from full compliance with all General Rules and Special Instructions; for example, does not relieve employees on a passenger-carrying train from full compliance with Rule 99.

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Bangor Yard-Calais Jct.	135.46 and 137.86
Great Works-Old Town	147.14 and 149.62
Lincoln	179.52 and 182.02
Keag	193.34 and CPRy Switch

109. BULLETIN BOARDS.

Bangor Yard Office	Keag
Bangor Engine House	Vanceboro

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
West end Bangor Yard to Railroad St.	Both	25
Railroad St. to Calais Jct.	Both	15
Calais Jct. to Keag	Both	35
Restricted		
Orono, mileage 144.7 to 146.4	Both	25
Great Works:		
Portland St. crossing (mileage 148.04)	Both	15
Wood Yard crossing (mileage 148.29)	Both	15
Portland St. crossing, Track 1 ½	Both	6
Wood Yard crossing, Track 1 ½	Both	6
Old Town, Bridge, mileage 149.31	Both	10
Milford, Bridge, mileage 149.56	Both	10
Lincoln, Trestle on Track 8	Both	10
Keag, west yard limit to C.P.Ry. connection	Eastward	15

EASTERN SUBDIVISION — SPECIAL INSTRUCTIONS (concluded).

221. TRAIN ORDER SIGNALS: Train order signals are located on all train order stations except Bangor and Vanceboro.

221b. CLEARANCE FORM A.

All trains must obtain Clearance Form A before leaving Bangor or Vanceboro.

271a. HAND THROW SWITCHES.

At Bangor Engine House, trains or engines must not clear Track 4 on Tracks 96 or 98, must not clear main track on Track 24 at Tin Bridge (West End Bangor Yard).

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Between Kenduskeag Bridge Interlocking and Waterworks.

601. Exception to Rule 601 at Bangor. Kenduskeag Interlocking signal governing eastward moves on main track is located to the left of main track as seen from an approaching train.

605. LOCATION OF INTERLOCKING AND C.T.C. SIGNALS.

Interlocking and C.T.C. signals under control of the Operator at Bangor Tower R.D.:

- Tin Bridge
- Bangor Engine House
- *Kenduskeag Bridge
- *Calais Jct.
- *Waterworks

*Movements between Kenduskeag Bridge Interlocking and Waterworks may be made in either direction on signal indication.

877. SWITCHING.

Great Works. No switching shall be performed on Woodchip track unless overhead crane boom is in a horizontal position.

BUCKSPORT BRANCH

EASTWARD TRAINS
READ DOWN

WESTWARD TRAINS
READ UP

		Miles from Portland	Siding Approx Car Cap'y	STATIONS			
				<i>Bangor</i> ^{Lower RD} (12) YTNX			
		138.18		Brewer Junction TX			
		140.09	⊙ 5	South Brewer X			
		142.70		Sobin			
		154.38		Meddo X			
		156.22	31	Bucksport YTDX			

- ⊙ Indicates a public loading track.
All reference to Bangor-Tower R.D. for information only.

BUCKSPORT BRANCH — SPECIAL INSTRUCTIONS

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Location	Protection
South Brewer South Main St., Track 9 (Eastern Mfg. Co.)	flag

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossing	Type	Location	Direction of Train
Brewer Jct.			
Wilson Street	switch	Jct. switch	Eastward #
Center Street	automatic		Eastward ##
Orrington			
Pierces Crossing	automatic		Westward ##
Meddo			
Kennedy's Crossing	switch	west switch Tk 3	Westward #

#After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

##Trains or engines moving in approach to crossing at 6 M.P.H. or less must not accelerate above 6 M.P.H. until onto crossing.

83. TRAIN REGISTER STATIONS:

Bucksport

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Bangor-Brewer Jct.-South Brewer	switch and 140.23
Bucksport-Meddo	154.20 and end of track

BUCKSPORT BRANCH — SPECIAL INSTRUCTIONS (continued)

110. SPEED RESTRICTIONS.

Maximum Speed Permitted:	Direction	M.P.H.
Brewer Jct. to Bucksport	Both	25
Restricted:		
Brewer Jct. to South Brewer	Both	15
M.P. 148 to M.P. 149, reverse curves, east of Hinck's Landing	Both	20
Meddo, approaching Kennedy's crossing, mileage 154.38	Both	15
Bucksport, between east end of turntable track and east end of main track	Both	6

221. There is no train order signal on Bucksport Station.

877. SWITCHING.

Bucksport - St. Regis Paper Co. When switching at Bucksport on either track 9 or 11, the alarm will be activated by switching crew to summons Mills employees to open overhead door and/or remove rail clamps. No switching will be done beyond doorway until Mill employee is in attendance. Alarm switch is located on side of building near overhead door on south side of track 11.

MISCELLANEOUS.

Brewer Jct. Westbound trains from Calais or Bucksport Branches with more than 50 cars will contact Bangor Yard Office by radio or telephone before passing Wilson Street, Brewer Jct., to insure that route is available to main line.

CALAIS BRANCH

EASTWARD TRAINS
READ DOWNWESTWARD TRAINS
READ UP

	Miles from Portland	Siding Approx Car Cap'y	STATIONS	
		Yard	Bangor Tower RD	(12)TYNX
	137.44		Calais Jct. R-Tower RD	TX
	138.18		Brewer Jct.	TX
	140.10		Green Point	
	147.58	⊙ 10	Holden	T
	150.86		Lucerne	
	154.29	⊙ 12	Green Lake	T
	158.52	10	Nicolin	T
	164.52	10	The Falls	
	166.11	10	Ellsworth	TDX
	168.53	10	Washington Jct.	TYX
	177.79	⊙ 10	Franklin	T
	183.26		Schoodic	
	185.25	⊙ 5	Tunk Lake	T
	188.11	39	Goodwins	
	192.80		Unionville	T
	197.26	10	Cherryfield	T
	200.03		Wings	
	203.07	10	Harrington	T
	206.84	⊙ 11	Addison	
	209.94	⊙ 18	Columbia Falls	T
	214.11	⊙ 11	Jonesboro	T
	221.68	⊙ 14	Whitneyville	T
	225.58	6	Machias	TD
	228.07		Machiasport	
	229.98	⊙ 6	East Machias	T
	230.95	10	Gardners	
	231.44		Jacksonville	
	236.08	10	McGeorges	
	236.85		Ellis	T
	243.19	⊙ 14	Marion	
	247.51	E.5	Dennysville	TD
	254.29	17	Ayers Jct.	TYX
	257.34	⊙ 13	Charlotte	
	266.85		St. Croix Jct.	TX
	267.49		Campbells	X
	268.34		Milltown	X
	269.11		Salmon Falls	YX
	270.38		Calais	TDX

All reference to Bangor-Tower R.D. is for information only.

⊙ Public Loading Track.

CALAIS BRANCH—SPECIAL INSTRUCTIONS

33. CROSSINGS PROTECTED BY CROSSING TENDER.

Dennysville
Milwaukee Rd., Protected by station crew when on duty.

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Location	Protection
The Falls	
Waltham Rd.	flag
Ellsworth	
Main St.	flag

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossing	Type	Location	Direction of train
Brewer Jct.			
Parker Street	switch	Track #5	Eastward #
(Cars may be left west of X/C post located 260' west of Parker St., and manual control provided for reverse moves.)			
Wilson Street	switch	Jct. switch	Eastward #
(Cars may be left west of X/C post located 220' west of Wilson St.)			
Parkway South	switch	Track #4	Westward #
Holden			
Ellsworth Rd.	manual	At east switch	
		passing track	
Ellsworth Rd.	manual	On case at	
		crossing	
Machias			
Court St.	manual	On case at	
		crossing	
East Machias			
Town Road	automatic		Westward
U.S. Route 1	automatic		Eastward

#After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

##Trains or engines moving in approach to crossing at 6 M.P.H. or less must not accelerate above 6 M.P.H. until onto crossing.

83. REGISTER STATIONS.

Bangor Ayers Jct. St. Croix Jct. (Woodland Branch trains only)
Calais.

CALAIS BRANCH—SPECIAL INSTRUCTIONS (continued).

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction M.P.H.	
Calais Jct. to Calais	Both	35
Restricted:		
Calais Jct. to Parkway South Crossing, Brewer Fishers second curve east, to first curve west of Bagaduce Crossing, Mileage 144.61 to 145.90	Both	15
Holden, reverse curves one mile west, Mileage 146.60 to 146.90	Both	25
Holden, reverse curves east, Mileage 148.31 to 148.97	Both	25
Lucerne-in-Maine, reverse, curves east, Mileage 151.33 to 152.08	Both	25
Green Lake, reverse curves west, and curves east, Mileage 153.75 to 155.10	Both	25
Curve west of M.P. 161, Mileage 160.85 to 160.95	Both	25
Reverse curves west of Union River Bridge, west of Ellsworth Falls, Mileage 163.77 to 164.00	Both	25
Curve through Jct. switch, Wash. Jct., Mileage 168.32 to 168.54	Both	20
Curve east of Franklin Mill Pond Bridge, Mileage 175.77 to 175.87	Both	25
Curve about two and one-quarter miles east of Franklin, Mileage 179.99 to 180.13	Both	25
Schoodic, curve and bog about one mile west, Mileage 182.3 and 182.7	Both	25
Cherryfield, curve east of Cherryfield Bridge, Mileage 196.80 to 196.97	Both	25
Columbia Falls, second curve west of, Mileage 208.62 to 208.73	Both	25
Whitneyville, Track 6	Both	6
Machias Station to State Road Crossing east	Eastward	15
Machias, curve at State Road Crossing east, Mileage 225.72 to 225.82	Both	25
Machiasport, curve, Mileage 227.92 to 228.06	Both	25
Machiasport, reverse curves east of, Mileage 228.88 to 229.13	Both	25
East Machias, Second Crossing West to First Highway Crossing East, Mileage 229.52 to 230.03	Both	15
Jacksonville, curve about one-half mile east, Mileage 231.84 to 231.98	Both	25
Marion, curve about one mile east, Mileage 244.25 to 244.42	Both	25
Robinson's, reverse curves east, Mileage 251.97 to 252.13	Both	25
Ayers Jct., reverse curves about one mile east, Mileage 255.14 to 255.84	Both	25
Curves from 500 feet east of M.P. 268 west of Milltown to Calais Station, Mileage 268.16 to 270.38	Both	25
Milltown, Bridge Street Crossing, Mileage 268.32	Both	6
Calais, west end of cut west of overhead bridge and station	Both	6

CALAIS BRANCH—SPECIAL INSTRUCTIONS (continued)**111a. USE OF AIR BRAKES WHILE SWITCHING.**

Machias. Freight trains when switching or handling cars in Machias Yard must have air brakes in use.

221a. Train Order Signals are located at all train order stations except Bangor, Ellsworth and Calais.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Between Calais Jct. and Signal H-1400, two miles east of Brewer Jct.

513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS FROM BRANCH LINES.

Location	Signal Number	Clearing Time
Brewer Jct.		
Bucksport Branch	BB-1384	*3 minutes
Calais Branch	H-1384	*3 minutes

*Time lock in effect before signal will clear following any change of route. No approach indicator lights (Rule 513c) at these locations.

Note: Signal BB-1384 will normally indicate "STOP." When movement to Calais Branch from Bucksport Branch is to be made, member of train crew must operate button in "Manual Control Box" opposite Signal BB-1384, then proceed to and reverse the junction switch. Signal will clear three minutes after operating push button if the junction switch has been reversed within this time.

605. LOCATION OF INTERLOCKING SIGNALS.

Calais Jct. (Remote control from Tower R.D.)

MISCELLANEOUS

BREWER JCT. Westbound trains from Calais or Bucksport Branch with more than 50 cars will contact Bangor Yard Office by radio or telephone before passing Wilson Street, Brewer Jct., to insure that route is available to main line.

EASTPORT BRANCH

EASTWARD TRAINS
READ DOWNWESTWARD TRAINS
READ UP

	Miles from Portland	Siding Approx Car Cap'y	STATIONS		
	254.29		Ayers Junction	TYX	
	257.74	⊙ 6	Pembroke	T	
	262.98	⊙ 5	Perry		
	270.01	Yard	Eastport	YX	

⊙ Public Loading Track.

EASTPORT BRANCH—SPECIAL INSTRUCTIONS

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Location	Protection
Perry	
Goves Crossing	flag
Eastport	
Washington St.	flag
Key St.	flag
High St.	flag
Middle St.	flag
Sea St., Track #23	flag

83. TRAIN REGISTER STATIONS.

Ayers Jct.,
Eastport

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

Ayers Jct.	switch and 254.69
Eastport	269.78 and end of track

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Ayers Jct. to Eastport	Both	20
Restricted		
Bridge, Ohio Stream, (Mileage 254.74)	Both	15
Bridge, Little River, (Mileage 262.98)	Both	15
Eastport, Station and Sea Street	Both	10

WOODLAND BRANCH

WESTWARD TRAINS —THIRD CLASS— EASTWARD TRAINS
 READ DOWN READ UP

	438 Daily	Miles from Port- land	Sidings Approx Car Cap'y	STATIONS		439 Daily		
	A.M. 5.30	266.85 268.48 274.06		St. Croix Jct. Baring Woodland Jct.	TX YX	A.M. 9.30		
	A6.00 A.M.	275.04	Yard	Woodland	TX	L9.00 A.M.		

WOODLAND BRANCH—SPECIAL INSTRUCTIONS

83. TRAIN REGISTER STATIONS.

St. Croix Jct. (Woodland Branch Trains Only)
 Woodland

93. YARDS, YARD LIMITS.

Yard Limits on main track are located between the following mileages:

St. Croix Jct. switch and 267.06
 Woodland-Woodland Jct. 273.73 and end of main track.

110. SPEED RESTRICTIONS

Maximum Speed Permitted	Direction	M.P.H.
St. Croix Jct. to Woodland	Both	20
Restricted		
Baring, engines pushing cars over highway crossing.	Both	6
Baring, curve at east end of Baring Bridge #268.65	Both	10

PORTLAND TERMINAL CO. — SPECIAL INSTRUCTIONS

The Rules of the Operating Department are printed separately in book form.

Trains and engines of the Boston and Maine Railroad and the Maine Central Railroad while running on Portland Terminal tracks will be governed by the Operating Rules, Special Rules and Time Tables of the Portland Terminal Company.

All Maine Central trains from Rigby Yard requiring train orders will get them at Rigby Yard Office or Tower P.T. unless otherwise instructed.

4. TIME TABLES.

Trains of the B. & M. and P. T. Co. will assume corresponding schedule at Tower One.

Trains of the MEC. and P. T. Co. will assume corresponding schedule at P. T. Limit, as shown in appropriate MEC. schedule page.

B. & M. employes will send receipts for MEC. and P.T. time table to their Superintendent.

14. WHISTLING RULES.

The use of locomotive whistle will not be permitted West of P. T. Limit (MeC-Port. Div.) or East of M. P. 4 (Mt. Sub.-Div.) except:

1. To call in flag. See Note.
2. As necessary, in emergency to avoid accident.

Note:—When trains, switcher drags, or engines stop within the restricted territory under conditions requiring flag protection (Rule 99), engineers will, when ready to proceed, sound whistle signal 14 (g), instead of 14 (d) or (e), as a signal for flagman to return to train, and will wait a reasonable time to permit his return. Compliance with the provisions of Rule 99 without whistle signal 14 (c) is required in this territory, and engineers will omit signal 14 (c) except in unusual emergency conditions. In sounding signal 14 (g) engineers must use judgment and hold whistle blasts to a minimum.

21. CLASSIFICATION SIGNALS.

Exception to Rule 21. Extra trains operating exclusively within the limits of the Portland Terminal Company need not display signals as required by Rule 21.

30. DIESEL LOCOMOTIVES.

Account men working alongside Running Track at Car Shop, Rigby East Yard, engineers must have bell ringing while passing this point and when coming out of engine house.

PORTLAND TERMINAL COMPANY—SPECIAL INSTRUCTIONS
(continued)

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

Crossing	Protection
Deering Jct.	
Allen Ave., track 3	flag
Forest Ave., tracks 2½, 16	flag
Cumberland Mills	
Main St., track 3	flag
Cumberland St., tracks 3, 4	flag
Rochester St., track 15	flag
Haskell St., track 15	flag
Arterial Rd./Wayside Drive, tracks 15, 23	flashers
Warren Ave., tracks 50, 52, 56	flag
Yard 3, South Portland	
Broadway	flashers
Elm St.	flag
Forest St.	flag
Chestnut St.	flag
Pearl St.	flag
Buttonwood St.	flag
Waterman Drive	flag
Ocean St.	flag
Cottage Rd.	flag
Mussey St.	flag
Harriet St.	flag
Pine St.	flag
Sawyer St.	flag
Stanford St.	flag
Ship Yard tracks, all crossings	flag
Yard 5, West Commercial St., RAMP	
West Commercial St., All movements over this crossing, except light engines, will be protected by member of train crew. Light engine movements are restricted to 4 M.P.H.	
Yard 6, South Portland	
Main St., track 13	flag
Yard 7, Union Branch and Portland Station	
Deering Oaks crossing	flag
Forest Ave.	flag
Brattle St.	flag
Parris St.	flag
Kennebec St. (two crossings)	flag
Hanover St., MTK, Tks 5, 9, 10, 20, 22	flag
Alder St., Tks 5, 9	flag
Preble St., MTK, Tks 5, 8, 9, 20, 22, 66	flag
Somerset St., Tk 66	flag
Elm St., Tks 9, 70	flag
Chestnut St., Tk 9	flag
Franklin St., MTK, Tk 56	flashers
Diamond St., MTK, Tk 44	flag
Cove St., MTK, Tks 32, 39	flag
Plowman St., MTK, Tk 43	flag
Fox St., Tk 58	flag

PORTLAND TERMINAL COMPANY—SPECIAL INSTRUCTIONS

(continued)

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

(continued)

Crossing	Protection
Yard 8 and Waterfront	
West Commercial St., All movements over this crossing, except light engines, will be protected by member of train crew. Light engine movements are restricted to 4 M.P.H.	
Gas House Crossing	flag
Commercial St. All tracks in or across	
All tracks in or across all or a part of Street	flag

33b. CROSSINGS WITH CUT-OUT DEVICES.

Crossing	Type	Location	Direction of train
Cumberland Mills- Blue Rock			
Larrabee Rd.	automatic*		Either ##
Larrabee Rd.	switch	Tk 4, Blue Rock	Westward #
Larrabee Rd.	switch	east switch Tk 8	Eastward #

Note: Westward trains having left part of their train east of X/C post approx. 220 ft. east of crossing while switching at Cumberland Mills, must operate signal push button on home signal in order to receive signal to return to their train.

Cumberland Mills			
Forest & Lamb Sts.	automatic		Westward ##
Forest & Lamb Sts.	manual	on case at Forest St.	Either
Forest & Lamb Sts.	switch	east switch Tk 22	Westward #
Forest, Lamb, & Seavey Sts.	manual	on case at Seavey St.	Either
Forest, Lamb & Seavey Sts.	switch	Tks 15, 19, & crossover	Eastward #
Seavey St.	manual	on station	
Main St.	manual	on station	
Pierce St.	automatic		Eastward ##

*Larrabee Road is also equipped with controlled signal cutout. Trains that are required to stop account home signal displaying STOP aspect may pass X/C post in approach and proceed to the signal.

Crossing	Type	Location	Direction of train
Portland			
Congress St.	signal	Eastward track	Eastward
Congress St.	signal	Westward track	Either
Woodfords			
Forest Av. & Saunders St.	automatic	Westward track	Westward

Note: Trains or engines moving slow or having stopped on the westward track between Walton St., and "XC" post east of Forest Ave., must when movement is resumed, proceed to Forest Ave. Crossing at not exceeding slow speed.

PORTLAND TERMINAL COMPANY—SPECIAL INSTRUCTIONS
(continued)

33b. CROSSINGS WITH CUT-OUT DEVICES. (continued).

Crossing	Type	Location	Direction of train
Walton St.	manual	at switch near Read St.	Westward on Westward track
Deering Jct. Read St.	manual	at switch near crossing	Westward on Westward track
Read St.	automatic		Westward on Westward track
Read St. Allen Ave.	switch automatic	track 10 both main tracks	Westward Eastward

Note: Eastward movements on westward track having stopped in approach to Allen Ave., must, when movement is resumed, protect crossing by member of train crew.

Allen Ave.	signal	Westward track	Westward
Riverside St.	automatic		Westward ##
Riverside St.	signal		Either

Crossings signals in double track territory for either direction operation on either track:

Deering Jct.—Allen Ave. - Westward track only (Eastward moves must not exceed 6 M.P.H.)

#After switching, when movement is resumed, speed must be so regulated that crossing signals will have been operating at least 20 seconds before crossing is occupied.

##Trains or engines having stopped or moving in approach to crossing at 6 M.P.H. or less, must not accelerate above 6 M.P.H. until onto the crossing.

Note: Trains that are required to stop at Interlocking or C.T.C. signals displaying STOP aspect, at crossings where there is a controlled "signal" cut-out, may pass "XC" post in approach to crossing and proceed to the signal.

86. Exception:

Between Tower P.T. and Falmouth inferior trains and engines may precede first class trains if proceed signals are displayed.

PORTLAND TERMINAL COMPANY—SPECIAL INSTRUCTIONS

(continued)

YARD LIMITS.

Portland Yards include all tracks in Portland and South Portland within yard limits located at:

Home Interlocking Signals on Boston & Maine R.R. about 1775 feet west of Pleasant Ave. Overhead Bridge No. 110.78.

About 2,075 feet east of Brighton Ave.

Cumberland Mills—Westbrook are included in one yard within yard limits located at:

Portland Terminal Limit, 1,624 feet west of Mile Post P-7 and 2,205 feet east of Mile Post P-5 on Mountain Subdivision.

Deering Jct. Yard includes all track from P.T. Limit sign east of station to yard limit just west of Read St.

YARDS.

Yard No. 1.—All former Freight House tracks, Wharves 1 and 2 and other tracks between Portland Bridge and Gas House crossing.

Yard No. 2.—All tracks on Commercial Street and adjacent wharves.

Yard No. 3.—All tracks in South Portland, Turners Island to Wye connection switch Rigby Yard and Burma Road.

Yard No. 4.—All tracks in the old B. & M. yard, between easterly side of Clark Street arch and Park Street.

Yard No. 5.—Old B. & M. yard from Danforth Street Overhead to easterly side of Clark Street arch.

Yard No. 6.—All tracks from Danforth Street Overhead to east switch of crossover east of Tower P.T.

Yard No. 7.—All tracks in Preble Street yard from St. John Street bridge.

Yard No. 8.—All tracks between Yard 8 EAST and the Gas House Crossing, south of Commercial Street, including Wharf No. 3.

Yard No. 9.—All tracks in Fore River yard east of the Sluiceway to Old Canal Basin.

Yard No. 10.—All tracks in Thompsons Point yard, west of the Sluiceway of old Canal Basin to Congress Street, Stroudwater.

Yard. No. 11.—All tracks in Deering Junction yards.

Yard No. 12.—All tracks at Cumberland Mills.

PORTLAND TERMINAL COMPANY—SPECIAL INSTRUCTIONS
(continued)

YARDS (continued).

A stop sign has been installed on the south side of the track 2600 feet east of Mile Post 5 on the old WN&P main track between Cumberland Mills and the Maine Turnpike. Cars and engines should not operate beyond this point.

Rigby Yard—All tracks at Rigby west of the east switch of crossover east of Tower P.T. and west of Wye connection switch.

Congress Street Yard.—All tracks between Yard 8 EAST and Yard Limit east of Brighton Ave., including the Union Branch to St. John Street bridge.

RIGBY YARD.

Tower operators shall not give a Boston & Maine or Maine Central train a signal to enter the Freight Yard until permission is received by him from the responsible yardmaster for the train to enter the yard.

The above also applies to yard engines when making inter-yard moves with cars.

Track 75, between Tower P.T. and Crossover "O" is a single running track for movements in both directions.

Switching crews, when to work within these limits, will first get permission from Tower P.T., and when work completed and track clear for normal operation, will so inform Tower P.T. Light engine movements, within these limits, must first get permission from Tower P.T., except engines from Engine House that are governed by bell system and dwarf signal, and engine movements from main line to track 75, which are governed by interlocking at Tower P.T.

When eastbound Maine Central freight trains are ready to depart Head Brakeman will so advise Tower P.T., and get OK before train proceeds.

Except in case of short trains where it is possible for conductor and brakemen to be in close touch with each other, all 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 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.

When eastbound freight trains are approaching Rigby Yard from B. & M. and prior to their arrival there, Towerman will communicate with Rigby Yard, who will advise him as to whether they are prepared to take the train in or not, and what track they are to use in the receiving yard.

Tracks 1 and 2 will be used exclusively as make-up tracks for outward trains and neither track will be used as a receiving track unless specifically authorized by the General Yardmaster.

PORTLAND TERMINAL COMPANY — SPECIAL INSTRUCTIONS.

(continued)

During Hours of Darkness.

Enginemen of Boston & Maine trains shall not proceed on Tracks 3 or 5 to foul Crossover R, or enter any track, other than Tracks 3 or 5, until a "proceed" motion given with a **Green** light by a man on the ground is received.

Enginemen of Maine Central trains shall not proceed on Tracks 4 or 6 to foul Crossover M, or enter any track other than Tracks 4 or 6 until a "proceed" motion given with a **Green** light by a man on the ground is received.

The above is nothing more than a precautionary arrangement and DOES NOT relieve anyone from full compliance with all applicable General Rules and Special Instructions.

97. Exception:

Extra trains may be run without train orders between Falmouth and Tower P.T.

103. OBSTRUCTING CROSSINGS.

All moves of engines and cars from Yard One to Yard Four will be protected by one member of the crew preceding the forward end around the corner of building, 493 Commercial Street. This member of the crew should be far enough ahead to take position where he may exchange signals and at the same time have a view of conditions beyond in the direction his draft is moving.

103b.

On account fire protection railroad crossing under Portland Bridge leading to Wharf No. 3 must be left open at all times except when cars are being switched and one member of crew must flag crossing when moves to be made over same.

At Thompson's Point the road leading to the industries across tracks must be kept clear.

Attention is called to blocking crossing at foot of Morrill St. Deering Jct. Crossing must not be blocked against travel beyond the permitted time and trains must in all cases split, regardless of travel when engine for any reason is disconnected for switching or otherwise, leaving train on crossing.

103c.

In order to allow travel and sufficient width for fire apparatus to pass through, whenever cars are left standing on Commercial St. the entrance to the several wharves must be protected by leaving an open space of at least 100 feet.

When cars are stored at Wharf Three arrange to make openings opposite the three hydrants, so that Fire Department will have quick access to wharf structure should the occasion require.

PORTLAND TERMINAL COMPANY — SPECIAL INSTRUCTIONS
(continued)

104b. LOCATION SPRING SWITCHES.

At RIGBY:

- (a) At OUTWARD Engine House Tracks, at Junction of tracks 115-117, 113-117, 117-217.
- (b) At INWARD Engine House Tracks, at Junction of tracks 75-105, 105-217.

Trains or engines trailing through a switch must not exceed a speed of 20 miles per hour until the leading wheels have passed through the switch.

109. BULLETIN BOARDS.

Portland Yard 8.
Telegraph Office, Rigby Yard.
Engine Dispatcher's Office, Rigby Yard.

110. SPEED RESTRICTIONS.

Maximum Speed Permitted	Direction	M.P.H.
Tower P. T. to Oil Plant	Both	20
Oil Plant to Woodfords	Both	30
Woodfords to P.T. Limit	Both	40
Mountain Jct. to Cumberland Mills (end of C.T.C.)	Both	20
Cumberland Mills (end of C.T.C. to Pierce St.)	Both	25
Cumberland Mills (Pierce St.) to P.T. Limit	Both	35

Restricted	Direction	M.P.H.
Deering Jct., Over Morrill St. Crossing	Both	30
Yard 8., Freight trains over crossovers and leads and entering receiving tracks	Both	6
Cumberland Mills, Main St. Crossing (RX-5.48)	Both	30
Cumberland Mills, S. D. Warren tracks crossing Warren Ave., Morton St., and Raymond St.	Both	5

PORTLAND TERMINAL COMPANY — SPECIAL INSTRUCTIONS
(continued)

111a. AIR BRAKES WHEN SWITCHING.

Air brakes must be coupled and in use in making yard moves at following locations:

Rigby. To and from Yards 3-6-7-8-9, Thompson's Point, Deering Jct., Cumberland Mills and Portland Station.

Yard No. 3. To and from Rigby and during all switching moves.

Yard No. 8. To and from Yards 6-7-9, Thompson's Point, Deering Jct., and Cumberland Mills.

To and from Commercial St., when cars are being pushed by engine.

When making straight delivery to or from the Grand Trunk Railway via Commercial St.

D-151. DOUBLE TRACK.

Between Tower P.T. and Falmouth.

211a. Train Order Transmitter is located at Tower P.T.

221. TRAIN ORDER SIGNALS.

Located at Cumberland Mills.

221b. CLEARANCE FORM A.

At Rigby Yard, or Tower P.T. all MEC Trains must obtain Clearance Form A before leaving.

265. CENTRALIZED TRAFFIC CONTROL SYSTEM (C.T.C.)

Train or engine movements may be made on signal indication in either direction between locations as specified below:

Falmouth to P.T. Limit

P.T. Limit to Allen Ave. — Westward track only

Mountain Jct. and Cumberland Mills — (East Yard Limit) Main track

Under direction of Operator at Tower P.T.

Note: Eastward trains approaching signal M-65 west of Pierce St., Cumberland Mills, must not pass signal M-65 unless it shows an aspect more favorable than Rule 245, unless authorized to do so by Operator at Tower P.T.

PORTLAND TERMINAL COMPANY — SPECIAL INSTRUCTIONS
(continued)

271a. HAND THROW SWITCHES.

At the following hand throw switches in C.T.C. territory, trains must hold the main track to do work and permission to use the hand throw switch, including time and working limits, is not required. TRAINS MUST NOT CLEAR THE MAIN TRACK AT THESE SWITCHES.

Falmouth	Tracks 8, 22, 26, 39
Pine Tree	Track 18
Blue Rock	Track 4

Thompson's Point — Trains or engines clearing the Main Track at Yard 9 or Thompson's Point, must NOT reenter the Main Track without first receiving permission from the Operator at Tower P.T.

272. ELECTRICALLY LOCKED SWITCHES.

Instructions for operation of electric lock are located inside of cover on electric lock and electric locks are located as follows:

†Oil Plant	—Switch leading to Yard 6.
†*Track 19	—Crane Company.
†*Track 30	—Delano Mills.
Deering Jct.	—Track 6, Milliken-Tomlinson.

†Controlled by Operator at Tower P.T.

*Switch operates a pipe connected derail.

403. MEC-PTCo. Radio System.

Base Station	Channels	Hours monitored
Rigby Yard Office (West Yard)	1 & 2	Continuously
Tower P.T.	1 & 2 & B&M	Continuously
Rigby Engine House	1	Continuously
Rigby East Yard	2	Continuously

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Portland Div. Route - Between Tower P.T. and P.T. Limit.

Mountain Route - Between Mountain Jct. and Signal M-65 west of Cumberland Mills.

PORTLAND TERMINAL COMPANY—SPECIAL INSTRUCTIONS
(continued)

521. SWITCHING SIGNALS.

Rigby East Yard, located as follows:

South side of track opposite interlocking switch leading to Track No. 75.

South side of Eastward main track 65 feet East of Westward Home Signal, Tower P. T.

Control of signals, with instructions for operation is located in an iron box fitted with standard padlock, on post, near switch leading to Track No. 35.

See Signal Aspects for indications.

Before Move Forward or Move Backward indication can be displayed on switching signal, proper interlocking signals governing movements through interlocking at Tower P. T. must display an indication to proceed.

605. LOCATION OF INTERLOCKING AND C.T.C. SIGNALS.

Interlocking and C.T.C. signals under the control of the Operator at Tower P. T.:

- *Tower One
- **Rigby Engine House
 - Tower P. T.
 - Oil Plant
 - Fore River
 - Yard 8 East (including Yard 8 Wye)
 - Mountain Jct.
 - Portland, Congress St.—Park Ave. Bridge
 - Deering Jct., Allen Avenue
 - Falmouth
 - Cumberland Mills (East Yard Limit)

Movements may be made in either direction on signal indication on either track between Tower P. T. and Park Avenue Bridge.

*Switch Circuit Control Box at West Switch, Crossover "D" East Yard Rigby. This switch is locked with switch lock and **MUST NOT** be operated without permission from OPERATOR AT TOWER P. T. Telephone is located at this switch.

**Hand throw switch and derail on track 109 may be used only after receiving permission from Operator at Tower P. T.

805. CONDUCTORS' REPORTS.

Conductors handling freight cars between stations account Portland Terminal should show "Portland Terminal" on wheel report sent to Car Accountant in order that he may distinguish between Portland Terminal and Maine Central or Boston & Maine trains.

PORTLAND TERMINAL COMPANY—SPECIAL INSTRUCTIONS
(continued)

**862. CONDUCTORS DELIVERING WAYBILLS IN ORDER AS CARS
STAND IN TRAIN.**

Conductors of all freight trains arriving in Terminal yards will arrange to deliver the waybills to local yard office in order of cars as they stand in their trains, or in draft that they are to set off.

HEAVIEST ENGINES AND MAXIMUM WEIGHTS PERMITTED.

Location	Max. Wt. Car & Load	Road	Engine Switcher	Cranes	Remarks
Portland Terminal Co.	263,000	All	All	All	
Union Branch	263,000	All except 200	All	All	Max. speed over St. John St. Br. 10 MPH

MISCELLANEOUS.

Do not leave cars or engines fouling leads.

First Aid Kits are located at the following points:

- Portland Yard 7.
- Portland Yard 8.
- General Yard Master's Office Building, Rigby.
- Eastbound Yard Office.
- Westbound Yard Lobby.
- Cumberland Mills Station.

PORTLAND TERMINAL COMPANY

- R. J. Thompson, Asst. Superintendent
- A. E. Freeman, Asst. Road Foreman of Engines
- C. A. Niles, Jr., Trainmaster
- W. M. Bickford, Asst. Superintendent
- E. D. Galvin, Safety Supervisor
- D. E. Mahon, Rules Examiner

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT

RULE M

Employees must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and the tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

Employees are prohibited from riding or walking on the roof of any moving car. Stepping from the roof of one car to another is prohibited under all circumstances.

Employees are prohibited from standing or riding on the footboards, or pilot steps, on either end of any diesel locomotive whether engine is moving or not.

They must inform themselves as to the location of structures or obstructions where clearances are close.

They must expect the movement of trains, engines, or cars at any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine or car for the purpose of boarding the same.

They must know and observe the Rules for the Prevention of Personal Accidents. (Gen. Order #41 Effective 8-1-77.)

RULE 6.

The following letters when placed before figures of a schedule indicate:

L—Leave s—regular stop
A—Arrive f—flag stop to receive or discharge traffic

The following letters or characters when placed after the name of station indicate:

D—Train Order Office, not open continuously
N—Train Order Office, open continuously
R—Interlocking remotely controlled from-
T—Telephone accessible from outside
X—Yard Limits on Main Track
Y—Wye or Turntable

①—Radio station on Frequency #1 (Road)

②—Radio station on Frequency #2 (Yard)

RULE 26.

A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under, or between the equipment, and the equipment must not be coupled to nor moved. Other engine(s) and/or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT (continued)

RULE 26. (continued)

When workmen are working on, under, or between an engine(s) and/or car(s), a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

When a blue signal is displayed at an entrance to a track, engines and/or cars must not be permitted to enter that track.

When workmen are working on, under, or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group that placed them.

When emergency repair work is to be done on, under, or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employees making the repairs. (Gen. Order #41 Effective 8-1-77.)

RULE 34.

Crew members located in the operating compartment of an engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the Engineman to have each employee comply with these requirements, including himself.

It is the Engineman's responsibility to have each employee located in the operating compartment maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the Engineman has become incapacitated or should the Engineman fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve. (Gen. Order #41, Effective 8-1-77.)

RULE 93.

Yard limits will be designated in the timetable or by bulletin order and the limits will be defined by yard limit signs. (See Rule 6.)

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT (continued)

RULE 93 (continued)

Within yard limits the main track may be used, clearing the time an approaching first or second class train is due to leave the nearest station where time is shown, but not less than 5 minutes. Protection against third class, extra trains and engines is not required, except as provided in Rule 93(a). In case of failure to clear the time of first and second class trains, protection must be provided as prescribed by Rule 99.

All trains and engines within yard limits, except first and second class trains, must move at yard speed, but not exceeding 20 MPH, unless the main track is known to be clear by automatic block signal indication.

When cars are handled on main tracks or designated running tracks within yard limits between sunset and sunrise, a man must be stationed on last car of cut with light, or a red light displayed on rear end of cut.

Cars must not be left without engine on main tracks during hours of darkness without red light attached to each end of car or cut, except temporarily during switching operations. (Gen. Order #41, Effective 8-1-77.)

RULE 93(a)

Within yard limits where an automatic block signal system is in service, a train or engine will not enter upon main track or cross over to or obstruct other main tracks without waiting five minutes after switches are opened except as provided by Rule 513a, unless protected by interlocking signals, or as prescribed by Rule 99. (Gen. Order #41, Effective 8-1-77.)

RULE 93(b)

A train or engine must not move against the current of traffic within yard limits until authorized to do so by train order, Yardmaster or other designated official, and must move at yard speed, but not exceeding 20 MPH. (Gen. Order #41, Effective 8-1-77.)

RULE 97.

Extra trains must not be run without train orders except in interlocking, centralized office control, or yard territories. (See Rules 265, 605, and 93.) (Gen. Order #41, Effective 8-1-77.)

RULE 99.

When a train is moving on main track at less than half the maximum authorized timetable speed for any train at that location, a crew member must drop single lighted fuses at intervals that do not exceed the burning time of the fuse.

When a train is moving on main track at or more than half the maximum authorized timetable speed for any train at that location, under circumstances in which it may be overtaken, crew members responsible for providing protection must consider grade, track curvature, weather conditions, sight distance, and speed of the train relative to following trains, when deciding if lighted fuses should be dropped.

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT (continued)

RULE 99 (continued)

When a train stops on main track, the Engineer will immediately sound Signal 14(c) and protection against following trains on the same track must be provided as follows:

A crew member must go back immediately with flagging signals at least the distance prescribed by timetable or other instructions for the territory, place two torpedoes on the rail not less than 100 feet apart and place a lighted fusee. If no following train is seen or heard, he may return half the distance to the rear of his train where he must remain until he has stopped a following train or is recalled. When recalled and no following train is seen or heard, he must leave a lighted fusee, and while returning to train must leave lighted fusees at intervals that do not exceed the burning time of the fusee.

When the train departs, a crew member must leave a lighted fusee and drop single lighted fusees at intervals that do not exceed the burning time of the fusee until train attains a speed not less than half the maximum authorized timetable speed for any train at that location.

When necessary the front of the train must be protected in the same manner.

A crew member providing flag protection must not permit other duties to interfere with the protection of his train.

Conductors and Engineers are responsible for the protection of their trains or engines.

NOTE: When a train stops under circumstances in which it may be overtaken by another train within Automatic Block System or Centralized Traffic Control Territory, with the protection of at least two block signals to the rear, protection against following trains will have been afforded when Flagman has taken a position on the ground at a point from which stop signals can be plainly seen by an approaching train from a distance of at least 300 yards from the train being protected.

When providing rear end protection under the provisions of this Note, the placing of, and when recalled the leaving of torpedoes, may be omitted under ordinary conditions. The leaving of a lighted fusee will provide ample protection.

This Note does not apply when affording protection to wreck trains, work trains, or other similar equipment.

Exceptions: Flag protection against following trains is not required when:

- (a) Rear of train is within interlocking limits, or
- (b) A train order specifies that flag protection is not required.

(Gen. Order #41, Effective 8-1-77.)

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT (continued)

**RAILROAD RADIO
GENERAL AND OPERATIONAL RULES**

GENERAL

The following rules and requirements cover use of railroad radio systems and govern employees using such systems.

A. Definition: A Railroad Radio Communication System is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

B. Radio communication systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employees are governed by the Commission's Operational Rules. Violation is a federal offense.

OPERATIONAL RULES

400. The radio must be used only in connection with railroad business and in compliance with the operating rules.

No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio.

401. Only employees specifically authorized to do so by the FCC are permitted to make any internal adjustments to a railroad radio.

Employees must permit inspection of the radio equipment in their charge, and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

402. An emergency call must be preceded by the word "Emergency" repeated three times. Such calls must be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and contain as complete information thereon as possible. All employees must give absolute priority to emergency calls from another station and, except in answering or aiding a station during an emergency, must refrain from sending any communication until there is assurance that no interference will result to the station initiating emergency calls.

403. The locations of radio base and wayside stations, times such stations are attended, and assigned channels will be designated by timetable or other instructions.

When radios are manned, they must be turned on to the appropriate channel with volume adjusted to receive communications. When radios are not manned or when employees are not in position to receive radio calls, battery-operated radios must be turned off.

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT (continued)

RAILROAD RADIO OPERATIONAL RULES (continued)

404. Before transmitting, an employee must listen a sufficient interval to insure that the channel is not already in use.

An employee transmitting or acknowledging a radio communication must begin with positive identification which must include the following in the order listed:

- A. Base or wayside stations.
 - 1. Name or initials of the railroad
 - 2. Occupation
 - 3. Name and location or other unique designation of office or station

- B. Mobile units.
 - 1. Name or initials of the railroad
 - 2. Occupation
 - 3. Train name (number), engine number, location, or words that identify the precise mobile unit.

In all yard operations, after initial positive identification is established, short identification may be used.

If any exchange of communication continues without substantial interruption, positive identification must be repeated each 15 minutes.

405. Radio calls must be promptly acknowledged; acknowledgement may be delayed if it would interfere with other duties relating to safety.

406. An employee who receives a transmission must repeat it to the transmitting party except when the communication:

- A. Relates to yard switching operations;
- B. Is a recorded message from an automatic alarm device; or
- C. Is general in nature and does not contain any information, instruction, or advice which could affect the safety of a railroad operation.

407. To indicate that a transmission is ended and that a response is expected, the transmitting employee must say "over". To indicate that a transmission is ended and that no response is expected, the transmitting employee must state his identification and say "out".

408. Radios used in train operation outside yards must be tested at the point where the train is originally made up.

During each tour of duty, Engineers and Conductors in any service are responsible for verifying that engine and caboose radios are working, and on the same frequency.

Radio test must consist of an exchange of voice communication, determining quality and readability of transmission.

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT (continued)

RAILROAD RADIO OPERATIONAL RULES (continued)

A malfunctioning radio must not be used and each crew member and the Train Dispatcher or other designated employee must be so notified as soon as practicable. Trains must not be delayed as a result of such equipment becoming inoperative.

409. Except between members of the same crew, no information may be given by radio to a train or engine crew about the aspect of a fixed signal.

Unless specifically authorized by operating rules, radio must not be used to convey instructions which would override the indication of a fixed signal. (See Rules 265, 628, 629, and 663.)

410. The use of citizen band radios for railroad operating purposes is prohibited.

411. When radio communication is used in connection with switching, backing or pushing a train, engine, or car, complete instructions must be given or continuous radio contact must be maintained. When backing or pushing a train, engine, or cars, the distance of the movement must be specified, and movement must stop in half the specified distance unless additional instructions are received. If the instructions are not understood or continuous radio contact is not maintained, movement must stop immediately and not be resumed until the misunderstanding has been resolved, radio contact has been restored, or communication by other means has been established. (See Rule 12i.)

412. Radio must not be used by the Train Dispatcher in the transmission of train orders.

412a. Train orders must not be transmitted between the head and rear end of trains.

NOTE: Conversation between head and rear end of train relative to fulfillment of train orders in their possession is permitted.

413. Vacant.

414. Radio must not be used for transmitting when located less than 250 feet from the scene of blasting operations account hazard of detonating dynamite charge where electric caps are used. All trains operating in such territory will, upon advice of the foreman in charge, be notified the location of such blasting operations by Train Dispatcher or by bulletin.

(Gen. Order #41, Effective 8-1-77. Rules 713-722 are superseded hereby.)

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT (continued)

RULE 700

The several Federal and State Hours of Service Laws for employees connected with train operation contemplate that employees in the service shall have ample rest and be physically and mentally fit for the proper performance of their duties. Such employees are prohibited from using their time while off duty in a manner that may unfit them for the safe, prompt, and efficient performance of their respective duties.

Conductors and Engineers must notify the Superintendent when they or any members of their crews have been on duty ten (10) hours.

When for any reason, instructions cannot be obtained, Conductors and Engineers must take such action as to insure reaching terminal or relay point and being relieved before having been on duty twelve (12) hours.

If an employee subject to the Hours of Service Laws should receive instructions that would cause him to exceed the legal number of hours on duty, or to report for duty before having been off duty the time required by Law, he must immediately call attention of the proper officers to the fact.

All employees subject to the Hours of Service Laws who have not had legal rest, either eight (8) or ten (10) hours, as the case might be, immediately prior to the on-duty time of the assignment they are to cover, must immediately call attention of the proper officers to the fact. (Gen. Order #41, Effective 8-1-77.)

RULE 790

Conductors will report to and receive instructions from the Superintendent. They will obey the orders of the Assistant Superintendent, Trainmasters, Assistant Trainmasters, Road Foremen of Engines, and of the Yardmasters within yard limits, and will be governed by the directions of Station Agents in doing work at stations. They will also conform to the instructions issued by the Traffic and Accounting Departments.

They must report for duty at the appointed time and assist in making up their trains when necessary, and at terminal stations will remain with their trains until properly delivered.

Road Foremen of Engines on these properties have authority over Train and Engine Crews, with respect to operating matters, to the same extent that Trainmasters have authority over Train and Engine Crews. (Gen. Order #41, Effective 8-1-77.)

GENERAL SPECIAL INSTRUCTIONS

These general special instructions are in effect on all divisions and Portland Terminal Co.

Special instructions referred to by letter or number relate to "Rules for the Government of the Operating Department" of corresponding letter or number.

B-3. HANDLING HAZARDOUS MATERIAL CARS.

All Train Service Employees are responsible for handling cars of hazardous materials in accordance with Bureau of Explosives Pamphlet 20, and must have a copy for their use while on duty.

C. OPERATING RULES EXAMINATIONS.

General Rule C of the Rules for the Government of the Operating Department is supplemented as follows to comply with Federal Railroad Administration requirements: (General Order #38, February 26, 1975)

The following program of Operating Rules instruction, examination, and review will be applicable to all employees in the following classes:

1. Train Service - Conductor, Trainmen, and Flagmen
2. Engine Service - Enginemen, Firemen, and Hostlers
3. Operators and Train Dispatchers
4. Engineering Department - Track Foremen and Assistants, Motor Patrolmen, Signal Foremen and Maintainers, Bridge and Building Foremen and Assistants, Bridge Inspectors, on-track (machine) equipment operators
5. Crossingtenders

RULES EXAMINATIONS - Applicant Train and Engine Service Employees:

Applicant Trainmen, Firemen, and Hostlers qualifying for Road Hostlers must, after serving time to become familiar with their duties but not later than three (3) months after employment, copy answers to Applicant's Examination and receive oral instructions from the Rules Examiner.

When requested Trainmen, Firemen, or Hostlers will write the Flagman's or Fireman's Road Hostler Examination in the presence of the Rules Examiner or other designated employee for promotion to Flagman and/or Road Hostler.

Promotion to Conductor or Engineman:

When directed Flagmen and Firemen will write Examination on Operating Rules for Promotion to Conductor and/or Engineer under the direction of the Rules Examiner in accordance with the instructions contained in the examination booklet.

GENERAL SPECIAL INSTRUCTIONS (continued).

C. OPERATING RULES EXAMINATIONS (continued).

Promotion to Train Dispatcher:

Candidates for promotion to Train Dispatcher must write Examination on Operating Rules for Promotion to Train Dispatcher and pass oral examination before being permitted to work as Train Dispatchers.

Operators and Crossingtenders:

Applicant Operators and Applicant Crossingtenders must write the required Rules Examination and pass oral examination by the Rules Examiner before commencing work in their respective fields.

Engineering Department:

Employees must write Examination on Rules of the Operating Department for the Government of Employees of the Engineering Department when directed and/or before qualifying for the following positions: Track Foremen and Assistants, Motor Patrolmen, Signal Foremen and Maintainers, Bridge and Building Foremen and Assistants, Bridge Inspectors, on-track (machine) equipment operators.

BIENNIAL RULES REVIEW - All employees required to write and be examined on Operating Rules must review the Rules with the Rules Examiner or other designated supervisor biennially. This review may consist of written and/or oral examination.

Engine and train service employees will be required to review Operating Rules during odd numbered years and all others during even numbered years. Employees will be responsible for arranging their review with the Rules Examiner unless directed otherwise to accomplish review.

PASSING RANK - A grade of 85 or better on all examinations and reviews is required for a passing rank for all classes of employees.

All employees subject to Rules Examination and Review who have not worked for a period of 90 days or more will be required to review Operating Rules prior to resuming work.

N. SWITCH KEYS

Rule N of the Rules for the Government of the Operating Department provides that **Switch Keys** will be furnished only to such employees whose duties require their use. Each switch key is serially numbered and is recorded in the name of the person to whom issued.

It is most important that switch keys be protected to avoid possibility of unauthorized persons getting possession thereof.

Whenever it is necessary to issue a switch key to replace a lost key the employee will be charged a fee of five dollars (\$5.00) which will be refunded only when the lost key is found and returned to his Superintendent or Supervisor, as the case may be.

It is important that employees promptly report lost or missing switch keys with all details. General Order No. 33, 4-3-1970.

GENERAL SPECIAL INSTRUCTIONS (continued)

1. GENERAL ORDER NO. 2 (Revised 1973).

TIME SERVICE RULES

Operating Rules 1 through 3c of the Rules for the Government of the Operating Department govern Time Service requirements, and these instructions amplify those Rules.

Currently the authorized source of Standard Time is Radio Station WWV and this signal is transmitted daily by wire over railroad communication circuits. WWV announces Greenwich Mean Time which must be converted to Eastern Time as follows:

Winter — GMT minus 5 hours = EST.

Summer — GMT minus 4 hours = EST.

(Summer time extends from the last Sunday in April until the last Sunday in October.)

Watches that have been certified to by a designated Watch Inspector must be used by — Trainmasters; Train Dispatchers; Conductors; Trainmen; Flagmen; General Yardmasters; Yardmasters and Assistants; Station Agents; Operators and Towermen; Yard Conductors and Brakemen; Switchtenders; Road Foremen of Engines; Engineers; Firemen; Track, Bridge and Building and Signal Supervisors and Assistants; Track Foremen and Assistant Track Foremen; Bridge and Building Foremen and Assistant Bridge and Building Foremen; Signal Construction Foremen; Leading Signalmen; Signalmen; Signal Maintainers; Motor Car Operators; such other employees as may be designated by the head of their department.

Watch Inspections:

All watches must be presented to an authorized Watch Inspector during the month of October, except those carried by Train Dispatchers, Towermen, Station Agents, and Operators.

Watch Inspection Order Forms T-2B will be issued in duplicate by the Superintendent or Division Engineer to their respective employees annually on or before October 1. Employees must present this form along with their watches for the annual inspection.

If watch is found to be up to the standard both in grade and condition required by these instructions, the Inspector will issue the employee an Employees Watch Card Certificate (Form T-3A) to be used during the following twelve months.

These card certificates must be carefully preserved and carried while on duty.

GENERAL SPECIAL INSTRUCTIONS (continued).

1. TIME SERVICE RULES (continued).

Monthly Inspections:

Trainmasters, Engineers, Firemen, Road Conductors, Yard Conductors, Trainmen, Flagmen, Road Foremen, General Yardmasters, Yardmasters, and Assistant Yardmasters must present their watches between the 1st and 15th of each month for comparison to an authorized Watch Inspector or an authorized watch comparison point as bulletined by the Superintendent. They must register on the Employees Monthly Watch Comparison Record (Form T-4) provided for that purpose.

Others who are required to carry watches and who are not accessible to Watch Inspectors must present their watch at each regular annual inspection period for inspection and comparison. Thereafter they must compare their watch daily with a standard clock if available. If standard clock is not available —

- (a) Agents, Operators, and Towermen involved in the handling of trains must check their time daily with Train Dispatchers. Standard Time Signal, or other employee who has compared time with a standard clock.
- (b) All others must check their time at least once a week with some employee who has Standard Time.
- (c) Train Dispatchers and any others who have access to Standard Time by standard clock or standard time signal are relieved from monthly comparison but must check their time daily with Standard Time.

Minimum standard requirements for acceptable watches and specifications of acceptable wrist watches are listed in Appendix below.

Watch Cleaning and Repair:

When watches require cleaning or repairing they may be left with an authorized Watch Inspector, or, if the owner so desires, may be taken to such Watchmaker as the owner selects, but Standard Loaner Watch Card (Form T-8) must be obtained from an authorized Watch Inspector and completed. Loaner watches must conform to the standard requirements, and must be submitted to an authorized Watch Inspector. After the watch is repaired it must be submitted to an authorized Watch Inspector for examination and approval before being carried in service.

Watches left with an authorized Watch Inspector to be cleaned or repaired will be replaced with a loaner free of charge for two weeks or for a longer term if mutually agreeable between the Watch Inspector and employee.

Watches of employees subject to inspection rules must be cleaned and rated each twenty-four months and oftener if found to be necessary by an authorized Watch Inspector.

Watch Purchases:

Standard watches guaranteed to provide the required service may be purchased from authorized Watch Inspectors on weekly payments arranged through weekly payroll deduction if the employee so elects. The minimum weekly deduction permissible is \$10.00.

GENERAL SPECIAL INSTRUCTIONS (continued).

1. TIME SERVICE RULES (continued).

APPENDIX

All railroad grade pocket watches must be 16 size, lever set, 21 or more jewels, and of a construction and in a condition that they will run within a gain or loss of 30 seconds per week, in use. They must be adjusted to temperature, isochronism and at least five positions. They must be stamped or engraved "adjusted" and "21 (or more) jewels" on the original plate.

All jewels must be functional, meaning that they must be in contact with the pivots they serve as bearings. Where endstones are used, they must be used at both upper and lower pivots of the member so jeweled, so as to give a balanced design and function. All pivots to which endstones are applied must be conical pivots.

The balance wheel must be large enough in diameter to maintain a steady rate during the jars and rolls of the engine or train. The balance wheel must be nonmagnetic and have two (2) or four (4) mean time screws, for very close regulation, and a double roller.

The regulator must be fitted with a micrometer regulator spring and screw.

The hairspring must be anti-magnetic. Breguet overcoil shaped to minimize position rate differences. It must be leveled and centered and vibrate perfectly between the regulator pins.

The dial must be plain, with Arabic numerals of the "box car" type. It may have marginal minute numerals. It must have heavy hands.

The case must be of screw back and bezel type, well made of durable metal, so as to retard the entry of dust and dirt. It must be heavy enough to provide adequate protection for the movement when carried in the pocket.

The lever setting must be so designed that the bezel cannot be replaced without returning the lever to winding position.

Acceptable wrist watches are Bulova Accutron No. W21052 or Y24049 and Ball Trainmaster Official Railroad Standard Series Watches.

Discontinued makes or grades and "American" watches bearing the names of jewelers or other names not standard trademarks or trade numbers will not be accepted as railroad grade watches. All watches must have the standard trademark or number plainly stamped or engraved on the plates. Watches smaller than 16 size and any watches equipped with luminous or decorated dials are not considered standard and will not be accepted.

GENERAL SPECIAL INSTRUCTIONS (continued).

2a. WATCH INSPECTORS.

Auburn	E. A. Pelletier, Jeweler, 56 Broad St.
Bangor	John A. Clark, 11 Broad St.
Brunswick	B. H. Booker, 96 Maine St.
Newport Jct.	Alan Goodridge, Jewelers, 25 Mill St., Newport
Portland	Albert's Jewelers, 48 Washington Avenue
Rumford	R. C. Jewelers, 64 Congress St.
St. Johnsbury, Vt.	H. R. Hawkins Co., 57 Eastern Avenue
*St. Stephen, N.B.	Vincent Nixon, No. 1 Highway (P.O. Box 579)
Waterville	J. B. Bouchard, 183B Main St.

*Employees leaving watches with Vincent Nixon, St. Stephen, N.B. should obtain proper certificate from U.S. Customs Office, Calais, Maine, to avoid paying duty on their own watches when repaired.

3. STANDARD CLOCKS.

Bangor	Telegraph Office and Engine House
Livermore Falls	Telegraph Office
Mattawamkeag	Telegraph Office
Rigby Yard	Telegraph Office and Engine Dispatchers Office
Rumford	Telegraph Office
St. Johnsbury	C.P.Ry. Telegraph Office
Tower P.T.	
Vanceboro	Telegraph Office
Waterville	Yard Office and Engine House

All locations except Tower P.T. are designated watch comparison points and employees in charge of standard clock are authorized to record watch comparisons on employees watch card certificate Form T-3A as required for monthly comparison. Authorized Watch Inspectors provide the same service at their business locations.

17. LOCOMOTIVES OPERATING IN REVERSE.

Locomotives will not be permitted to operate in reverse or backing up on any train in the State of Maine on any Main Line or Branch Line except that such locomotives may be operated in reverse in emergencies or while in switching operations, and excepting where no facilities are available for turning such locomotives at the point of departure.

S-72. SUPERIORITY OF TRAINS.

Westward trains are superior to Eastward trains of the same class unless otherwise provided.

88. PASSING SIDINGS.

Listed capacity of passing sidings shows approximate number of freight cars (based on 55-foot cars coupler to coupler) which will clear, in addition to one locomotive unit and a caboose.

GENERAL SPECIAL INSTRUCTIONS (continued)

99. FLAG PROTECTION.

The prescribed minimum distances which a crew member must go back behind his train to be in compliance with Rule 99 are as follows:

Maximum authorized speed of territory	Minimum number of rail lengths Flagman must go back to place torpedoes
15 MPH	20 rail lengths
20 MPH	35 rail lengths
25 MPH	55 rail lengths
30 MPH	80 rail lengths
35 MPH	110 rail lengths
40 MPH	145 rail lengths
45 MPH	145 rail lengths
50 MPH	145 rail lengths

The above distances are minimum to be observed and additional protection should be provided when conditions warrant.

104e. DERAILS (Railroad Operated).

Stands on switches leading directly to side tracks on which derails are located are given distinguishing marks by painting yellow on handle, except grip, and also the sleeve casting or other part of stand as an indication that a derail exists on the side track.

O.S.H.A. DERAILS (Industry owned).

Mills and other industries on line are required to have derails and blue flags on their loading and unloading tracks in compliance with O.S.H.A. Regulations.

In addition, wheel chocks or trigs are used to secure cars being worked by industry employees.

The Blue Flag will be in place whenever derails are in the on-rail position.

Industry employees are responsible for the placement and removal of O.S.H.A. required derails, wheel chocks, and blue flags.

Conductors, Trainmen, and Yardmen are responsible for the handling of derails which are required by the railroad.

Conductors, Trainmen, and Yardmen are responsible to know that all O.S.H.A. required derails, wheel chocks, and blue flags have been removed by industry personnel before switching cars which are so protected.

GENERAL SPECIAL INSTRUCTIONS (continued).

110. SPEED RESTRICTIONS — ENGINES.

The maximum permitted speed of various types of engines in various service is:

All types: Light or with caboose, except engines 14, 16, 301-317, 957-962, 1007, 1008, 1101, 1051-106335 M.P.H.

Engines	M.P.H.	Engines	M.P.H.
14, 16	25	801-802	65
251-263	65	957-962	30
301-312	30	PT-1007, 1008, 1101	30
313-317	30	PT-1051-1054	30
331-335	30	PT-1055-1063	30
400-409	65		
561-581	65		

These speed restrictions are set up by the safe rotating speed of the traction motors and apply whether the locomotive is operating on its own power, or being towed.

The above does not authorize any operation at a speed in excess of those shown for the various lines as shown in Special Instructions.

SPEED RESTRICTIONS—OTHER THAN LOCOMOTIVES.

Snow plow trains will not under any conditions exceed 40 miles per hour, and will run at slower speed where conditions make necessary.

SCALE TEST cars are not to be handled on any train except on instructions from Superintendent and must be handled next ahead of caboose and speed must not exceed 25 miles per hour.

CRANES 163, 165 and P.T. 198, and Boiler car P.T. 199 must not be moved at a speed exceeding 25 miles per hour, and must not be coupled to cars 80 feet or longer. Crane booms must trail in transit unless specific short moves are authorized with boom ahead by the Superintendent.

Relief Trains and Wreck Cranes: Before starting on trip, Conductor will inquire of Wreck Foreman as to maximum speed and be governed accordingly, except in no case will speed exceed the maximum speed permitted for freight trains in territory operating and in no case will speed exceed 30 miles per hour.

The term wreck cranes will include all cranes of a capacity up to 250 tons and in no case shall their gross weights exceed 257,000 pounds on 4 axles or 386,000 pounds on 6 axles.

SPEED RESTRICTIONS — CABOOSES.

The following cabooses must not be operated at speeds in excess of 45 M.P.H. Conductors of trains handling such cabooses are to notify the Engineer accordingly:

559, 560, 582, 587, 599, 603, 606, 610, 612, 613, 614, 616, 617, 618, 623, 627, 629, 630, 631, 632, 634, 635, 637, 647, 648, 649, 650.

GENERAL SPECIAL INSTRUCTIONS (continued).

700. HOURS OF SERVICE LAW.

Trainmen and Enginemen

No Conductor, Engineer, Fireman, or Trainman who has been continuously on duty for twelve (12) hours shall be permitted to continue on duty or to go on duty until he has had at least ten (10) consecutive hours off duty.

No Conductor, Engineer, Fireman, or Trainman shall be required or permitted to continue on duty or to go on duty when he has not had at least eight (8) consecutive hours off duty during the preceding twenty-four (24) hours.

Time on duty shall commence when an employee reports for duty and terminate when the employee is finally released from duty and shall include:

- (A) Interim periods available for rest at other than a designated terminal;
- (B) Interim periods available for less than four (4) hours rest at a designated terminal;
- (C) Time spent in deadhead transportation by an employee to a duty assignment: Provided that time spent in deadhead transportation by an employee from duty to his point of final release shall not be counted in computing time off duty.

Train Order Operators

No Operator shall remain on duty for more than nine (9) hours, whether consecutive or in aggregate, in any twenty-four (24) hour period in any tower, office, station, or place where two (2) or more shifts are employed.

No Operator shall remain on duty for more than twelve (12) hours, whether consecutive or in aggregate, in any twenty-four (24) hour period in any tower, office, station, or place where only one (1) shift is employed.

In the event of an emergency an Operator may be permitted to be and remain on duty for four (4) additional hours in any period of twenty-four (24) consecutive hours of not exceeding three (3) days in any period of seven (7) consecutive days.

The term "shift" is construed to mean a tour of duty constituting a day's work for one or more employees performing the same class of work at the same station who are scheduled to begin and end work at the same time.

INTERPRETATION.

The Federal Railroad Administration has issued the following interpretation of that section of the Hours of Service Law which will permit Engine and Train Service employees to work up to twelve (12) hours in aggregate as well as twelve (12) hours continuous in a twenty-four (24) hour period:

After proper rest (either eight (8) hours or ten (10) hours, as required), a man may be worked up to a maximum of twelve (12) hours continuous or twelve (12) hours in aggregate during the twenty-four (24) hour period which began when he initially went on duty.

GENERAL SPECIAL INSTRUCTIONS (continued)

700. HOURS OF SERVICE LAW, (continued)

In the case of aggregate service, where the on-duty time is interrupted by a bona fide release of four (4) or more hours, a total of twelve (12) hours in aggregate or the end of the twenty-four (24) hour period will terminate all on-duty time until after eight (8) hours' rest.

885. SAFETY INSPECTION.

FRA requirements stipulate that each car placed in train, where Car Inspectors are not on duty, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

921. OPERATION OF LIGHT DIESEL ENGINES.

When making movements with multiple units, engineer must be in the leading cab except when making a switching move accompanied by a trainman riding leading end and controlling move with hand signals.

BUDD RAIL MOTOR CARS.

Budd cars will not be permitted to operate on the Maine Central R.R. and Portland Terminal Co. without permission from the Superintendent.

MISCELLANEOUS.

SNOW PLOW REGULATIONS.

Wing Plows are to be operated only with a qualified conductor or engineer in the monitor of the plow to observe signals, sound whistle signal etc. On Plow trains, the assigned conductor to ride the plow. On revenue trains, if conductor's duties are such that he cannot ride the plow, qualified employee will be provided.

The movement of trains handling wing plows will be regulated except in cases of emergency by use of radio and/or electric bell (see note under Rule 16) which must be connected and tested between plow and engine before leaving on trip and oftener if necessary.

In case of emergency requiring prompt action, stop to be made by use of air-brake valve located in the plow.

GENERAL SPECIAL INSTRUCTIONS (continued)

RESTRICTIONS:

OVERHEAD STRUCTURES — Trains and Switchers with cars moving in either direction under the Bangor-Brewer bridge Bangor East Yard must use the main track unless it is known that all cars will clear the overhead bridge when moving on track No. 8.

ENTERING BUILDINGS — Trains, motors, engines or other equipment shall be brought to a full stop before entering any building.

ENGINEERING WORK EQUIPMENT — When moving Jordan Spreader (deadhead) wing tips must be pointed to rear.

Whenever wing plows are hauled deadhead in revenue trains, the wings and flangers must be properly secured in closed position, and the plow placed just ahead of the caboose, with wing tips pointed to the rear.

AIR DUMP CARS — Air dump cars numbered 1040-1051 inc., may be handled in any train provided air is properly coupled and cut-out cocks properly closed.

WRECKING CRANES — When more than one wrecking Crane is handled in a train, there must be at least two cars between cranes.

CARS EXCEEDING PLATE "C".

Cars which exceed Plate "C" must not be accepted at Interchange points for delivery on the Maine Central Railroad or Portland Terminal Co., until cleared by the Clearance Department.

Such cars are so stenciled on both sides of car near its initial and number.

PLATE "C" CARS.

Plate "C" cars may be accepted for through movement and delivery to connecting lines and delivery to all MeC and P. T. Co. stations.

Plate "C" cars loaded at MeC and P. T. Co. stations for off line movement can not be forwarded until cleared by Director of Car Utilization.

Pulpwood Rack Cars — MeC 1400 to 1599 may be accepted for movement and unloading stations on the Maine Central and Portland Terminal Companies only.

GENERAL SPECIAL INSTRUCTIONS (continued).

PIGGY-BACK CARS.

Piggy-back shipments on cars having truck centers of 66' 8'' or less will be accepted from any interchange point on the Maine Central Railroad and Portland Terminal Company to any interchange point or ramp listed below without restrictions within the extreme height indicated below, if within width and length of car.

Piggy-back equipment loaded on line cannot be forwarded for off line movement until cleared by Office of Clearance Engineer.

Piggy-back Ramp	Track	Maximum unrestricted height allowed	Notes
Locations:			
Augusta	East end track 5	16' 6''	Note 1
Bangor	East end tracks 136, 138	16' 6''	
Dixfield	East end track 7	16' 6''	Note 1
Lewiston	West end track 6	16' 6''	Note 1
Machias	East end track 9	16' 6''	Note 1
Rockland	East end track 13	16' 3''	Note 2
Rumford	East end track 15, Yd 2	16' 6''	
Rigby Yard	Tracks 99, 101	16' 6''	
Waterville	East end track 21	16' 6''	
Wilton	West end track 3	16' 6''	Note 1
Woodland	West end track 11	16' 6''	Note 3

Note 1: Piggy-back equipment to be forwarded to these stations must be turned to unload from the ends of tracks as listed above.

Note 2: Maximum height of 16' 3'' applies to entire Rockland Branch.

Note 3: Do not operate piggy-back equipment under Main Street Bridge #270.25 at Calais without special clearance.

EIGHTY-FOOT FREIGHT CARS.

All freight cars eighty (80) feet or over in length may be handled anywhere in trains operating within the territories listed herein PROVIDED they are made up within the number of cars listed below, COUNTING FROM THE CABOOSE.

Furthermore, when such cars are handled, the car next ahead and next behind must be at least 43 feet in overall length (such as a standard 40-foot box car or similar equipment). However, the placing of such cars directly ahead of caboose, though caboose is shorter than a standard 40-foot car is permissible.

If long cars are made up directly ahead of caboose and pushers are used to assist train, the pusher engines must be made up ahead of the long cars.

GENERAL SPECIAL INSTRUCTIONS (continued).

EIGHTY-FOOT FREIGHT CARS (continued)

Territory	Directions	Must be made up in train within rear:
Rigby Yard-Waterville (Back Road)	Both	155 cars
Waterville-Bangor	Both	200 cars
Rigby Yard-East Augusta	Both	180 cars
East Augusta-Waterville	Eastward	80 cars
Waterville-East Augusta	Westward	95 cars
Brunswick-Rockland	Both	70 cars
Leeds Jct.-Livermore Falls	Both	120 cars
Livermore Falls-Rumford	Eastward	50 cars
Rumford-Livermore Falls	Westward	65 cars
Livermore Falls-Farmington	Both	120 cars
Rigby Yard-St. Johnsbury	Both	55 cars
Bangor-Vanceboro	Both	120 cars
Calais Jct.-Calais	Both	45 cars
St. Croix Jct.-Woodland	Both	45 cars
All territories not listed	Both	30 cars

Note: Trains with less cars than shown for the different territories may handle such cars in any position in the train consistent with proper station classification and other restrictions.

LOCOMOTIVE TONNAGE RATINGS PER UNIT

Locomotive Class	400	200	800	500	330	300	900
Locomotive Numbers	400-409	251-263	801-802	561-581	331-335	301-317	957-962
Rigby Yard to Bartlett	2000	2400	1800	1650	1650	1300	1030
Bartlett to Crawford Notch	900	900	800	800	600	460	400
Crawford Notch to Quebec Jct.	2800	3500	2800	2500	2200	2100	1880
Quebec Jct. to St. Johnsbury	1800	2000	1770	1650	1540	1100	880
St. Johnsbury to Quebec Jct.	1400	1400	1300	1200	1200	690	600
Quebec Jct. to Crawford Notch	1200	1200	1150	1050	820	610	530
Crawford Notch to Rigby Yard	3000	3200	3000	2700	2700	2000	1500
Rigby Yard to Royal Jct.	2850	3000	2800	2400	2000	1900	1300
Royal Jct. to Waterville via Lewiston	2800	3000	2800	2400	2000	1900	1600
Royal Jct. to Waterville via Augusta	2800	3000	2800	2400	2000	1900	1100
Waterville to Bangor	2700	3000	2655	2575	2575	1600	1250
Bangor to No. Maine Jct.	2300	2500	1850	1650	1650	1200	1000
No. Maine Jct. to Waterville	3000	3500	3000	2750	2750	1450	1250
Waterville to Rigby Yd. via Augusta	3000	3500	3000	2750	2750	1450	1250
Waterville to Rigby Yd. via Lewiston	2500	2900	2500	2200	2100	1400	1100
Leeds Jct. to Livermore Falls	2500	2500	2500	2250	1920	1480	1170
Livermore Falls to Rumford	2300	2600	2300	2100	2100	1630	1300
Rumford to Livermore Falls	2600	3000	2600	2350	2350	1800	1400
Livermore Falls to Leeds Jct.	3150	3400	2800	2500	1920	1480	1170
Livermore Falls to Farmington	1900	2700	1800	1620	1620	1400	1050
Farmington to Livermore Falls	1900	2200	1800	1620	1620	1400	1050

Note: Units having different tonnage ratings coupled together will have tonnage ratings of individual units added together for determination of train tonnage.

LOCOMOTIVE TONNAGE RATINGS PER UNIT

Locomotive Class	400 400-409	200 251-263	800 801-802	500 561-581	330 331-335	300 301-317	900 957-962
Locomotive Numbers							
Brunswick to Bath	2900	2900	2300	1900	1600	1600	1400
Bath to Wiscasset	1800	2000	1800	1500	1200	1200	1000
Wiscasset to Rockland	1550	1600	1350	1150	1000	1000	800
Rockland to Allens	1700	1700	1500	1300	1100	1100	850
Rockland to Allens, with no stop at Warren	1700	2100	1600	1500	1300	1100	850
Allens to Bath	1800	2100	1800	1500	1300	1250	1000
Bath to Brunswick	2350	2900	2200	1800	1500	1500	1200
Brunswick to Lewiston Lower	1700		1700	1400	950	950	800
Lewiston Lower to Brunswick	1700		1700	1400	950	950	800
Oakland to Bingham				1600	1600	1100	950
Bingham to Oakland				1600	1600	1100	950
Waterville to Somerset Mill	1650	1650	1600	1200	1200	1000	850
Somerset Mill to Waterville	2200	2300	2200	1950	1950	1630	1300
Pittsfield to Hartland	2300	2400	2300	1900	1900	1350	1200
Hartland to Pittsfield	2200	2400	2100	1800	1200	1200	1000
Newport Jct. to Dexter	1450		1400	1225	1225	1070	860
Dexter to Foxcroft	1600		1500	1375	1375	1375	1100
Foxcroft to Dexter	1400		1350	1020	1020	1020	820
Dexter to Newport Jct.	2450		2050	1850	1850	1630	1300

Note: Units having different tonnage ratings coupled together will have tonnage ratings of individual units added together for determination of train tonnage.

LOCOMOTIVE TONNAGE RATINGS PER UNIT

Locomotive Class	400	200	800	500	330	300	900	10
Locomotive Numbers	400-409	251-263	801-802	561-581	331-335	301-317	957-962	14, 16
Bangor to Veazie	1850	1850	1700	1500	1500	1000	850	
Veazie to Keag	2100	2100	1800	1600	1600	1200	1120	
Keag to Vanceboro	1900	2000	1800	1600	1400	1100	770	
Vanceboro to Keag	2300	2500	2300	2100	2000	1500	1000	
Keag to Enfield	2400	2500	2400	2300	2200	1800	1300	
Enfield to Bangor	3000	3000	2850	2700	2700	2200	1450	
Bangor to Bucksport	2050	2050	2050	2000	2000	1400	1100	
Bucksport to Bangor	1700	1700	1700	1550	1400	1400	1100	
Bangor to Washington Jct.	1400	1550	1375	1300	1300	1100	750	360
Washington Jct. to Calais	1600	1800	1600	1500	1500	1300	850	410
Calais to Washington Jct.	1650	1650	1650	1550	1500	1300	850	410
Washington Jct. to Bangor	1350	1400	1350	1300	1300	1100	750	360
Ayers Jct. to Eastport							1000	410
Eastport to Ayers Jct.							900	410
St. Croix Jct. to Woodland			2150	2100	2100	1700	1250	610
Woodland to St. Croix Jct.			2150	2100	2100	1850	1250	610

Note: Units having different tonnage ratings coupled together will have tonnage ratings of individual units added together for determination of train tonnage.

LOCOMOTIVES — MAINE CENTRAL R.R. - PORTLAND TERMINAL CO.

Class	Model	Builder	H.P.	P.T.Co.	MECRR
Road Switchers					
200	GP-38	E.M.D.	2000		251-263
400	U18-B	G.E.	1800		400-409
500	GP-7	E.M.D.	1500		561-581
800	RS-11	Alco	1800		801-802
Yard Switchers					
10	44-Ton	G.E.	380		14, 16
300	S-2	Alco	1000	1051-1054	301-303, 311-312 313-317
	S-4	Alco	1000	1055-1058, 1061-1063	
330	SW-7	E.M.D.	1200		331-333
	SW-9	E.M.D.	1200		334-335
900	S-1	Alco	660	1007-1008,1101	957-960
	S-3	Alco	660		961-962

**MAINE CENTRAL ENGINES AND CRANES PERMITTED ON MAIN, AND AUXILIARY TRACKS
WITH MAXIMUM ALLOWABLE CAR WEIGHTS IN POUNDS**

LOCATION	MAX. WT. CAR & LOAD	ENGINES Road and Switcher	CRANES	REMARKS
Rigby Yard-St. Johnsbury	263,000	All	All	
Steep Falls-Track 4	203,000	All	All except #160,180	Restriction applies to grain hopper.
St. Johnsbury-Track 10	220,000	None	All	
Rigby Yard-Bangor (Lower Road)	263,000	All	All	
Gardiner-Cobbosse-Tracks 2½,3,10,14	190,000	All except #200,400	All except #160,180	Restriction applies to trestle on track 2½.
Waterville (East Yard) Track 107	164,000	None	None	Restriction applies to trestle.
		14,16		
Portland-Waterville (Back Road)	263,000	All	All	
Auburn-Track 18	216,000	All	All except #160,180	Restriction applies to trestle, only.
Lewiston Upper-Track 6½	263,000	None	All	Restriction is live rail of scale.
Lewiston Upper-Track 10	217,000	All except #200,400	All except #160,180	Restriction applies to trestle only.
Lewiston Upper-Track 10	217,000	None	None	Coal shed 253 ft. from switch. Coal, flat & gondolas only.
Rumford Branch	263,000	All	All	
Rumford Yard 2-Track 13	226,000	All except #200	All except #160,180	Restriction applies to trestle.
Rumford Yard 2-Track 17	199,000	None	All except #160,180	Restriction applies to trestle.
Rumford Yard 2-Track 41	185,000	None	All except #160,180	Restriction applies to pit.

NOTE: In any territory not shown above engines may operate only on order of Superintendent.

**MAINE CENTRAL ENGINES AND CRANES PERMITTED ON MAIN, AND AUXILIARY TRACKS
WITH MAXIMUM ALLOWABLE CAR WEIGHTS IN POUNDS**

LOCATION	MAX. WT. CAR & LOAD	ENGINES Road	Switcher	CRANES	REMARKS
Farmington Branch	263,000	All	All	All	
Rockland Branch					
Bath-Track 61	263,000	All	All	All	Restriction—building door.
Bath-Track 85	263,000	None	None	None	Restriction—building door.
Cement Co.-Track 8	263,000	All	All	All	Can operate on westerly 300 ft. only.
Cement Co.-Track 26	263,000	All	All	All	Can operate on westerly 600 ft. only.
Cement Co.-Track 28	263,000	All	All	All	Can operate on westerly 450 ft. only.
Cement Co.-Track 30	263,000	All	All	All	Can operate on westerly 330 ft. only.
Lewiston Branch					
Peepsot Mills-Track 14	263,000	All except #200	All	All	Restriction—Loading platform.
Lewiston Lower, Track 3 Bleachery	263,000	All except #200	All	All	*Restriction—Overhead runway.
Bingham Branch					
Madison-Track 8	263,000	All	All	All	
	220,000	None	14, 16	All except #160,180	
Shawmut Branch	263,000	All	All	All	
Hartland Branch	263,000	All	All	All	
Foxcroft Branch	263,000	All except #200	All	All	

NOTE: In any territory not shown above engines may operate only on order of Superintendent.

*Stop and check height of cars before passing under runway.

**MAINE CENTRAL ENGINES AND CRANES PERMITTED ON MAIN, AND AUXILIARY TRACKS
WITH MAXIMUM ALLOWABLE CAR WEIGHTS IN POUNDS**

LOCATION	MAX. WT. CAR & LOAD		ENGINES		Switcher	CRANES	REMARKS
		Road		Road			
Bangor-Vanceboro Mattawamkeag-Track 3 1/2	263,000	All	All		All	All	Restriction is live rail of scale.
	263,000	None	None		None	All except #160	
Bangor-Bucksport Brewer Jct.-Track 21 So. Brewer-Track 25	263,000	All	All		All	All	Operated by industry only. O.H. Conveyor 534 ft. from switch.
	263,000	None	None		None	None	
	263,000	All except #200,400 561-569	All		All	None	
Bangor Yard Bangor (West Yard) Track 51 1/2 Hampden Yard-Track 23 Hampden Yard-Track 37	263,000	None	None		None	None	Restriction is live rail of scale. Oil rack 259 ft. from switch— 10,000 gal. cars only. Oil rack 217 ft. from switch— 10,000 gal. oil cars only.
	263,000	None	None		None	None	
	263,000	None	None		None	None	
	263,000	None	None		None	None	
Bangor-Calais Milltown-Track 20, International Bridge	263,000	All	All		All	All	900 series engines restricted to 8 M.P.H.
	263,000	All	All		All	All except #160, 179 & 180	
Eastport Branch	169,000	None	None		900	All except #160, 179 & 180	
Woodland Branch Woodland-Track 46	263,000	All	All		All	All	Restriction—Loading platform 30' to end of track clears tank cars only.
	263,000	All	All		All	All	

NOTE: In any territory not shown above engines may operate only on order of Superintendent.

GENERAL SPECIAL INSTRUCTIONS (continued)

EMERGENCY TELEPHONE NUMBERS

Portland, General Office P.B.X.	773-4711*
*Open 6:30 A.M. to 6:00 P.M. Monday thru Friday.	
Saturday, Sunday, Holidays, Nights, use numbers below:	
Chief Train Dispatcher	772-2714
Train Crew Dispatcher	772-2916
Engine Crew Dispatcher	772-6766
(From Waterville)	873-4041
(From Bangor)	947-7763
Crew Dispatcher, Rigby Yard	772-6918
General Yardmaster, Rigby Yard	773-4965
Car Shop, Rigby Yard	773-8507
Waterville Yard Office	872-2704
Bangor Yard Office	945-6784
Mattawamkeag, station	736-2414
Danville Jct., station	782-4998
St. Johnsbury, station	748-4401

MAINE CENTRAL RAILROAD COMPANY

R. G. Wheeler, Asst. Supt.	Bangor
W. M. Bickford, Asst. Supt.	Waterville
E. D. Galvin, Safety Supervisor	Portland
R. A. Burnham, Trainmaster	Bangor
C. A. Niles, Jr., Trainmaster	Portland
J. F. Shute, Asst. Trainmaster	Portland
J. P. Coffin, Supt. Motive Power	Portland
C. J. Peasley, Road Foreman, Engines	Bangor
A. E. Freeman, Jr., Asst. Road Foreman, Engines	Portland
D. E. Mahon, Rules Examiner	Portland

Chief Train Dispatchers:

J. E. Oberg
E. P. Otis
D. M. Bragdon
D. J. Wilson

Train Dispatchers:

C. W. Redstone
R. J. Coffin, Jr.
C. E. Gallant
R. C. Burdwood
E. A. Wakefield

Extra Train Dispatchers:

C. B. Wilson
D. K. Lennon
R. A. Prevost

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY

CHIEF MEDICAL OFFICER

Dr. Morrill Shapiro
Portland, Maine

EXAMINING PHYSICIANS

Dr. Anthony L. D'Andrea
111 Wescott Road
South Portland, Maine
775-4161

Dr. J. A. Marshall
177 Main St., Professional Bldg.
Waterville, Maine

Dr. Elihu York
62 Baribeau Drive
Brunswick, Maine
725-4316

Dr. Arthur B. Weisser
81 Western Ave.
Waterville, Maine
873-0194

Dr. Oram R. Lawry, Jr.
96 Lime Rock St.
Rockland, Maine
594-5845

Dr. William J. Georgitis
325 Kennedy Memorial Drive
Waterville, Maine
873-0444

Dr. Edward L. Reeves
179 Sabattus St.
Lewiston, Maine
782-7266

Dr. Charles E. Towne
Waterville, Maine

Dr. Albert P. Royal, Jr.
82 Maine Ave.
Rumford, Maine
364-7801

Dr. L. G. Miragliuolo
10 Maple St.
Bangor, Maine
947-7831

Dr. Charles E. Smith
Main St.
Conway, New Hampshire
447-5921

Dr. John A. Woodcock
109 State St.
Bangor, Maine
945-3902

Dr. Marvin R. Kendall
Monroe, New Hampshire
638-2857

Dr. Hazen C. Mitchell
273 Main St.
Calais, Maine
454-3432

