

INDEX

	Page
Classification of Diesel Engines	Front Cover
Speed Schedule	Inside Front Cover
Portland and Bangor (Lower Road)	1
Royal Junction and Waterville (Back Road).....	1
Rockland Branch	1
Rumford, Farmington, Shawmut, Foxcroft, Hartland, Bingham and Lewiston Branches	2
Portland and St. Johnsbury	3
Quebec Junction and Beecher Falls	3
<hr/>	
Bangor and Vanceboro	4
Bucksport Branch	4
Calais, Eastport and Woodland Branches	5
<hr/>	
Portland Terminal	5
<hr/>	
General Special Instructions	6-9
Portland Division Special Instructions	10-20
Eastern Subdivision Special Instructions	21-25
Portland Terminal Special Instructions	25-29
Examining Physicians	29
Map	Inside Back Cover

CLASSIFICATION OF DIESEL ENGINES

Class	M. C. R. R.	P. T. Co.
DRS 1b	553-554	
DRS 1d	556-557	
DRS 1f	801-802	
DRS 3a	561-569	
DRS 3b	571-580	
DRS 3d	581	
DRS 4	251-263	
DS 1a	11- 17	
DS 2d		1004
DS 3b	953-962	1005-1008 and 1101
DS 4b	301-303	1051-1063
DS 4d	311-317	
DS 5a	331-335	

MAINE CENTRAL RAILROAD COMPANY AND PORTLAND TERMINAL COMPANY

TIME TABLE No. 22

FOR EMPLOYEES ONLY

EFFECTIVE AT

2.01 A. M., SUNDAY

NOVEMBER 11, 1973

EASTERN STANDARD TIME

SUPERSEDING

MAINE CENTRAL RAILROAD AND
PORTLAND TERMINAL TIME TABLE NO. 21
AND ALL SUPPLEMENTS THERETO

J. W. WIGGINS
VICE PRESIDENT

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

W. L. HARRIS
SUPERINTENDENT
PORTLAND TERMINAL CO.

SPEED SCHEDULE.

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

EASTWARD— READ DOWN			WESTWARD— READ UP		EASTWARD READ THIRD DOWN CLASS.			WESTWARD READ UP	
Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.			313 Ex. Sat. & Sun.	Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.	
		Rigby Yard R-T-X-D Tower P.T. R-X-N			P. M.				
1.63		Portland, Congress St. T-X			No. 313 loses right and schedule after 11:00 P.M.	13.30	E. 110	Royal Junction T	
4.19		Deering Junction T-X				21.28		Gray T	
6.20		Falmouth T-X				25.84	127	New Gloucester T	
6.56		P. T. Limit				30.73		Danville Jct. R-T-N	
11.07	E. 56	Cumberland Center				32.27	50	Rumford Jct.	
13.30		Royal Junction T				36.29		Auburn X	
15.09		Yarmouth Junction T-D				37.07		Lewiston T-X-D	
15.57		Low Road T				37.91	98	Fair Grounds X	
17.74		Sodom T				44.60		Greene	
20.64	21	Freeport				47.69	112	Leeds Jct. T-X-D	
25.32	49	Hillside			50.66		Monmouth T		
28.58	95	Brunswick R-T-X-D			56.67	W. 64	Winthrop T		
33.05	91	Cathance			62.34	E. 77	Readfield T		
36.90	42	Bowdoinham			70.24		Belgrade T		
40.58	47	Harwards			3.00	W. 64	Oakland T-X-D		
44.64	W. 91	Richmond			3.15	YARD	Waterville Tower A R-T-X-N		
48.23	59	Dresden							
51.87	E. 28	Lawrence Mills—South Gardiner							
55.78	27	Gardiner T-X							
60.34		Hallowell							
62.48	YARD	Augusta R-T-X-D							
66.33	41	Kennebec							
73.91	E. 86	Vassalboro							
80.21	42	Winslow TX							
81.93	YARD	Waterville Tower A R-T-X-N							
83.43		Keyes Crossover T							
84.32	YARD	Fairfield TX							
85.15		Parkers Crossover							
87.58		Canaan T							
90.11		Clinton T							
95.41	E. 91	Burnham Jct. T-D							
99.10		Halfway T							
102.48	196	Pittsfield T-D							
106.71		Detroit T							
109.49		Newport Junction T-D							
112.19		East Newport T							
114.73	164	Stetson T							
121.82		Carmel T							
122.55	158	Dabscook T							
129.33		Tower MD R-T-X-N							
131.29	128-96	No. Maine Jct. R-T-X-D							
132.80		Hammond Street Switch							
133.29		Dow Airport T							
136.33	YARD	Banger R-T-X-N							

EASTWARD READ THIRD DOWN CLASS.			ROCKLAND BRANCH		WESTWARD THIRD READ UP CLASS.	
325 Ex.Sun	Miles from Port- land	Sidings. Approximate Capacity Cars.	STATIONS.	324 Ex.Sun		
A.M.				A.M.		
9.10	28.58	YARD	Brunswick R-T-X-D	8.00		
	33.54	20	Hardings T			
	34.49		Sanborns			
9.30	37.95	35	Bath X	7.40		
	39.08	23	Bayview X	7.35		
	46.66		Yankee			
9.45	49.26	W. 16	Wiscasset T-X	7.25		
10.00	56.28	E. 12	Newcastle	7.10		
	58.26		Damariscotta Mills T			
	66.11		Winslows Mills			
10.20	67.72		Waldoboro	6.50		
	68.82	12	Allens			
10.35	74.47		Warren	6.35		
	78.91	9	Georges River			
10.50	81.65	E. 10	Thomaston X	6.20		
11.00	85.82	YARD	Rockland T-X-D	6.00		
A.M.				A.M.		

Exception to Rule 99. No. 324 need not protect rear against following extras from Rockland to Brunswick until 10:30 A.M.

SHAWMUT BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.	
84.32	YARD	Fairfield	X
87.36	33	Shawmut	X

HARTLAND BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.	
102.48	YARD	Pittsfield	T-X-D
106.30		West Palmyra	
110.52	YARD	Hartland	X

FOXCROFT BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.	
109.49	Yard	Newport Junction	T-X-D
116.52	10	Corinna	T-X
124.80	19	Dexter	
129.48		Silvers Mills	
133.62		Starbirds	
138.88	Yard	Foxcroft—Dover Foxcroft	X-D

LEWISTON BRANCH			
EASTWARD READ DOWN Third Class		WESTWARD READ UP Third Class	
319 Ex. Sun. A.M. L6:40	Miles from Portland	Sidings. Approximate Capacity Cars.	318 Ex. Sun. A.M. A5:15
	28.58	YARD	Brunswick R-T-X-D
7:10 7:40	35.20 37.39	Mill Spur Yard	Pejepscot Mills Little River—Lisbon Falls X
	40.90	Frt.Track	Lisbon
	43.98		Crowleys X
A8:10 A.M.	48.81	YARD	Lewiston Lower T-X L3:30 A.M.

Exception to Rule 99, No. 318 need not protect rear against following extras from Lewiston Lower to Brunswick until 11:30 A.M.

RUMFORD BRANCH			
EASTWARD READ DOWN		WESTWARD—THIRD CLASS READ UP	
Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.	
47.69	YARD	Leeds Junction	T-X-D
50.22		Libbys Pit	X
54.95	E. 33	Centraltown—Leeds Center	T
57.77		Littleboro—North Leeds	
59.96	38	Stricklands	
68.19	YARD	Livermore Falls	T-X-D
70.83	Yard Tracks	Rileys	TD
78.04		Whitney Brook—Canton	
82.98	26	Worthley	T
88.30	32	Dixfield	T-X
91.20	Yard	Rumford—Lower Yd.	T-X-D

398
Daily
A.M.
A8:45
8:30
8:20
8:00
8:00
7:30
7:15
7:05
6:55
L6:45
A.M.
No. 398 loses right and schedule after 5.00 P. M.

FARMINGTON BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.	
68.19	Yard	Livermore Falls	T-X-D
73.45	W. 4	North Jay	
77.07	W. 5	Wilton	
79.40		East Wilton	
83.58	W. 14	Westville—W. Farmington	X
84.27	YARD	Farmington	X

BINGHAM BRANCH			
EASTWARD READ DOWN		WESTWARD READ UP	
Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.	
79.23	Yard	Oakland	T-X-D
92.27		Norridgewock	X
100.12	Yard	Madison	T-X-D
100.53	Yard	Riverview—Anson	X
104.49	W. 19	North Anson	T-X
113.07		Solon	T
119.22	Yard	Austin Junction	X
120.25		Bingham	T-X-D

COOS BRANCH WESTWARD TRAINS—				WESTWARD READ DOWN		EASTWARD READ UP		THIRD CLASS	
Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.		Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.			
99.50	18-6	Quebec Junction T X							
101.91		Waumbek Junction X							
111.36	E. 17	Lancaster T-X-D							
112.44	Yard	Coos Jct. B.&M.R.R. X							
117.56		Northumberland "							
121.33	Yard	Groveton T-X-D							
132.02	14	North Stratford T X-D		7.31					
140.91	E. 24	Columbia Bridge		10.86	E. 12				
144.76	W. 12	Colebrook T X-D		11.99	6				
152.78	W. 15	West Stewartstown X		16.74	E. 20	Sebago Lake T			
154.51	YARD	Beecher Falls T X-D		24.63		Steep Falls T			
				26.36		Mattocks			
				31.69	14	Cornish			
				36.82	16	Hiram T			
				43.27		Brownfield			
				49.81	E. 28	Fryeburg T			
				54.30		Conway Centre			
				56.84	E. 9	Redstone			
				59.33		North Conway T			
				61.36		Intervale			
				64.73		Glen			
				70.51	E. 26	Bartlett T-X			
				74.79	21	Sawyers River T			
				80.88	E. 15	Willey House T			
				85.02	E. 23-22	Crawford Notch T-X			
				89.09	W. 40	Fabyan T			
				93.53		Twin Mountain			
				97.23	25	Carroll			
				99.50	18-6	Quebec Junction T X			
				103.41		Diamond Crossing T-X			
				103.57	9	Whitefield X			
				109.27	27	Lunenburg			
				111.17		Pages			
				111.54	W. 14	Gilman T-D			
				113.50		Mayo—East Concord			
				116.22		Miles Pond			
				119.67	17	Essex—No. Concord T			
				123.23		Concord			
				131.26		St. Johnsbury T X-D			

EASTWARD TRAINS—			
Miles from Portland		STATIONS.	
154.51		Beecher Falls T X-D	
152.78		West Stewartstown X	
144.76		Colebrook T X-D	
140.91		Columbia Bridge	
132.02		North Stratford T X-D	
121.33		Groveton B. & M. R. R.	
117.56		Northumberland "	
112.44		Coos Jct. "	
111.36		Lancaster T X-D	
101.91		Waumbek Junction X	
99.50		Quebec Junction T X	

MAINE CENTRAL TRAINS OPERATE OVER B. & M. R. R. BETWEEN COOS JCT. AND GROVETON UNDER B. & M. R. R. RULES, TIMETABLE AND TRAIN ORDERS.

MAINE CENTRAL TRAINS OPERATE OVER C. N. RY. BETWEEN GROVETON AND NORTH STRATFORD UNDER C. N. RY. RULES, TIMETABLE AND TRAIN ORDERS.

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

MAINE CENTRAL RAILROAD COMPANY — EASTERN DIVISION.
SUPPLEMENT NO. 1 TO TIMETABLE NO. 22, TO BE EFFECTIVE 2:01 A.M. SUNDAY JANUARY 6, 1974.
SUPERSEDING PAGE 4.

EASTWARD TRAINS — READ DOWN					WESTWARD TRAINS — READ UP									
SECOND CLASS		FIRST CLASS			Miles from Portland	Sidings Approximate Capacity Cars	STATIONS	FIRST CLASS		SECOND CLASS				
952 C.P.	908 C.P.		42 C.P.					41 C.P.		949 C.P.	981 C.P.	334 MEC		
Daily	Daily		Daily					Daily	Daily	Daily	Ex. Mon			
P.M.	A.M.		A.M.					A.M.	A.M.	A.M.	A.M.			
					136.33	Yard	Bangor	R-T-X-N						
					137.44		Calais Jct.	TX						
					140.83	10	Veazie	T						
					144.21		Basin Mills							
					144.99	E.49	Orono							
					148.08		Great Works	T-X-D						
					149.14	94	Oldtown	T-X						
					150.00	21	Milford							
					154.96	⊙13	Costigan	T						
					163.26	64	Olamon	T						
					170.03		Passadumkeag	T						
					172.01	W.73	Enfield	T						
					177.12	19	Pollard Brook	T						
					181.38	E.18	Lincoln	X-T-D						
					183.03	⊙18	Middletown— Lincoln Center							
					186.91	31	Chamberlains	T						
					192.19	⊙14	Winn							
2.40	6.35		s5.50	194.59	99		Keag— Mattawamkeag	T-X-N	A12.33	4.35	8.45	A8.55		
2.50	6.45		5.56	198.23	45		Gordon	T	12.28	4.27	8.37	8.47		
2.57	6.52		6.02	202.86	W.45-W.44		Kingman	T	12.23	4.20	8.30	8.40		
3.10	7.05		6.14	212.13	53		Wytoploock	T	12.10	4.04	8.14	8.24		
3.15	7.10		6.18	215.28	43-44		Bancroft	T	12.04	3.58	8.08	8.18		
3.22	7.17		6.24	219.63	45		Cherokee	T	11.59	3.52	8.02	8.12		
3.29	7.24		f6.31	224.60	E.44-E.44		Danforth	T-X-D	f11.52	3.45	7.55	8.05		
3.36	7.31		6.37	229.58	44		Eaton	T	11.45	3.37	7.47	7.57		
3.43	7.38 981 7.52 334		6.43	234.17	44-44		Forest	T	11.39	3.30	7.40 908	7.50 908		
3.49	7.58		6.48	238.45			Tomah	T	11.34	3.24	7.34	7.44		
3.56	8.05		6.52	241.59	44		Todds Farm	T	11.29	3.18	7.28	7.38		
4.04	8.14		6.58	245.66	51		Lambert Lake	T	11.23	3.09	7.19	7.29		
A4.10	A8.20		A7.05 981	250.67	Yard		Vanceboro	T-X-D	L11.15	L3.00	L7.10 42	L7.20		
P.M.	A.M.		A.M.						P.M.	A.M.	A.M.	A.M.		

Additional telephone locations:

Webster mileage 145.27
 Giddings mileage 214.09

⊙ Public Loading track.

EASTWARD READ DOWN				BUCKSPORT BRANCH				WESTWARD READ UP			
	Miles from Portland	Sidings Approximate Capacity Cars	STATIONS								
	138.18		Brewer Junction	T-X							
	140.09	⊙5	South Brewer	X							
	142.70		Sobin								
	154.38		Meddo	X							
	156.22	31	Bucksport	T-X-D							

J. W. WIGGINS,
 Vice President — Operations

A. N. TUPPER,
 General Superintendent

EASTWARD READ DOWN		CALAIS BRANCH		WESTWARD READ UP	
Miles from Portland	Sidings. Approximate Capacity Cars.	STATIONS.			
136.33	Yard	Bangor	R-T-X-N		
137.44		Calais Jct.	T-X		
138.18		Brewer Junction	T-X		
147.58	⊙10	Holden	T		
154.29	⊙12	Green Lake	T		
158.52	10	Nicolin	T		
164.52	10	The Falls			
166.11	10	Ellsworth	T-X-D		
168.53	E. 10	Washington Junction	T-X		
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-D		
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	T-D		
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	T-D		
254.29	17	Ayers Junction	T-X		
257.34	⊙13	Charlotte			
266.85		St. Croix Junction	T-X		
267.49		Campbells	X		
268.34		Milltown	X		
269.11		Salmon Falls	X		
269.84		Indian Point	X		
270.38		Calais	T-X-D		

⊙ Public Loading track.

EASTWARD— READ DOWN		EASTPORT BRANCH		WESTWARD— READ UP	
Miles from Portland	Sidings Approximate Capacity Cars.	STATIONS.			
254.29		Ayers Junction	T-X		
257.74	⊙6	Pembroke	T		
262.98	⊙5	Perry			
270.01		Eastport	X		

WOODLAND BRANCH

WESTWARD — READ DOWN
THIRD CLASS

EASTWARD — READ UP
THIRD CLASS

438 Daily	Miles from Portland	STATIONS	439 Daily
A.M.			A.M.
5.30	266.85	St. Croix Jct. T-X	9.30
	268.48	Baring	
6.00	275.04	Woodland T-X	9.00
A.M.			A.M.

PORTLAND TERMINAL COMPANY

EASTWARD TRAINS —
READ DOWN

WESTWARD — READ UP
THIRD CLASS

Miles From Tower One	STATIONS		
0.00	Tower One T-X		
0.69	Rigby Yard R-T-X-D		
1.38	Tower P.T. R-X-N		
2.53	Oil Plant T-X		
2.93	Fore River T-X		
3.14	Yard 8 East T-X		
3.30	Mountain Jct. T-X		
3.59	Portland, Congress St T-X		
5.14	Woodfords T		
6.21	Deering Jct. T-X		
8.22	Falmouth T-X		
8.58	P. T. Limit (M. C. Port. Div.)		

WESTWARD
READ DOWN

EASTWARD — READ UP
THIRD CLASS

Miles from Moun- tain Jct.	Sidings. Approximate Capacity Cars.	STATIONS	
0.00		Mountain Jct.	T
0.97		Thompsons Point	T
4.27		Cumberland Mills	TXD
6.15		P. T. Limit	(M. C. Mtn. Subdiv.)

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.

M. Rule M of the Rules for the Government of the Operating Department, second paragraph is amended to read as follows:

"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." Gen. Order #36. 10-5-73.

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 much be converted to Eastern Standard 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.

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 the 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.

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.

2a

WATCH INSPECTORS

Auburn	E. A. Pelletier, Jewelers	Portland	Albert's Jewelers
Bangor	John A. Clark	Rumford	R. C. Jewelers
Brunswick	B. H. Booker	St. Johnsbury, Vt.	H. R. Hawkins Co.
Lincoln	Brown's Jewelry Store	St. Stephen, N.B.	Vincent Nixon
Newport	Alan Goodridge, Jewelers	Waterville	J. B. Bouchard

3.

STANDARD CLOCKS.

Telegraph Office, Lewiston.	Engine House, Bangor.
Yard Office, Waterville Yard.	Telegraph Office, Keag.
Engine House, Waterville.	Telegraph Office, Vanceboro.
Telegraph Office, Bangor.	Telegraph Office, Calais.
Telegraph Office, C. P. R., St. Johnsbury.	Telegraph Office, Rumford
Rigby Yard Engine Dispatchers' Office.	Rigby Yard, Telegraph Office.
Tower P.T.	

All locations except Tower P.T. are designated watch comparison points and employees in charge of standard clocks 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.

6. **TIME TABLES**
The following letters when placed before the figures of a schedule indicate:

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

17. DIESELS OPERATING IN REVERSE.

Diesel 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.

30. DIESEL LOCOMOTIVES.

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

S-72. SUPERIORITY OF TRAINS.

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

88.
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 caboose.

104e **DERAILS.**

Stands on switches leading directly to side tracks on which derails are installed 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.

110. SPEED RESTRICTIONS — ENGINES.

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

All types: Light or with caboose except 11-17 inc. 35 M.P.H.			
Engines	M.P.H.	Engines	M.P.H.
11- 17 inc	25	801-802 inc	65
251-263 inc	65	953-962 inc	35
301-312 inc	35	P.T. 1005-1008 inc. and ..	
313-317 inc	45	1101	35
331-335 inc	40	P. T. 1051-1054 inc	35
553-581 inc	65	P. T. 1055-1063 inc	45

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 in the Division and Portland Terminal Co. Special Instructions.

SPEED RESTRICTIONS—OTHER THAN LOCOMOTIVES.

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

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

CRANES 163, 164, 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. Also, wrecking cranes shall not exceed a speed of 20 miles per hour between Quebec Jct. and Lancaster.

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.

The above applies to CPRR cranes between Vanceboro and Mattawamkeag and B&M RR cranes between Waumbek Jct. and Coos Jct. only.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

At Bangor movement of trains and engines west of Railroad St. interlocking shall be under the provisions of "General Signal Rules, Automatic Block Signal System" as prescribed in Rules for Government of the Operating Department, except that light engines moving in either direction between Railroad St. Interlocking and Signal S1361, over Crossover "A" reversed, may move against superior trains on proper Proceed Signal Indication.

513. ENTERING MAIN TRACK.

Trains and engines must not enter Main Track between Automatic Block Signal 1355 and Interlocking Signals at Calais Jct. except on authority of signal indication or permission from Operator at RD Tower.

SWITCHING MOVEMENTS. BANGOR.

Switching movements at High Head west of Railroad St. interlocking originating east of Railroad St. interlocking shall be made with Crossover "A" reversed if possible. When such movements are made with Crossover "A" normal, permission must be obtained from switchman and it must be known that no eastward train is approaching and then movement must proceed west of Signal 1355 before making a reverse move.

Trains or engines having made a reverse move east of Block Signal 1355 must not move west of Block Signal 1355 again without permission from switchman at High Head and it is known that no eastward train is approaching

601. LOCATION OF SIGNALS.

The following governing signal is located to the left of track as seen from an approaching train; Rule 601 of the Operating Rules is modified accordingly:

BANGOR—Interlocking signal on Kenduskeag Bridge governing eastward moves on main track.

605. LOCATION OF INTERLOCKING SIGNALS.

(See Interlocking Signal Rules).

Railroad St. (controlled from RD Tower).

Kenduskeag Bridge (controlled from RD Tower).

Calais Jct. (controlled from RD Tower).

Movements between Railroad Street Interlocking and Calais Jct. may be made in either direction on signal indication.

Horn is provided at RD Tower, Kenduskeag Bridge and Calais Jct. operated by Operator at RD Tower; one long blast shall indicate that all movements in the area shall stop immediately and Conductor or Engineer shall immediately communicate with Operator at RD Tower for instructions.

700. APPLICATION OF HOURS OF SERVICE LAW

Rule 700 of the General Regulations of the Rules for the Government of the Operating Department is revised as follows to conform with the Federal Hours of Service Act effective December 26, 1972:

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.

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.

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.

713. RADIO RULES

Maine Central Radio Communications System is in service between Portland and Bangor via either Brunswick or Danville Jct. and all other territories within radio range of a Wayside Radio Station.

A Wayside Radio Station must not be used to communicate with another Wayside Radio Station except in an emergency or when other communication has failed.

Portland Terminal Company Yard Radio Communication System is in service between engines and Rigby West Yard, Rigby East Yard Office, Portland Yard 8, or Tower P.T.

At Waterville Yard, Switchers are equipped with Frequency #2 for communication with Yard Offices and Tower A.

790. ROAD FOREMEN

Road Foremen of Engines 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.

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.

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.

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.

Stacks must be removed from Boiler Car P.T. 199 when moved by train service to clear overhead structures.

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 provided their gross weight does not exceed the published capacity of the lines or passing tracks over which they will move. The following Plate "C" cars may be accepted for movement to and delivery at Maine Central destinations as indicated, provided their gross weight does not exceed the published capacity of the lines over which they will move:

Box cars — Plate "C" box cars with inside lengths of 50' 6" or less may be accepted for movement to all locations except the following: South Brewer Eastern Corp. Track 11 beyond Track 13.

Covered Grain Hoppers — All Plate "C" covered grain hopper cars may be accepted for movement to and from the following stations:

Auburn	North Leeds
Cumberland Center	Portland
Danville Jct.	Rockland
Detroit	Shawmut
Fairfield	Steep Falls
Fryeburg	Thomaston
Kennebec	Waterville
Livermore Falls	

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

Special care must be taken to protect the movement of these cars on all yards and industry tracks.

Plate "C" cars not included in the foregoing **MUST NOT** be moved until cleared with Manager, Car Utilization.

PIGGYBACK RAMPS — Located as follows:

AUGUSTA	— East end Track #5.
BANGOR	— East end Tracks #136 & 138.
DIXFIELD	— East end Track #7.
LEWISTON	— West end Track #6.
MACHIAS	— East end Track #9.
PORTLAND	— East end Track #15.
ROCKLAND	— East end Track #13.
RUMFORD	— East end Track #15 Yard 2.
WATERVILLE	— East end Track #21.
WILTON	— West end Track #3.
WOODLAND	— West end Track #11.

Piggyback equipment to be forwarded to Augusta, Dixfield, Lewiston, Machias, Rockland and Wilton must be turned to unload from the ends of tracks as listed above.

TOFC, "Piggyback", equipment not exceeding 16' 0" in height measured from the top of rail, and within car length and width, can be handled over all Maine Central R.R. main tracks except under Main St., Overhead bridge, #270.25, Calais, without special clearances.

EIGHTY-FOOT FREIGHT CARS —

All freight cars eighty (80) feet or over in length may be handled anywhere in train 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 standard 40-foot box car or similar equipment) and in no instance may they be coupled to tank cars in trains. However, the placing of such cars directly ahead of caboose, though caboose is shorter than a standard forty (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 long cars.

TERRITORY	DIRECTION	MUST BE MADE UP IN TRAIN WITHIN REAR:
Portland - Waterville (Back Road)	Both	155 cars
Waterville - Bangor	Both	200 cars
Portland - East Augusta	Both	180 cars
East Augusta - Waterville	Eastbound	80 cars
Waterville - East Augusta	Westbound	95 cars
Brunswick - Rockland	Both	70 cars
Leeds Jct. - Livermore Falls	Both	120 cars
Livermore Falls - Rumford	Eastbound	50 cars
Rumford - Livermore Falls	Westbound	65 cars
Livermore Falls - Farmington	Both	120 cars
Rigby - St. Johnsbury	Both	55 cars
Quebec Jct. - Beecher Falls	Both	50 cars
Bangor (Calais Jct.) - Calais	Both	45 cars
St. Croix Jct. - Woodland	Both	45 cars
Bangor - Vanceboro	Both	120 cars
Any 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.

Chief Train Dispatchers:

- J. E. OBERG
- E. P. OTIS
- R. J. COFFIN
- D. J. WILSON

Train Dispatchers:

- C. W. REDSTONE
- L. A. FERGUSON
- D. M. BRAGDON
- C. E. GALLANT
- R. C. BURDWOOD
- E. A. WAKEFIELD

Extra Train Dispatchers:

- C. B. WILSON
- D. K. LENNON

MAINE CENTRAL RAILROAD

W. M. BICKFORD, Trainmaster

J. P. COFFIN, Road Foreman

R. G. WHEELER, Assistant Superintendent

R. A. Burnham, Trainmaster

C. J. PEASLEY, Road Foreman

EMERGENCY TELEPHONE NUMBERS:

Portland, General Office PBX	773-4711*	Chief Train Dispatcher	772-2714	Bangor Yard Office	945-6784
*Open Monday thru Friday 6:30AM to 6:00PM, Saturdays 8:00AM to 4:00PM. Nights, Sundays, & Holidays use numbers below:		Train Crew Dispatcher	772-2916	Danville Jct., station	782-4998
		Engine Crew Dispatcher	772-6766	Mattawamkeag, station	736-2414
		(From Waterville)	873-4041	St. Johnsbury, station	748-4401
		(From Bangor)	947-7763	Waterville Yard Office	872-2704
		Crew Dispatcher - Rigby Yard	772-6918		
		General Yardmaster - Rigby Yard	773-4965		
		Car Shop - Rigby Yard	773-8507		

PORTLAND DIVISION SPECIAL INSTRUCTIONS

5. LOCATION WHERE TIME APPLIES.

Time shown in the Timetable at Bangor applies at crossover "E" at Dutton Street.

All restricting train orders for Westward Trains at Bangor apply at this switch.

14. WHISTLING RULES.

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

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

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

NOTCHLAND, STATE ROAD CROSSING, MILEAGE 76.56.— One Long Blast of the engine whistle, (Minimum of THREE SECONDS) to be sounded at approximately 660 feet from the crossing.

Sign reading, "ONE LONG WHISTLE" located about 660 feet each side of crossing.

YARMOUTH JCT. — Discontinue the ringing of engine bell and sounding of whistle when engaged in switching movements at North Road Crossing (Mileage 15.33) and North Elm Street Crossing (Mileage 15.62) 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.

33. CROSSINGS.

BRUNSWICK

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

Stanwood Street — Protection will be automatic for operation in either direction on track No. 4 (Running Track). Speed in approach to crossing shall not exceed 4 M.P.H.

WINTHROP

Cars must not be left standing on Track No. 8 between East Switch to Track No. 10 and Main Street, or between Main Street and Purington Bros. Coal Shed.

READFIELD

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

WISCASSET

Main Street — Trains occupying Track No. 3 (Transfer Tk.) to clear Westward trains will not open switch to haul out or move out beyond the fouling point until Westward train being cleared has passed out of the crossing approach circuit (about 530 feet west of Main Street).

CROSSINGS HAVING MANUAL SUPERVISION.

Location	Protection	Hours Supervised #	
		Week Days	Sundays
BATH			
School Street	Flashers	7:00 a.m. to 3:00 p.m.	None
Washington Street	Gates	"	"
Water Street	Flashers	"	"

Unless otherwise provided, crossing protection will operate automatically for movements on main track only, day and night.

CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

33a.

DEERING JCT. TO BANGOR VIA BRUNSWICK

Location	Protection
YARMOUTH JCT.	
Sligo Rd. Tk. No. 6 (Pole Yd. Tk.)	Flag
BRUNSWICK	
Union St. — Tk. 13, 27, 29 & 31	Flag
WINSLOW	
Sand Hill crossing — Tk. 3	Flashers
FAIRFIELD	
Pleasant St. — Warren Bros. Tk.	Flag
BANGOR	
Hammond St. — Dow Airport Tk.	Flashers

ROYAL JCT. TO WATERVILLE VIA LEWISTON.

LEWISTON	
Middle St. — Tk. No. 8	Flag
Holland Street-side tracks	Gates
Whipple Street-side tracks	Gates

COBBOSSEECONTEE BRANCH.

GARDINER	
Main Ave.	Flag
Bridge St.	Flag
Winter St.	Flag

LEWISTON BRANCH.

BRUNSWICK	
Cedar St. — All tracks	Flag
Pleasant St.	Flag
LEWISTON	
South Ave.	Flag
Lisbon St. — (Bleachery Tk.)	Flag
Cedar St.	Flashers
Chestnut St.	Flag

RUMFORD BRANCH.

RUMFORD	
Railroad St. — Tk. 1½ & 11, Yard 3	Flag
Railroad St. — Tk. 29, Yard 2	Flag

FARMINGTON BRANCH.

WILTON	
Depot St. — Tk. No. 6	Flag

ROCKLAND BRANCH.

BRUNSWICK	
State Road — Airbase Tk.	Traffic Signals

BATH	
Water St. — Bath I. W. Tk.	Flag
Bath I. W. Yd.—Blacksmith Shop driveway—Tk. 89	Flag

YANKEE	
Tk. 3, about one half mile from M.L. switch	Flag
Tk. 3, about one mile from M.L. switch	Flag

THOMASTON	
Green St.	Flag
Mechanic St.	Flag
Elliott St.	Flag

ROCKLAND	
New County Rd.	Flag
Broadway	Flag
Union St. — Tk. No. 34	Flag
South Main St. — Rockland Wharf Tk.	Flag

BINGHAM BRANCH.

NORRIDGEWOCK Main St.	Flag
MADISON Main St.	Flag
NORTH ANSON Elm St.	Flag
BINGHAM Main St. State Highway — Tk. 29	Flag Flag

SHAWMUT BRANCH.

FAIRFIELD Elm Street	Flag
County Road — Tk. No. 17	Flag

FOXCROFT BRANCH.

CORINNA Main St.	Flag
DEXTER Liberty St. Main St. Grove St. Dam St.	Flag Flag Flag Flag
FOXCROFT Mechanic St. North St. Spring St. Summer St. Davis St. Union St.	Flag Flag Flag Flag Flag Flag

PORTLAND TO ST. JOHNSBURY.

BARTLETT Albany Ave. — Tk. 7	Flashers
Foster St. — Tk. 11	Flag
Albany Ave. — Tk. 15	Flag
Central Ave. — Tk. 15	Flag
WHITEFIELD Carroll St. — B & M R. R.	Flag
ST. JOHNSBURY Portland St. — 131.08	Flag

QUEBEC JCT. TO BEECHER FALLS.

NORTHUMBERLAND Bakers Crossing — B & M R. R.	Flag
GROVETON Church St. — B & M R. R. Main St. — B & M R. R.	Flag Flag
NO. STRATFORD Baldwins	Flashers
COLEBROOK Colby St.	Flag

33b. CROSSINGS HAVING MANUAL CUT-OUT DEVICE.

Crossings	Location Cut-out Box
SOUTH GARDINER Church St.	On case at crossing.
E. AUGUSTA Maple St.	On case at Crossing.
WINSLOW Lithgow St.	On case at east end of Tk. 4. At east end of Track 6.
Brick Yard Crossing	At east end of Track 6.
Sand Hill Crossing	West of Sand Hill Crossing. On case at Temple St.
WATERVILLE Temple St.	On case at crossing.
FAIRFIELD River Rd. (Parkers Crossing)	West of crossing.
GRAY Sweetsir Road	At West Switch Track 3.
AUBURN Adams St.	On case at crossing.
LEEDS JCT. Main St.	On station.
WINTHROP Main, Central & Summer Sts.	On Station.
BELGRADE County Road	250 feet west of crossing.
LIVERMORE FALLS Depot & Main Sts.	At Depot Street.

HARDINGS SANBORNS River Road	Near switch Track 6. On case at crossing.
WISCASSET Main St.	On case at crossing.
NEWCASTLE Main St.	Southwest quadrant & on station.
ALLENS County Road	On case at crossing.
ROCKLAND County Road	Near west switch to Tk. 4.
SOUTH WINDHAM Gray Road	Near switch to Tk. 9, 200 feet west of crossing.
BARTLETT Portland Road	At Portland Rd.
WHITEFIELD Littleton Rd. B&M Tk. High St. on M.C. Tk.	On Station. At Crossing.
GILMAN Gilman Road	On Station.
ST. JOHNSBURY Portland St.	At west end Track 3.

CROSSINGS HAVING SWITCH CUT-OUT.

Crossings	Switch	Direction of Train
FREEPORT West Street	West switch track 4	Westward
HILLSIDE Grants Crossing	East switch track 3	Eastward
BOWDOINHAM Center Street Main Street	East switch track 3 East switch track 3	Eastward Eastward
HALLOWELL Second St., Chestnut St., Acadamy St., Union St., Central St.,	Tracks 4 and 6 Tracks 4 and 6 Tracks 4 and 6 Tracks 4 and 6 Tracks 4 and 6	Westward# Westward# Westward# Westward# Westward#
AUGUSTA Bridge St.,	Track 14	Westward###
WINSLOW Brick Yard Crossing Sand Hill Crossing Sand Hill Crossing	Track 10 Track 3 Track 27	Eastward Eastward Westward
HERMON CENTER State Road	West switch track 4	Westward
GRAY Sweetsir Rd.	West switch track 3	Westward#
LEWISTON Middle St., Middle St., Holland Street Whipple Street Whipple Street	Track 3 West switch track 60 West switch track 9 West switch track 9 West switch crossover F	Both# Both# Westward## Westward## Westward##
GREENE Boulder Rd.,	Track 6	Westward
WINTHROP Main St.,	East switch track 3	Eas ird
WATERVILLE Main St.,	Track 6	Westward#
LIVERMORE FALLS Bridge and Main Sts.,	West switch track 24	Westward#
WILTON Route 2 & Wilton Rd Route 2 & Wilton Rd	East switch track 4 Track 6	Eastward# Westward#
EAST WILTON County Rd	Switch track 5	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.
When switching track 14, cars must not be left west of signal case located about 240 feet east of Bridge Street.

12

FAIRFIELD (Shawmut Br) Route 201	Track 8	Eastward #
NEWCASTLE Main St.,	West switch tks 3 & 4	Westward#
ALLENS County Road	West switch track 6	Westward#
THOMASTON Knox Street	West switch track 3	Westward
SOUTH WINDHAM Little Falls Rd	West switch track 3	Westward
NORTH CONWAY Grove Street	West switch track 4	Westward#
Seavey Street	West switch track 4	Westward#
Kearsarge Street	West switch track 4	Westward#
BARTLETT Albany Street	Crossover A	Eastward#

**CROSSINGS HAVING AUTOMATIC CUT-OUT.
DEERING JCT. TO BANGOR VIA BRUNSWICK.**

Location	Direction
FALMOUTH Lambert Rd.	Eastward
CUMBERLAND CTR. County Rd. Tuttle Rd.	Eastward & Westward Eastward
YARMOUTH JCT. No. Elm Street Low Road	Eastward & Westward ## Eastward ##
FREEPORT West Street Bow Street School Street	Eastward Eastward # # Eastward
BRUNSWICK Church Road Stanwood Street Union Street Maine St. & Park Row	Westward Eastward & Westward Eastward Eastward & Westward

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.

GARDINER Depot Street	Eastward & Westward
HALLOWELL Second St. Winthrop St.	Eastward Westward

Manual start button in "Manual Control Box" located at clearance point Track No. 4 is provided to lower gates for Eastward reverse movement over Winthrop Street.

AUGUSTA Winthrop St.	Westward
EAST AUGUSTA Maple St. Private Crossing of Statler Tissue Co.	Westward Eastward

FAIRFIELD Burrill Ave. Railroad St. Lawrence Ave.	Eastward on Eastward Tk. Eastward on Eastward Tk. Eastward on Eastward Tk. Westward from Shawmut Br. # #
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Trains or engines moving to the Shawmut Branch must wait West of X/C post located 440 feet west of Railroad St. while complying with Rule 513.

BURNHAM JCT. Canaan Road	Eastward
PITTSFIELD Main St. Atwell Road	Eastward & Westward on Main Track & Passing Siding Eastward and Westward on Main Track & Passing Siding

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.

Westward trains which would not clear Main St. Crossing if stopped at interlocking signals at west end of passing siding at Pittsfield must stop not more than 440 feet East of CTC signals East of Atwell Road until an indication more favorable than Rule 245 is displayed by the governing signal.

NEWPORT JCT. Spring St. Elm St.	Eastward & Westward Eastward & Westward
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ROYAL JCT. TO WATERVILLE VIA LEWISTON.

RUMFORD JCT. Sampson Road	Eastward
AUBURN Adams St. High St. Elm St. Court St. Spring St.	Westward Eastward & Westward # # Eastward & Westward # # Eastward Westward # #

LEWISTON Middle St. Holland St. Whipple St.	Westward Eastward# Eastward#
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OAKLAND Oak St. Pleasant St.	Either direction on main track and Westward on Track No. 10 Eastward & Westward
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WATERVILLE Main Street Chaplin Street	Eastward # # Westward # #
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Eastward trains that will not clear Chaplin Street when stopped at Home Interlocking Signal Tower A in Waterville, distance 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.

SHAWMUT BRANCH.

FAIRFIELD Route 201	Westward
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CROSSINGS HAVING CONTROLLED SIGNAL CUT-OUT

Trains that are required to stop account the following 3-unit signals displaying a STOP aspect may pass x/c post in approach to crossing and proceed to the signal.

Location	Direction
ROYAL JCT.	Eastward & Westward
YARMOUTH JCT.	Eastward
LOW ROAD	Westward
BRUNSWICK	Eastward & Westward

**CROSSING SIGNALS ON DOUBLE TRACK FOR EITHER
DIRECTION OPERATION ON EITHER TRACK.**

FAIRFIELD	River Road (Parkers Crossing).
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**522. SPECIAL HIGHWAY GRADE CROSSING SIGNALS.
DEERING JCT. TO BANGOR VIA BRUNSWICK.**

Location	Location Additional Cut-Out
GARDINER Depot St.	At East switch to Tk. 3.
PITTSFIELD Main St.—Passing Siding	On post southwest quadrant of Main St. crossing.

ROYAL JCT. TO WATERVILLE VIA LEWISTON.

Location	Location additional Cut-Out
AUBURN — Court St.	At East switch Track 3

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 the crossing.

83. TRAIN REGISTER STATIONS

Brunswick	
Waterville Tower A	
Pittsfield — For Hartland Branch trains only.	
Bangor.	
Leeds Jct.	
Oakland.	Crawford Notch.
Livermore Falls.	Quebec Jct.
Rumford.	Diamond Crossing.
Farmington.	St. Johnsbury.
Bingham.	Waumbek Jct.
Foxcroft.	Lancaster.
Lewiston Lower.	Beecher Falls.
Bath — For trains originating and terminating at Bath only.	North Stratford.
Rockland.	Groveton.*

*MEC trains operating over B&MRR should also register in the B&MRR register book.

EXCEPTIONS TO GENERAL RULES.

86. Exception:—

All trains westward, between Fairfield and Waterville, in the absence of train orders, may proceed with the current of traffic regardless of superiority.

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

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

Brunswick.—Track 4, known as "Running Track" between the switch, just west of Union Street, and the West switch just west of Church Road Crossing. Approximate capacity 95 cars.

Richmond.—South Siding west of station. Approximate capacity 91 cars.

Gardiner.—South Siding switches east and west of station. Approximate capacity 27 cars.

Augusta.—Track 2½. Approx. capacity 163 cars.

Kennebec.—Siding between Crossover and East Switch. Approximate capacity 41 cars.

Burnham Jct.—Long Siding, North side of main track, east of station, extending between crossover and East switch. Approximate capacity 91 cars.

Northern Maine Jct.—Westward Trains, use North Siding, between Crossover east of station and westerly switch at west end of yard. Approximate capacity 128 cars. Eastward Trains, use south siding known as No. 3 Track. Approximate capacity 96 cars.

Fair Grounds.—Long Siding, North side of main track, extending between Crossover "E" and East switch located about 1100 feet east of the highway underpass. Approximate capacity 98 cars.

Leeds Jct.—South siding between east and west switches. Approximate capacity 112 cars.

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 Company Mill and haul through Track No. 8 (second track over from main track on north side) thence through yard tracks and re-enter main track at west switch Track No. 34,

Winthrop.—South siding west of the station. Approximate capacity 64 cars.

Wiscasset.—Use Track 4 (North Siding), between crossover west of freight house and west switch. Approximate capacity 16 cars.

Allens.—Use siding between Crossover and East Switch. Approximate capacity 12 cars.

Bartlett.—Use Track 3 east of station. Approximate capacity 26 cars.

Lancaster.—Use Track No. 4, North side, East of Mechanic St. Approximate capacity 17 cars.

93. YARDS, LIMITS DEFINED BY YARD LIMIT BOARDS.

Note to Rule 93 is in effect in the following Yard Limits:

P. T. Limit — Bangor via Brunswick,

Brunswick
Gardiner
Augusta
Winslow—Waterville—Fairfield
Tower MD—Northern Maine Jct.

Royal Jct. — Waterville via Lewiston,

Auburn—Lewiston—Fair Grounds
Leeds Jct.
Oakland
Waterville

ROCKLAND. A sign reading, "MAIN TRACK ENDS HERE" is located just west of west switch near engine house.

All tracks east of this sign are YARD TRACKS and Yard Rules govern.

BINGHAM. The main track between Austin Jct. and Bingham has been discontinued as a main track. All tracks between those points are yard tracks, and all movements on them will be governed by Yard Rules only. A sign reading "END OF MAIN TRACK—ALL TRACKS EAST ARE YARD TRACKS, AND YARD RULES GOVERN" is located about 150 feet east of State Road Crossing No. 119.14 at Austin Jct. Crews using these tracks may expect to find cars spotted on any or all of them east of this sign.

FOXCROFT. An "End of Main Track" sign is located about 200 feet west of switch to track #5 and all tracks east of this sign are Yard tracks and Yard rules govern.

FAIRFIELD. Yard limit includes all tracks on Shawmut Branch to a point about 1000 feet east of Shawmut.

RUMFORD. A sign reading "Main Track Ends Here" is located near MP-P-84, West of Smith's Crossing Rumford. All tracks east of this point are Yard tracks.

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.

NORTHERN MAINE JCT.

Permission must be obtained by Westward extra trains or engines from towerman at Tower MD to use Main track West of Block Signal 1314. No train or engine will reverse any switch to enter Main track between Block Signal 1314 and Tower MD without permission from the towerman at Tower MD.

Exception: Any train or engine may move to or from Track 4 (North siding) over East crossover (East of station) provided switches are lined for siding at all times engine or any part of train is West of Block Signal 1314.

Westward trains holding meets at Northern Maine Jct. in which Eastward train is to take either North or South siding, will stop back of Block Signal 1314 until Eastward train enters the switch leading to the siding.

When Westward freight trains are ready to leave Northern Maine Jct. a member of crew will contact towerman at Tower MD by telephone or radio for instructions. After receiving permission from towerman at Tower MD, a proceed indication at automatic Block Signal 1300, in accordance with Rule 241 of the Rules for the Government of the Operating Department, will be authority for train or engine to occupy the Main track and proceed against Eastward superior trains to the Westward interlocking signal at Tower MD.

Trains or engines granted permission, as outlined above, to use or enter Main track between Block Signal 1314 and interlocking signal at Tower MD must be in full compliance with all applicable rules as modified by the above.

TURNING M. C. ENGINES IN B. & A. YARD

When necessary to turn engine, no cars or caboose to be taken with engine, and M. C. R. R. crews will be governed by the following instructions issued by the B. & A. R. R. when using their tracks in Northern Maine Jct. Yard.

B. & A. R. R. track, formerly known as Searsport Main Track, is now a Yard Track.

Before turning engines on B. & A. R. R. turntable or Yard Tracks, permission must be obtained from the Yardmaster, and movements will be made under YARD RULES.

In setting off cars on B. & A. R. R. Tracks Nos. 31 and 33, or any tracks 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 Nos. 31 and 33, engines will come to FULL STOP and must see that tracks are clear in all directions before passing over the Diamond.

At Northern Maine Jct., M. C. R. R. Trains using Track No. 2, B. & A. R. R. receiving Yard from West End, will leave switch in normal position for B. & A. R. R. Track No. 2.

WHITEFIELD, N. H. — When necessary in performance of their work, Maine Central trains and engines may use Boston and Maine track within yard limits, complying fully with Boston and Maine Rule 93.

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

Train movements over Carroll St. Crossing must be protected by a member of crew and must not exceed a speed of six (6) miles per hour.

When necessary in performance of their work, B & M trains and engines may use the Me.C. main track within yard limits, complying fully with Me.C. Rule 93. Me.C. registe. book, in which all Me.C. trains register, is located in cabin at Diamond Crossing.

Railroad grade crossing signal will be handled by train crews using the diamond.

OPERATION BETWEEN WHITEFIELD AND FABYAN, WAUMBEC JCT. AND COOS JCT. BY BOSTON & MAINE R. R. TRAINS.

Boston & Maine R. R. trains will operate over the Maine Central R. R. tracks between Whitefield and Fabyan and between Waumbek Jct. and Lancaster under the jurisdiction of the Maine Central R. R., its timetable, rules and regulations.

Train orders pertaining to movement of trains between these points will be issued from the Train Dispatcher's Office at Portland over the signature of the Superintendent of the Maine Central R. R. All trains will register in Maine Central R. R. book at Whitefield, Diamond Crossing, and Waumbek Jct. unless otherwise instructed.

St. JOHNSBURY, Vt. — When necessary in performance of their work, Maine Central trains and engines may use C.P.Ry track within yard limits, complying fully with CPR Uniform Code of Operating Rule No. 93.

Thru Freight trains entering St. Johnsbury Yard, should 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.

93b. MOVEMENTS AGAINST CURRENT OF TRAFFIC

**WATERVILLE YARD.
EASTWARD TRAINS.**

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

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

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

98 RAILROAD GRADE CROSSINGS ARE LOCATED AT

Yarmouth Jct. Danville Jct. Waumbek Jct. Whitefield.

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

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

AT WHITEFIELD AND WAUMBEC JCT. — Stop signs are located each side of Diamond Crossing governing movements over the Diamond Crossing on Maine Central Railroad main line 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 Time Table Special Instructions.

104. At Quebec Jct., Normal Position of Junction Switch is for the St. Johnsbury Route.

**LOCATION OF SPRING SWITCHES AND
SPEED RESTRICTIONS APPLYING**

- Low Road — West end of Double Track.
- Sodom — East end of Double Track.
- *Augusta — West end of Passing Track.
- *Augusta — East end of Passing Track
- *Canaan — East end of Double Track.
- *Bangor — West end pulling-out Yard Track.
- *Equipped with automatic signals — Rules 513a and 513c apply.

Trains or engines trailing through a spring switch, must not exceed a speed of 20 Miles Per Hour until the leading wheels have passed through the switch, when the speed may be accelerated to 30 Miles Per Hour.

109. BULLETIN BOARDS

Augusta.	Livermore Falls.
Waterville Yard Office and Engine House.	Rumford Lower Yard and Engine House.
	Groveton
Bangor Yard and Engine House.	Beecher Falls.
	St. Johnsbury.
Lewiston Lower Engine House	Rockland.
Lewiston Station.	
Brunswick Station.	

110. SPEED RESTRICTIONS.

MAIN LINE — DEERING JCT. AND BANGOR VIA BRUNSWICK

	Direction	Miles Per Hour
P.T. Limit and M.P. 80 near Winslow	Both	40
M.P. 80 and Waterville, Tower A	"	30
Waterville Tower A and Keyes Crossover	"	25
Keyes Crossover and Pittsfield	"	40
Pittsfield and Tower MD	"	50
Tower MD and West end Bangor Yard Mileage 135.61	"	40
West end Bangor Yard, Mileage 135.61 and Railroad Street Interlocking	"	25
Railroad Street Interlocking and Calais Jct.	"	15

RESTRICTED:

	Direction	Miles Per Hour
Gardiner, between east end of freight house and Cobbosseecontee Switch	Both	30
Augusta, M.P. 62 and west end Kennebec River Bridge	"	15
Augusta, between west end Kennebec River Bridge 62.84 and Maple St. Crossing, East Augusta	"	25
Newport Jct., curve east of station, mileage 109.61 and 109.87	"	45
Etna, Reverse curves west of, mileage 115.87 and 116.53	"	45
Heron Pond, Reverse curves east of, mileages 126.34 and 126.77	"	45

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.

ROYAL JCT. TO WATERVILLE VIA LEWISTON

	Direction	Miles Per Hour
Royal Jct. to Waterville, Tower A	Both	40
MAXIMUM		
RESTRICTED:		
Royal Jct., Back Road Trains through switches	"	30
Danville Jct., Canadian National Railway Crossing	"	15
Auburn, between Adams St., Mileage 35.6 and Lewiston, Whipple St., Mileage 37.4	"	30
Oakland approaching Oak St. and Pleasant St., Track No. 10	"	6
Waterville	"	20
North Street Overhead Bridge to Tower A	"	20

RUMFORD BRANCH

Leeds Jct. to Livermore Falls	Maximum	Both	35
Livermore Falls to Rumford	Maximum	"	30
RESTRICTED:			
915' west of Depot St. (west end of curve at Depot St.) and Main St. Livermore Falls	"	"	25
Main St. and east end of curve east of Androscoggin Bridge mileage 79.26	"	"	15
Whitney Brook, Curves 1/2 mile west to 1/4 mile east	"	"	25
County Road Crossing Rumford on Track 1 1/2	"	"	6

FARMINGTON BRANCH.

Livermore Falls to Farmington	Maximum	Both	25
RESTRICTED:			
Wilton — between west switch track 4 and switch to track 3	Both	"	15
East Wilton — from XC Post to County Road Crossing at mileage 79.32	"	"	15
East Wilton — Highway crossings at mileage 79.42 and 79.59	"	"	10
West Farmington — From XC post to Oak and Bridge Street Crossings	"	"	15

LEWISTON BRANCH

Brunswick to Lewiston Lower	Maximum	Both	25
RESTRICTED:			
Brunswick, Cumberland St. Crossing, Mileage 21.68	"	"	15
West of Lisbon Falls, Main St. Crossing, Mileage 37.32	"	"	6
Lisbon, Winter St. Crossing, Mileage 41.03	"	"	10
Elmet, State Road Crossing, Mileage 45.47	"	"	10

ROCKLAND BRANCH.

Brunswick to Rockland	Maximum	Both	35
RESTRICTED:			
Bath, Mileage 37.10 west of York St. to Mileage 37.97 east of Bath Station Curve	"	"	15
Bath Bridge 38.00	"	"	25
Nequasset, Mileage 40.84 to 41.10 Curve	"	"	30
McKenney's Mileage 43.67 to 44.15 Reverse Curves	"	"	30
Birch Point, Track 7	"	"	6
Yankee, Tracks 3, 5, 7	"	"	15
Montsweag, Station Road Crossing, Mileage 45.55 in approach to crossing	"	"	30
Wiscasset, Main Street Crossing, Mileage 49.10 and between the sign reading "Crossing Signal Circuit" and the crossing	"	"	10
Wiscasset, Long Bridge No. 2, Mileage 49.80 to 50.04	"	"	30
Newcastle, Curve at Academy St., Overhead Bridge, Mileage 56.09	"	"	30

Direction Miles Per Hour

Umberheims, Mileage 63.20 to 63.52, Curves	Both	30
Allens, Mileage 68.58 to 68.76, Curve	"	30
East Waldoboro to Warren, Mileage 71.17 to 73.72	"	30
Meadow Curve, Mileage 77.49 to 77.60	"	30
Georges River, Bridge and Curve, Mileage 79.17 to 79.38	"	30
Ledee Cut Curve, Mileage 80.00	"	30
West of Thomaston, Reverse Curves, Mileage 81.25 to 81.52	"	6
East of Thomaston, Mill Creek Bridge 82.00	"	30
Mileage 85.00 to Rockland Station	"	25

BINGHAM BRANCH.

Oakland to Bingham	Maximum	Both	25
RESTRICTED:			
Norridgewock, Bridge St. Crossing	Westward	"	6
Norridgewock, all other highway crossings	Both	"	10

SHAWMUT BRANCH

Fairfield to Shawmut	Maximum	Both	25
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HARTLAND BRANCH

Pittsfield to Hartland	Maximum	Both	25
RESTRICTED:			
West Palmyra, Highway Crossing, Mileage 106.31	Both	"	10

FOXCROFT BRANCH.

Newport Jct. to Foxcroft	Maximum	Both	25
RESTRICTED:			
Newport, Main St. mileage 110.05 in approach to crossing	Both	"	15
St. Albans Crossing about one and one-half miles east of Newport Jct., Mileage 110.77	"	"	8

MOUNTAIN SUBDIVISION.

P. T. Limit to Sawyers River	Both	"	35
Sawyers River to Mileage 93.00 one Mile East of Twin Mountain	"	"	20
Mileage 93.00 to Mileage 103.00 East of Diamond Crossing	"	"	30
Maximum Speed Mileage 103.00 to Mileage 111.00 East of Gilman	"	"	25
Mileage 111.00 to Mileage 125.00 West of Concord	"	"	30
Mileage 125.00 to Mileage 130.00 East of St. Johnsbury	"	"	25
Mileage 130.00 to St. Johnsbury	"	"	25
Quebec Jct. to Coos Jct.	"	"	20
North Stratford to Beecher Falls	"	"	25
RESTRICTED:			
South Windham, Mileage 10.00 to 11.10	Both	"	30
Newhall, Curve, Mileage 11.92 to 12.15	"	"	30
Gambo Bridge, 12.63—	"	"	30
White Rock, First Curve East, Mileage 13.29 to 13.44	"	"	30
Sebago Lake, Curves, Mileage 16.66 to 18.00	"	"	30
West Baldwin, First and Second Curves, East, Mileage 32.39 to 33.02	"	"	30
East of Hiram, Curves, Mileage 36.00 to 36.76	"	"	30
North Conway, Curve to Mechanic St., Mileage 59.00 to 59.85	"	"	30
Curve East End Saco River Bridge, Mileage 65.47 to 65.56, one mile west of Glen	"	"	30
Curve, West of Bartlett, Mileage 71.96 to 72.21	"	"	30
Frankenstein Trestle 79.42 (Must be strictly observed, and when passing over trestle, brake should not be used except in emergency cases).	"	"	15
Wiley Brook Bridge, 83.52	Both	"	15
Reverse Curves East of Crawford Notch, Mileage 84.15 to 84.66	"	"	30
Mileage 103.00 to 104.00	"	"	20
Whitefield, all public grade crossings	"	"	8
Essex, First and Second Curves West of M.P. 121, Mileage 121.35 to 121.67	"	"	30
Mileage 121.35 to Mileage 122.75	"	"	25
Between Griswold and St. Johnsbury, Mileage 131.01 to Passenger Station at St. Johnsbury	"	"	5

	Direction	Miles Per Hour
16		
Lancaster, all public grade crossings	"	8
East of North Stratford,	"	
Baldwin's Crossing, Mileage 131.70	"	10
North Stratford, Highway Crossing and Curve, Mileage 131.95 to 132.10	"	8
Columbia Bridge, Highway Crossing, Mileage 140.83	"	15
Colebrook, Bridge St., Mileage 145.08	"	10
West Stewartstown, all grade crossings	"	8

GROVETON BRANCH E. & M. R. R.

	Both	
Maximum		25
Coos Jct., between east switch of Crossover on Maine Central side and North switch of Crossover on Boston & Maine side.	"	15
Groveton, between Yard Limit and West Street	"	20
Groveton, N. H., between West Street and Station	"	8

BETWEEN ST. JOHNSBURY AND CRAWFORD NOTCH.

CRAWFORD NOTCH.—Eastward freight trains will stop for test and examine air brakes as per Rules Nos. 35 and 37 of the Rules and Instructions governing the use and care of air brakes and signal equipment.

Eastward trains between Crawford Notch and Bartlett when handled by Diesels with or without effective dynamic brakes controlled from the leading 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:

TONNAGE

Number of Retainers	ONE DIESEL		
	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	TWO DIESELS		
	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	THREE OR MORE DIESELS		
	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 valve and air brake tests must be made as called for per Rules 35 and 37 The Rules and Instructions governing the use and care of Air Brakes and Signal Equipment.

CRAWFORD NOTCH.—Eastward train or engine must not follow another eastward train or engine nearer than 30 minutes Crawford Notch to Notchland.

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

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

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.

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.

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.

BATH. — Crews shoving cuts of cars eastward on Track 12 (Commercial Street), 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 be made at speed not exceeding 6 miles per hour, in either direction.

RILEYS — Air brakes must be in use on all cars while switching tracks 5, 41, and 43.

112. SHAWMUT

Train crews doing work at Shawmut, will arrange to set hand brakes on each and every car left on Tracks No. 5 and No. 7 and in addition, each and every car must be triggered.

Hand brakes 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.

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.

D-151. DOUBLE TRACK.

Low Road to Sodom.

Waterville to Canaan.

211a. Train Order Transmitters are located at Brunswick, Augusta, Waterville Tower A, Tower MD, Danville Jct. and Livermore Falls.

221. TRAIN ORDER SIGNALS.

Train Order Signals are located at all telegraph stations except at Waterville; Bangor; St. Johnsbury; Foxcroft; Beecher Falls; Bingham; Colebrook and Groveton.

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.

AT 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.

221b. CLEARANCE FORM A

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

WATERVILLE BANGOR ST. JOHNSBURY

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

Train or engine movements may be made on signal indication between locations specified below:

P. T. LIMIT AND SODOM — EASTWARD
 LOW ROAD AND P. T. LIMIT — WESTWARD
 Under direction of Towerman at Tower P.T.

PITTSFIELD AND TOWER M D

Under direction of Towerman at Tower M D

Main Track — Movements in either direction between Tower M D and C.T.C. signals approximately 575 feet west of west switch to Track 4, Pittsfield.

Pittsfield — Movements in either direction on Siding.

Stetson — Movements in either direction on Siding.

Dabscook — Movements in either direction on Siding.

266. DUAL CONTROL SWITCHES.

Waterville east.
 Pittsfield — East and West end of Siding.
 Stetson — East and West end of Siding.
 Dabscook — East and West end of Siding.
 Also see Rules 267, 269, 271, 271a and 271c.

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.**

CUMBERLAND CTR.—Track 3.
 YARMOUTH JCT. —Tracks 3, 6, 12,
 *PITTSFIELD —Tracks 13 and 20.
 *DETROIT —Track 3.
 *NEWPORT JCT. —Track 13.

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:

Cumberland Ctr.—East and West switches Track 4.
 East Augusta —East switch Track No. 17.
 *Pittsfield —West switch of Track No. 3.
 *Pittsfield —West switch of Track No. 4.
 †Pittsfield —East switch of Crossover B.
 *Pittsfield —East switch of Track No. 5.

*Switch operates a pipe connected derail.

*Detroit —Track No. 4.
 Newport Jct. —West switch of Track No. 4.
 *Newport Jct. —East and West switches Track No. 1.
 †Newport Jct. —East switch of crossover leading to Track No. 4.
 *Newport Jct. —East Switch of Track No. 16.
 *East Newport —East and West switches Track No. 4.
 *Carmel —East and West switches Track No. 3.

*Switch operates a pipe connected derail.

†Switch operates pipe connected mechanical switch lock on inside switch of crossover.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Main line via Lower Road, between P.T. Limit and Bangor.

Back Road —

Between Royal Jct. and Signal B148, 1562 feet west of Mile Post P15.
 Between Signal B279, 760 feet west of Mile Post P28 at Danville Jct. and Signal B398, 1540 feet west of Mile Post P40 at Fair Grounds.

Between Signal B467, 1134 feet west of Mile Post P47 and Signal B484, 2010 feet east of Mile Post P48 at Leeds Jct.

Between Signal B779, 250 feet west of Mile Post P78 and Signal B800, 260 feet west of Mile Post P80.

Between Signal B823, 1240 feet east of Mile Post P82 and Tower A at Waterville.

Rockland Branch —

Between Brunswick interlocking and Signal R302, 1100 feet east of Mile Post P30.

Between Signal R365, 2877 feet east of Mile Post P36 at Bath and Signal R394, 317 feet east of east switch to track 9 at Bayview.

Between Signal R481, 925 feet east of Mile Post P48 and Signal R528, 700 feet west of Mile Post P53 at Wiscasset.

Rumford Branch —

Between Leeds Jct. and 6,100 feet east.

512. SWITCH INDICATORS.

Freeport — ||At switch leading from east end of track 4.
 Brunswick — ||At east switch track 4.
 Winslow — At Scott Paper Co. switch.
 Waterville — At mill track east of Ticonic bridge.
 Fairfield — At west end of New Crossover.
 Fairfield — At Shawmut Branch switch.
 Clinton — At spring switch.
 Danville Jct. — ||At East switch leading to track 5.
 Auburn — ||At crossover leading from coal shed track north of main track to main track.
 ||At east end of old passing siding, north of main track.
 ||At crossover leading from new passing siding, south of main track to main track.
 ||At east end of new passing siding, south of main track.
 Lewiston — ||At west switch leading to track 60.
 ||"Color Lights" At west switch of Crossover F.
 ||"Semaphore Type" At west switch of Crossover E.

18

||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 under side 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 the switch is occupied.

The display of a red light under "W" indicates that main track west of the switch is occupied.

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

Location	Signal Number	Clearing Time
Fairfield, Shawmut Branch	SB844	3 minutes 20 seconds
Newport Jct., West end Track 4	S1090	8 minutes
Bangor, West end pulling out Yard Track	S1356	*3 minutes
West end Crossover A—High Head	S1361	*3 minutes
Leeds Jct., Rumford Branch	RB476	3 minutes
Augusta, Both ends track 2½	S-606, S-625	8 minutes

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

513b. AUTOMATIC SIGNALS GOVERNING "AGAINST TRAFFIC MOVEMENTS FROM DOUBLE TO SINGLE TRACK."

Location	Signal Number	Clearing Time
Canaan	S875	3 minutes

Note:—If a signal button is pushed to clear a signal governing from a siding, branch, or "against traffic" track, and the train movement is not made from that track the corresponding main track button must be pushed to restore normal operation for main track movements.

521. SWITCHING SIGNALS.

NORTHERN MAINE JCT.

Northern Maine Junction — located on south side of Main Track, 77 feet east of east switch Track No. 3 and 565 feet east of Mile Post P-132 Northern Maine Junction East Yard, to be used in backing off cars into B. & A. R.R. Yard.

Control of signals with instructions for operation is located in an iron box fitted with standard switch padlock, on post near switch leading from main track to B. & A. track.

See Signal Aspects for indications.

605. LOCATION OF INTERLOCKING SIGNALS

(See Interlocking Signal Rules).

MAIN LINE — LOWER ROAD.

- Royal Jct.
- Yarmouth Jct.
- Brunswick*
- Waterville, Tower A.**
- Waterville, East.**
- Pittsfield —East and West ends of Siding.
- Stetson —East and West ends of Siding.
- Dabscook —East and West ends of Siding.

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

Eastward—From main line, x/c Post west of Union Street, and from Track 4, at East switch.

Westward—At dwarf interlocking signal.

**Movement may be made in either direction on eastward track between Waterville, Tower A, and Waterville East on signal indication under direction of Operator at Waterville Tower A.

BACK ROAD.

Royal Jct. Danville Jct.

Waterville Tower A.

ROCKLAND BRANCH.

Brunswick (see main line lower road).

Bath Drawbridge†*

Wiscasset Drawbridge†(or 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:

- 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.

695. BALL SIGNALS.

Waumbek Junction.—One ball or one red light at masthead allows trains of the Boston & Maine R. R. to cross the Maine Central track.

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

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

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

877. RILEYS.

No switching shall be performed on Flume Track 37 unless log rake machine is set in clear beyond end of the track.

SOUTH WINDHAM.

Track # 7, Keddy Mfg Co., No switching to be done under over-head crane unless crane is secured clear of track.

MISCELLANEOUS

NORTHERN MAINE JCT.

Eastward freight trains stopping in east yard at Northern Maine Jct. to deliver cars to B. & Ar. R.R. or do other work will communicate with operator at RD Tower and inform him of number of cars and probable leaving time from Northern Maine Jct.

INTERCHANGE TRACKS.

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

Eastward trains setting off interchange cars at Burnham Jct. will use track No. 3 from east switch to crossing, and track No. 7, second track behind station.

NORTHERN MAINE JCT.—Designated interchange tracks for receipt of cars from B. & Ar. R.R.—

All of Maine Central Railroad Tracks 3, 14, 15, 16, 20, 22, and 24. Track No. 3 to be used only upon authority of Maine Central Railroad Chief Train Dispatcher.

BAR Track No. 3 approximately 1600 feet.
 BAR Track No. 5 — 2538 feet.
 BAR Track No. 7 — 2325 feet north of station.
 BAR Track No. 7 — 2325 feet north of station.
 BAR Track No. 71 — 263 feet east of station.
 BAR Track No. 73 — 240 feet east of station.
 BAR Track K — 358 feet spur track east of station.
 McC Track No. 5 is designated as an interchange track on which cars will be received from the Bangor & Aroostook Railroad from the south side of their yard.
YARMOUTH JCT.—Westward trains delivering cars to C. N. Rys. at Yarmouth Jct. through north wye will not leave any cars on the wye track.

SPECIAL RULES, BANGOR YARD.

The yard track, designated as "pulling-out" track, Westward from Bangor Yard entering the Main Track 500 feet east of signal 1355, will be used exclusively by Westward Trains and engines leaving Bangor.

Eastward Trains and engines are restricted from using this track except on Special Instructions from Yardmaster, and will unless otherwise instructed, enter Yard either through new crossover east of Dutton St. or the old crossover east of High-Head as arranged by switchman.

Operation of Automatic Dwarf Signal S1356, located at west end of "pulling-out" track, will be in accordance with Rule 513a, except that there will be control buttons both at signal S1356 and in Switchman's Cabin at High-Head.

DIESEL TONNAGE RATINGS PER UNIT

	251-263	556-557 801-802	553-554 561-569 571-581	331-335	301-303 311-317	953-962		11-17
Rigby to Royal Jct.	3000	2800	2400	2000	1900	1300		800
Royal Jct. to Waterville (via Lewiston)	3000	2800	2400	2000	1900	1600		1000
Royal Jct. to Waterville (via Augusta)	3000	2800	2400	2000	1900	1100		700
Waterville to Bangor	3000	2655	2575	2575	1600	1250		640
Bangor to Northern Maine Jct.	2500	1850	1650	1650	1200	1000		400
Northern Maine Jct. to Waterville	4000	3000	2750	2750	1450	1250		550
Waterville to Rigby via Augusta	3500	3000	2750	2750	1450	1250		550
Waterville to Rigby via Lewiston	2900	2500	2200	2100	1400	1100		400
Rigby to Bartlett	2400	1800	1650	1650	1300	1030		450
Bartlett to Crawford Notch	1000	800	800	600	460	400		160
Crawford Notch to Quebec Jct.	3500	2800	2500	2200	2100	1880		890
Lancaster to Quebec Jct.	—	1500	1320	1050	950	830		350
Quebec Jct. to St. Johnsbury	2000	1770	1650	1540	1110	880		430
St. Johnsbury to Quebec Jct.	1400	1300	1200	1200	690	600		260
Quebec Jct. to Crawford Notch	1300	1150	1050	820	610	530		220
Crawford Notch to Rigby	3200	3000	2700	2700	2000	1500		400
Livermore Falls to Rumford	2700	2300	2100	2100	1630	1300		630
Rumford to Livermore Falls	5000	2600	2350	2350	1800	1400		680
Livermore Falls to Farmington	2700	1800	1620	1620	1400	1050		520
Farmington to Livermore Falls	2200	1800	1620	1620	1400	1050		520
Livermore Falls to Leeds Jct.	3400	2800	2500	1920	1480	1170		570
Leeds Jct. to Livermore Falls	2600	2500	2250	1920	1480	1170		570
Brunswick to Lewiston Lower	—	1700	1400	950	950	800		530
Lewiston Lower to Brunswick	—	1700	1400	950	950	800		530
Brunswick to Bath	2900	2300	1900	1600	1600	1400		600
Bath to Wiscasset	2000	1800	1500	1200	1200	1000		400
Wiscasset to Rockland	1600	1350	1150	1000	1000	800		300
*Rockland to Allens	1900	1500	1300	1100	1100	850		350
Allens to Bath	2100	1800	1500	1300	1250	1000		400
Bath to Brunswick	2900	2200	1800	1500	1500	1200		500
Waterville to Shawmut	2600	2330	2160	2160	1800	1430		700
Shawmut to Waterville	2300	2200	1950	1950	1630	1300		630
Pittsfield to Hartland	2400	2300	1900	2350	1350	1200		600
Hartland to Pittsfield	3600	2100	1800	1200	1200	1100		475
Newport Jct. to Dexter	—	1400	1225	1225	1070	860		420
Dexter to Foxcroft	—	1500	1375	1375	1375	1110		500
Dexter to Newport Jct.	—	2050	1850	1850	1630	1300		630
Foxcroft to Dexter	—	1350	1020	1020	1020	820		360
Oakland to Bingham	—	—	1600	1600	1100	950		410
Bingham to Oakland	—	—	1600	1600	1100	950		410
Lancaster to North Stratford	—	1650	1650	1650	1100	950		410
North Stratford to Beecher Falls	—	1650	1650	1400	910	790		340
Beecher Falls to North Stratford	—	1800	1800	1800	1200	1040		450
North Stratford to Lancaster	—	1800	1800	1800	1200	1040		450
*Rockland to Allens, No Stop at Warren	2100	1600	1500	1300	1100	850		350

Note.—When units of different tonnage ratings are coupled together, the unit with the lowest tonnage rating must govern the rating for each unit in the train, except when multiple-unit operated with 251-263, then the tonnage may be added together.

If either of the S1356 push buttons has been pushed and a train movement is not made from the "Pulling-Out Track," the signal 1356 push button located adjacent to S1356 push button should be pushed to restore Signal 1356 to normal operation for main track movements.

When train is ready to depart, Conductor will notify Switchman at High-Head who will operate push button to permit departure.

Push button located at Dwarf Signal S1356 is to be used by trainmen or engineers only in EMERGENCY when normal control through Switchman cannot be arranged.

Telephone located at this signal connects with Switchman's Cabin.

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.

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.

RUMFORD YARD — OXFORD PAPER COMPANY

Crews switching Track 19, Yard 2, should turn on warning horn before switching is done on this track and horn must be left on during switching operations.

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

LOCATION	MAX. WT. CAR & LOAD	ENGINES		CRANES	REMARKS
		Road	Switcher		
Portland-Bangor (Lower Road)	263,000	All	All	All	
Gardiner-Cobosse-Tracks 2½, 3, 10, 14	190,000	All ex.DRS4	All	All except #160, 180	Restriction applies to trestle on track 2½.
Waterville (West Yard) Track 31	263,000	None	None	None	Close clearances.
Waterville (East Yard) Track 107	164,000	None	DS-1	None	Restriction applies to trestle.
Portland-Waterville (Back Road)	263,000	All	All	All	
Auburn - Track 18	216,000	All	All	All except #160, 180	Restriction applies to trestle, only.
Lewiston Upper - Track 6½	263,000	None	None	All	Restriction is live rail of scale.
Lewiston Upper - Track 10	217,000	All ex.DRS4	All	All except #160, 180	Restriction applies to trestle only.
Lewiston Upper - Track 10	217,000	None	None	None	Coal shed 253 ft. from switch.
Waterville (West Yard) Track 9	165,000	None	DS-1	None	Coal, flat & gondolas only. Restriction applies to trestle.
Portland-St. Johnsbury	263,000	All	All	All	
Steep Falls - Track 4	203,000	All	All	All except #160, 180	Restriction applies to grain hopper.
St. Johnsbury Track 10	220,000	None	DS-1,2,3	All	
Quebec Jct.-North Stratford	263,000	All ex. DRS4	All	All	
North Stratford-Beecher Falls	250,000	All ex. DRS4	All	All	
Rockland Branch	263,000	All	All	All	
Bath - Track 61	263,000	None	None	None	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	263,000	All ex. DRS4	All	All	
Shawmut Branch	263,000	All	All	All	
HARTLAND Branch	263,000	All	All	All	
Foxcroft Branch	263,000	All ex. DRS-4	All	All	
Rumford Branch	263,000	All	All	All	
Livermore Falls - Track 42	200,000	None	All	All	Restrictions apply to turntable
Rumford Yard 2 - Track 13	226,000	All ex.DRS4	All	All ex. #160, 180	Restriction applies to trestle.
Rumford Yard 2 - Track 17	199,000	None	DS 1,2,3	All except #160, 180	Restriction applies to trestle.
Rumford Yard 2 - Track 19	203,000	All ex.DRS4	All	All except #160, 180	Restriction applies to trestle.
Rumford Yard 2 - Track 41	185,000	None	DS 1,2,3	All except #160, 180	Restriction applies to pit.
Rumford Yard 3 - Track 11	252,000	All ex. DRS4	All	All	Restriction—Pit 250 ft. from end.
Farmington Branch	263,000	All	All	All	
Bingham Branch	263,000	All ex. DRS4	All	All	
Madison - Track 8	220,000	None	DS 1	All ex. #160, 180	

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

EASTERN SUBDIVISION SPECIAL INSTRUCTIONS.

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

14. WHISTLING RULES.

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

Keag — Engineers of Maine Central trains westbound give one sound of whistle, Canadian Pacific trains westbound give two sounds of whistle

33. CROSSINGS

LINCOLN— LINCOLN PULP AND PAPER CO.

A warning device is in service and is located on post South of Track No. 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

Westbound freight trains with over twenty-five cars will stop to clear Stewart's Crossing Mileage 194.84 located 0.25 miles east of Keag Station. Engines will go light to station for work and orders.

Cars must not be left standing within one hundred feet clear on both sides at MILITARY CROSSING at Keag when making delivery to C. P. R. on their interchange tracks.

DANFORTH

When train or engine is on either Track No. 4 (Freight House Track), Track No. 7 (South Passing Track), or Track No. 5 and an eastward train or engine passes, the switches at the west end of tracks 4, 5 and 7 must not be changed, or the main line fouled until the entire eastward train or engine is beyond signal 2248.

FOREST

Town Road Crossing — A member of train crew must protect crossing when eastward train is holding main track for a meet.

CROSSINGS PROTECTED BY CROSSING TENDER.

Location	Protection	Hours Protected	
		Week Days	Sunday
BANGOR			
Railroad St.	Watchman	6:00 A.M. to 6:00 P.M.	None
May St.—Operated from			
Front St.	Gate	6:00 A.M. to 7:00 P.M.	Same
Front Street	Watchman	6:00 A.M. to 7:00 P.M.	Same
KEAG			
State Road	Gates	24 hours	Same
DENNYVILLE			
Milwaukee Rd.			Station Crew when on duty.

33a. CROSSINGS PROTECTED BY MEMBER OF TRAIN CREW.

BANGOR TO VANCEBORO

Location	Protection
BANGOR	
Front Street — Track 31	Flag
VEAZIE	
School Street — Track 3	Flag
BASIN MILLS	
Gilman's Crossing — Track 3	Flag
OLD TOWN	
Center Street — Street Track	Flag
Water Street — Street Track	Flag
Main Street — Street Track	Flag
ENFIELD	
Hammett Road — Track 4	Flag
KEAG	
Depot Street — Track 20	Flag

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.

BUCKSPORT BRANCH

21

SO. BREWER
So. Main St. — Tk. 9 (Eastern Mfg. Co.) Flag

CALAIS BRANCH

BREWER JCT.
State Street — Track 3 Flashers

THE FALLS
Waltham Road Flag

ELLSWORTH
Main Street Flag

EASTPORT BRANCH

PERRY
Goves Crossing Flag

EASTPORT
Washington Street Flag

Key Street Flag

High Street Flag

Middle Street Flag

Sea Street —Track 23 Flag

33b. CROSSINGS HAVING MANUAL CUT-OUT DEVICE.

Crossings	Location	Cut-out Box
ORONO	Middle Street Water Street	} At North Main St., Webster.
WEBSTER	North Main Street	
LINCOLN	Town Road	On Station.
DANFORTH	County Road	200 feet west of crossing. On Station.
	Station Crossing	On Station.
EATON	U.S. Route #1	On northwest flasher.
VANCEBORO	Shaw Road	On Eastward "XC" post and on special signal.
HOLDEN	Ellsworth Road	At east switch of passing siding. On case at crossing.
MACHIAS	Court Street	On case at crossing.

CROSSINGS HAVING SWITCH CUT-OUT.

Crossings	Switch	Direction of Train
ORONO		
Pine St.,	West switch track 4	Westward
No. Main St.,	East switch track 4	Eastward
OLD TOWN		
Front St.,	East switch ladder D	Eastward
Bosworth St.,	East switch ladder D	Eastward
Old County Rd.,	East switch ladder D	Eastward
MILFORD		
Main St.,	West switch track 3	Westward
Bradley Rd.,	West switch track 3	Westward
Greenfield Rd.,	West switch track 3	Westward
LINCOLN		
Town Rd.,	West switch track 3	Westward
MIDDLETOWN		
Military Rd.,	East switch track 3	Eastward
WINN		
Military Rd.,	Track 5	Eastward
DANFORTH		
Station Crossing	West switch track 7	Westward
EATON		
U.S. Route #1	West switch track 4	Westward #
FOREST		
Town Rd.,	East switch track 4	Eastward
BREWER		
State St.,	Track 3	Westward

Cars may be left up to crossing on Westward approach and Manual control provided for reverse moves.

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.

BREWER JCT.

Parker Street	West Sw. Tk. 5	Eastward #
Cars may be left West of X/C post 260' west of Parker Street and Manual Control provided for reverse moves.		
Wilson Street	Jct. Switch	Eastward #
Cars may be left West of X/C posts located 220' west of Wilson St. on Bucksport or Calais Branch.		
Wilson Street	Track 8	Eastward #
Cars may be left West of X/C post 220' West of Wilson St. on Bucksport Branch.		

Parkway South	Track 4	Westward #
MEDDO		
Kennedy's Crossing	West Sw. Tk. 3	Westward #

CROSSINGS HAVING AUTOMATIC CUT-OUT.

Location	Direction
BREWER JCT.	
Center Street	Eastward # #
ORRINGTON	
Pierce's Crossing	Westward # #
EAST MACHIAS	
Town Road	Westward
Route 1	Eastward
BANCROFT	
County Road	Eastward

522. SPECIAL HIGHWAY GRADE CROSSING SIGNALS.

Location	Location Additional Cut-Out
VANCEBORO	
Shaw Road	Eastward XC post

83. TRAIN REGISTER STATIONS.

Bangor	St. Croix Junction	Woodland
(For Woodland Branch trains only)		
Calais	Ayers Junction	Keag
Bucksport	Eastport	Vanceboro

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

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

VEAZIE passing siding extends from east switch to new crossover installed east of School Street. Approximate capacity of passing siding is 10 cars. Balance of track 3 west of crossover is now a public delivery track.

OLDTOWN siding extends from crossover "B," west of Portland Street Crossing GREAT WORKS, through track No. 9, adjacent to the Main Track, to east switch of track No. 9. All intermediate switches connected to this siding must be left lined for this siding.

ENFIELD.—Fast Switch to passing track is just east of Hammett Road Crossing. Capacity of Track approximately 73 cars. The normal position of Switch to Track 1½ leading off passing track west of the crossing will be for the passing track.

In fulfilling meet or wait orders.

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

91. 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 employe from full compliance with all General Rules and Special Instructions, for example, does not relieve employes on a passenger-carrying train from full compliance with Rule 99.

93.. YARDS, LIMITS DEFINED BY YARD LIMIT BOARDS.

Note to Rule 93 is in effect at DANFORTH.

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

109. BULLETIN BOARDS

Bangor	Vanceboro	Keag
Bangor Engine House	Brownville Jct. McAdam, N.B.	Calais

110. SPEED RESTRICTIONS.

	MAIN TRACK.	
	Direction	Miles per Hour
BANGOR AND KEAG.		
West end Bangor Yard, Mileage 135.61	Both	25
and Railroad Street Interlocking	Both	15
Railroad Street Interlocking and Calais Jct.	Both	35
Calais Jct. and Keag, Maximum Speed	Both	35

RESTRICTED.

Great Works,			
Portland St. Crossing	Mileage 148.04	Both	15
Wood Yard Crossing	Mileage 148.29	"	15
Portland St. Track 1½		"	6
Wood Yard Crossing Track 1½		"	6
Old Town Bridge	Mileage 149.31	"	10
Milford Bridge	Mileage 149.56	"	10
Lincoln. Trestle on track 8		"	10
Keag Yard			
C.P.R. Main Line—East end track 14 to station		"	20

KEAG AND VANCEBORO.

Keag and Vanceboro, Maximum Speed	Both	60	45
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RESTRICTED.

Keag, curves east	Mileage 194.78 to 195.60	Both	50
Gordon, curves west	" 197.33 to 197.90	"	50
Reverse curves east of Kingman	" 204.44 to 205.64	"	50
Drew Bog—30 mile speed signs installed 500 feet east of Mile Post 207 to 500 feet west of Mile Post 206. Maximum speed of passenger trains between these two points 45 miles per hour and freight trains 30 miles per hour		"	45	30
Reverse curves West and East of Wytotitlock	Mileage 210.60 to 212.56	"	50
Bancroft, Curves east of bridge	" 215.44 to 215.90	"	35	35
Curve about one mile west of Cherokee	" 218.47 to 218.83	"	50
Reverse curves east and west of Eaton	" 229.04 to 229.74	"	50
Reverse curves west of Forest	" 233.57 to 231.88	"	50
Curve east of Forest	" 234.79 to 235.01	"	50
Curves east and west of Todds Farm	" 239.52 to 241.84	"	50
Curve, east of Todds Farm to east of Lambert Lake	" 242.50 to 246.35	"	50
Vanceboro, Shaw Road, "XC" post to crossing		East	6	6
Shaw Road, "XC" post to crossing		West	15	15

CALAIS BRANCH.

Calais Jct. and Calais, Maximum Speed	Both	35
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RESTRICTED.

Calais Jct. to Parkway South Crossing, Brewer	Both	15	
Fishers second curve east, to first curve west of Bagaduce Crossing	Mileage 144.61 to 145.90	"	25
Holden reverse curves one mile West	" 146.60 to 146.90	"	25
Holden, reverse curves east	" 148.31 to 148.97	"	25
Lucerne-in-Maine, reverse curves, east	" 151.33 to 152.08	"	25
Reverse curves West and curves east of Green Lake	" 153.75 to 155.10	"	25
Curve west of M.P. 161	" 160.85 to 160.95	"	25
Reverse curves west of Union River Bridge, west of Ellsworth Falls	" 163.77 to 164.00	"	25
Curve through Jct. switch, Wash. Jct.	" 168.32 to 168.54	"	20
Curve east of Franklin Mill Pond Bridge	" 175.77 to 175.87	"	25
Curve about two and one-quarter miles east of Franklin	" 179.99 to 180.13	"	25
Schoodie, Curve and bog about one mile west	" 182.3 and 182.7	"	25
Cherryfield, curve east of Cherryfield Bridge	" 196.80 to 196.97	"	25
Ward, curve east	" 208.62 to 208.73	"	25
Whitneyville, Track 6		"	6
Machias Station to State Road Crossing East		Eastward	15
Machias, curve at State Road Crossing East	" 225.72 to 225.82	Both	25

110. SPEED RESTRICTIONS.

CALAIS BRANCH.

	Direction	Miles Per Hour	
RESTRICTED.			
Curve at Machiasport	..	227.92 to 228.06	Both 25
Reverse curves east of Machiasport	..	228.88 to 229.13	.. 25
East Machias Second Crossing West to First Highway Crossing East	..	229.52 to 230.03	.. 15
Jacksonville, curve about one-half mile east	..	231.84 to 231.98	.. 25
Marion, curve about one mile east	..	244.25 to 244.47	.. 25
Robinson's reverse curves east	..	251.97 to 252.11	.. 25
Ayers Jct. reverse curves about one mile east	..	255.14 to 255.84	.. 25
Curves from 500 feet east of M.P. 268 west of Milltown to Calais Station	..	268.16 to 270.38	.. 25
Milltown, Bridge Street Crossing	..	268.32	.. 6
Calais, west end of cut west of overhead bridge and station 6

BUCKSPORT BRANCH.

Brewer Jct. and Bucksport, Maximum Speed Both 25

RESTRICTED.

Brewer Jct. to South Brewer	Both	15
Brewer Jct. Sidetrack No. 4 approaching Wilson St. Crossing	..	4
Reverse Curves east of Hinck's Landing, Mileage 148 to 149	..	20
Meddo, in approach to Kennedy's Crossing, Mileage 154.38	..	15
Bucksport, between east end of turntable track and the east end of main track	..	6

EASTPORT BRANCH.

Ayers Jct. and Eastport, Maximum Speed Both 20

RESTRICTED.

Bridge Mileage 254.74 Ohio Stream	.45 miles east of Ayers Jct.	Both	15
Bridge Mileage 262.98 Little River	.08 miles west of Perry	..	15
Eastport Sta. and Sea St., Maximum Speed		..	10

WOODLAND BRANCH.

St. Croix Jct. and Woodland, Maximum Speed Both 20

RESTRICTED.

Baring, Engines pushing cars over Highway Crossing	Both	6
Baring, Curve at east end Baring Bridge	..	15

111a. USE OF AIR BRAKES WHILE SWITCHING.

MACHIAS. — Freight Trains when switching and handling cars in Machias Yard, must have air brakes in use.

211a. Train Order Transmitters are located at Danforth and for CPR trains at Mattawamkeag.

221. TRAIN ORDER SIGNALS.

At all telegraph stations except Ellsworth, Calais, Bucksport, Vanceboro and Bangor.

221b. CLEARANCE FORM A

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

BANGOR	CALAIS - Except Woodland Branch
VANCEBORO	Regular trains.

271a. HAND THROW SWITCHES.

At the following hand throw switches in Interlocking 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.**

Calais Jct.—East and West Switches of Track 36.

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:

Tomah—East switch of track 4.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Main Line. Between Bangor and Signal 1396 located 2,775 feet east of Mile Post P139.

Main Line. Between Lincoln St. Crossing at Winn Station and C. P. R. signal territory at St. Croix River Bridge, Vanceboro.

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

512. SWITCH INDICATORS.

Keag— ||At west end north siding. At west end south siding.
||At crossover leading from C.P. Yard to Me. C. main line.

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

513a. AUTOMATIC SIGNALS GOVERNING MOVEMENTS ON OR FROM SIDINGS OR FROM BRANCH LINES.

	Location	Signal Number	Clearing Time
Bangor,	West end pulling out Yard track	S1356	*3 minutes
	West end Crossover "A" High Head	S1361	*3 minutes
	Brewer Jct., Bucksport Branch	BB1384	*3 minutes
	Calais Branch	H1384	*3 minutes

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

Note: The following signals may be passed in stop position for movement on side track when it is known that switches are set straight and that track is clear —

Kingman —Signal S2027 at east end Track 4

Bancroft —Signal AS2151 at east end Track 4

Danforth —Signal S2248 at west end Track 6

Forest —Signal AS2341 at east end Track 3

Brewer Jct.—Signal BB 1384 will normally indicate "STOP". When movement to Calais Branch is to be made, member of train crew must operate button in "Manual Control" box opposite Signal BB1384, 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.

(See Interlocking Signal Rules).

Railroad Street
Kenduskeag Bridge
Calais Jct.

Movement between Railroad Street Interlocking and Calais Jct. may be made in either direction on signal indication under direction of Operator at RD Tower.

*Keag.

*Circuits for C. P. Eastward and Westward Home Interlocking Signals includes switch at west end of Freight House Track 18.

24

877.

GREAT WORKS.

No switching shall be performed on Flume Tracks 27 and 29 unless log rake machine is set in clear beyond end of the tracks.

No switching shall be performed on Wood Chip track unless overhead crane boom is in a horizontal position.

WOODLAND.

No switching shall be performed on Flume Track 6 unless log rake machine is set in clear beyond end of track.

BUCKSPORT — ST. REGIS PAPER COMPANY

When switching at Bucksport on either Track 9 or 11 the alarm will be activated by switching crews to summons Mill 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.

SOBIN

Trains having cars to set off at SOBIN (I.M.C. Yard) will set them off on either Tracks 5 or 7 from which point the I.M.C. crew will handle them. Cars to be picked up by trains will be placed on Tracks 5, 7, or 13 by I.M.C. crew and these tracks will be designated as the Interchange Tracks.

Maine Central trains must stop at a point approximately 280 feet from the west switch to Track No. 7 and a train crew member proceed ahead of the move beyond that point to make sure that the track is clear and switches properly lined for the move.

Switches which both MC and I.M.C. crews will be required to use will be locked with a bar with an MC switch lock on one end and an I.M.C. lock on the other end. These switches must be kept locked when not being used.

A sign on both sides of the track (Track No. 3) leading from our main track approximately 280 feet west of the west switch to Track No. 7 which facing our main track reads: "Stop. Member of train crew precede move beyond this point", and on the opposite or I.M.C. Plant side reads: "I.M.C. crews will not operate beyond this point".

BREWER JUNCTION

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.

DIESEL TONNAGE RATINGS PER UNIT

	251-263	556-557 801-802	553-554 561-569 571-581	331-335	301-303 311-317	953-962	11-17
Bangor to Veazie	2000	1700	1500	1500	1000	850	440
Veazie to Keag	2900	1800	1600	1600	1200	1120	550
Keag to Vanceboro	2000	1800	1600	1400	1100	770	330
Vanceboro to Keag	2500	2300	2100	2000	1500	1000	480
Keag to Enfield	2500	2400	2300	2200	1800	1300	620
Enfield to Bangor	3000	2850	2700	2700	2200	1450	720
Bangor to Bucksport	2300	2180	2000	2000	1400	1100	540
Bucksport to Bangor	1800	1700	1550	1400	1400	1100	540
Washington Jct. to Calais	1800	1600	1500	1500	1300	850	410
Calais to Washington Jct.	1700	1650	1550	1500	1300	850	410
Washington Jct. to Bangor	1700	1380	1300	1300	1100	750	360
Bangor to Washington Jct.	1700	1375	1300	1300	1100	750	360
Ayers Jct. to Eastport	—	—	—	—	—	—	410
Eastport to Ayers Jct.	—	—	—	—	—	—	410
St. Croix Jct. to Woodland	—	2150	2100	2100	1700	1250	610
Woodland to St. Croix Jct.	—	2150	2100	2100	1850	1250	610

Note.—When units of different tonnage ratings are coupled together, the unit with the lowest tonnage rating must govern the rating for each unit in the train, except when multiple-unit operated with the 251-263, then the tonnage may be added together.

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

LOCATION	MAXIMUM WEIGHT OF CAR AND LADING	ENGINES			REMARKS
		Road	Switcher	CRANES	
Eastport Branch	169,000	None	DS-1	All ex. # 160, 179 & 180	
Woodland Branch	263,000	All	All	All	
Bangor-Calais	263,000	All	All	All	
Milltown - Track 20, International Bridge	232,000	All	All	All	
Bangor-Vanceboro	263,000	All	All	All	
Mattawamkeag - Track 3½	263,000	None	None	All except #160	Restriction is live rail of scale.
Bangor-Bucksport	263,000	All	All	All	
Brewer Jct. - Track 21	263,000	None	None	None	Operated by industry only.
So. Brewer - Track 25	263,000	All exc. DRS 3a DRS 4	All	None	O.H. Conveyor 534 ft. from switch.
Bangor Yard					
Bangor (West Yard) Track 51½	263,000	None	None	None	Restriction is live rail of scale.
Hampden Yard - Track 23	263,000	None	None	None	Oil rack 259 ft. from switch — 10,000 gal. cars only.
Hampden Yard - Track 37	263,000	None	None	None	Oil rack 217 ft. from switch — 10,000 gal. oil cars only.

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

**LOCATION OF MESSAGE PHONE WIRES
BETWEEN BANGOR AND VANCEBORO.**

Bangor to Old Town — Pole line north side of track — 2 wires on track side.
 Old Town to Keag — Pole line south side of track — 2 wires on field side.
 Keag to Vanceboro — Pole line south side of track, 2 track wires, second arm.

**LOCATION OF DISPATCHERS' PHONE WIRES
BETWEEN BANGOR AND VANCEBORO.**

Bangor to Old Town — Pole line north side of track — 2 wires field side.
 Old Town to Vanceboro — 2 wires on track side.
 Note: If only 2 arms on pole between Keag and Vanceboro —
 Message phone 2 wires on field side.
 Dispr. phone 2 wires on track side.

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., Boston Div., and P. T. Co. will assume corresponding schedule at Tower One.

Trains of the M. C. and P. T. Co. will assume corresponding schedule at P. T. Limit.

B. & M. employes will send receipts for M. C. 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 (McC-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.

27. Switchlights will not be lighted on that portion of the old W. N. & P. Route between Terminal limit west of Westbrook and east end of Cumberland Mills Yard.

30. DIESEL LOCOMOTIVES.

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

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

DEERING JCT.		Protection
Forest Avenue Tracks 2½, 16		Flag
CUMBERLAND MILLS		
Warren Avenue, Tks. 50-52-56		Flag
Cumberland Street, Tks. 3, 4		Flag
Main Street, Tk 3		Flag
Rochester Street, Tk15		Flag
Haskell Street, Tk 15		Flag
Arterial Road, Tks 15, 23		Flashers

PORTLAND STATION - YARD No. 7—(UNION BRANCH).

Deering Oaks Crossing	Flag
Forest Avenue	Flag
Brattle Street	Flag
Parris Street	Flag
Kennebec Street — (Two Crossings)	Flag
Hanover Street, ML—Tk. 5-9-10-20-22	Flag
Alder Street, Tk. 5-9	Flag
Preble Street, Tk. 5-9-8-66-20-22	Flag
Preble Street M. L.	Flag
Somerset Street, Track 66	Flag
Elm Street, Track 9-70	Flag
Chestnut Street, Track 9	Flag
Franklin Street, ML-Tk. 56	Flashers
Diamond Street, ML-Tk. 44	Flag
Cove Street, ML-Tk. 32-39	Flag
Plowman Street, ML-Tk. 43	Flag
Fox Street, Tk 58	Flag

YARD 5 — PORTLAND.

WEST COMMERCIAL ST. RAMP

ALL movements over this crossing, except light engines, will be protected by member of train crew. Light engine movements restricted to 4 miles per hour

YARD 8 AND WATERFRONT.

WEST COMMERCIAL ST.

ALL movements over this crossing, except light engines, will be protected by member of crew. Light engine movements restricted to 4 miles per hour.

GAS HOUSE CROSSING	Flag
Commercial Street	
All tracks in or across all or a part of the street	Flag

26

YARD 6 — SOUTH PORTLAND.

Location	Protection
Main Street—Track 13	Flag

YARD 3 — SOUTH PORTLAND.

Broadway	Flag
Elm Street	Flag
Forest Avenue	Flag
Chestnut Street	Flag
Pearl Street	Flag
Burtonwood Street	Flag
Waterman Drive	Flag
Ocean Street	Flag
Cottage Road	Flag
Mussey Street	Flag
Harriet Street	Flag
Pine Street	Flag
Sawyer Street	Flag
Stanford Street	Flag
Ship Yard tracks — All crossings	Flag

33b. CROSSINGS HAVING MANUAL CUT-OUT DEVICE.

Crossings	Location	Cut-Out Box
WOODFORDS—		
Walton St.	At switch near northeast corner of Read St.	Deering Jct.
DEERING JCT.—		
Read St.	At switch near northeast corner of crossing.	
CUMBERLAND MILLS—		
Forest and Lamb Sts.	On case at Forest St.	
Lamb and Seavey Sts.	On case at Seavey St.	
Seavey St.	On station.	
Main St.	On station.	

CROSSINGS HAVING AUTOMATIC CUT-OUT.

Location	Direction
WOODFORDS—	
Forest Ave. & Saunders St.	Westward on westward track.
Trains or engines after having stopped on the westward main track between Walton Street and "XC" post east of Forest Ave, must, when movement is resumed, proceed to Forest Ave. crossing at not exceeding slow speed.	
DEERING JCT.—	
Read St.,	Westward on westward track.
Allen Ave.,	Eastward on both main tracks. h
Eastward movements on westward track having stopped in approach to Allen Ave. must, when movement is resumed, protect crossing by member of train crew.	
Riverside St.	Westward
CUMBERLAND MILLS—	
Forest and Lamb Streets	Westward##

CROSSINGS HAVING CONTROLLED SIGNAL CUT-OUT

Trains that are to stop account the 3 unit signals, located as listed below, displaying STOP aspect shall pass X/C post and proceed to the signal.

Location	Direction
DEERING JCT.	Westward
FALMOUTH	Eastward

CROSSING SIGNALS ON DOUBLE TRACK FOR EITHER DIRECTION OPERATION.

ALLEN AVENUE — WESTWARD MAIN TRACK ONLY. Eastward moves at not exceeding 6 miles per hour.

83. TRAIN REGISTER STATIONS.

Rigby Yard	All except passenger trains.
Portland Yard 8.	All trains moving from or to that yard.
Cumberland Mills.	All trains.

Note:—All switchers or light engines moving from one station to another must be registered in register books where provided for the route used, except between Portland and Rigby.

The arriving time of a freight train at terminal is time train stops to clear on receiving track unless crew is released by yardmaster prior to that time.

##Trains or engines moving slow or having stopped or performed switching in approach to Forest Street Crossing stopped when movement is resumed proceed to the crossing at not exceeding 6 MPH.

In case train and engine crews are released by yard or relief crews when train standing on main line within yard limits, conductors so released will register their train as having arrived at the time they are released.

86. Exception:—

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

93. Note to Rule 93 is in effect between Tower P.T. and P.T. Limit, East of Deering Jct.

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 tracks 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.

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.

The former westward main track between Crossover "B" at Tower One and Crossover "Q" at Tower P.T. is designated as Track No. 2. The former eastward main track between west end of Track 3 and Tower P.T. is designated as Track No. 1.

These two tracks 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.

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 adjacent to Wharf No. 1 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.

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.
- (c) EAST YARD — at Junction of Tracks 71-91.

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 SPEEDS

Main Track	Direction	Miles Per Hour
Tower P.T. and Oil Plant	Both	20
Oil Plant and Woodfords	Both	30
Woodfords and P. T. Limit	Both	40
Mountain Jct. and Thompsons Point	Both	20
Thompsons Point and Cumberland Mills	Both	25
Cumberland Mills and P. T. Limit	Both	35

RESTRICTED.

	Direction	Miles per Hour
Over Morrill Street Crossing, just west of Deering Jct. Station	Both	30
Portland Yard 8, freight trains over crossovers and leads and entering receiving tracks	"	6
At Cumberland Mills, (Mountain Road Route)		
Mile Post 5 to Main St.	Westward	20
Presumpscot River		
Bridge to Forest St.	Eastward	20
Over Pierce Street Crossing	Both	20
Cumberland Mills, S. D. Warren's tracks crossing Warren Ave., Morton St. and Raymond St.	"	5

28

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 Canadian National Railways 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, all Me. C. 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 — EASTWARD TRACK
P.T. LIMIT TO ALLEN AVE. — WESTWARD TRACK
MOUNTAIN JCT. AND CUMBERLAND MILLS —
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.

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 10, 22, and 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.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Between Tower P.T. and P. T. Limit sign East of Deering Jct.

On Mountain Sub-Division between Mountain Jct. and Signal M-65 west of Cumberland Mills.

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

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.

**862. CONDUCTORS DELIVERING WAY BILLS 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.**

Union Branch — St. John St. Bridge and Yard 7:

All classes diesel switchers including Road Switchers except class DRS-4 permitted in any combination. Speed Limit 10 M. P. H. over St. John St. Bridge.

MISCELLANEOUS.

MAINE STATE PIER.

Following restrictions will be in effect on WHARF PORTIONS of tracks at State Pier in Portland:

LOCOMOTIVES must not be operated on Track No. 1

P.T. Co. Locomotives 1005 to 1008, and 1101, Maine Central Locomotives 953 to 962, and Boston and Maine Locomotive 1176 ONLY may be operated on Tracks 2, 4 and 5.

On Tracks Nos. 2, 3, 4 and 5 — Maximum allowable load 210,000 pounds on four axles.

MAXIMUM WEIGHT — on Track No. 1 maximum weight 169,000 pounds on four axles.

Any cars with heavier loads than outlined above will require special permission before placing on Wharf portion of these tracks.

Do not leave cars or engines fouling leads.

Placarded tank cars must not be cut off while in motion unless the car or draft of cars is properly protected by a rider, and must be coupled carefully and all unnecessary shocks must be avoided

At any of these locations where electric lanterns are not supplied by the Oil Co. they must be procured at Yard Office.

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 Office.

**PORTLAND TERMINAL COMPANY
LOCOMOTIVE CLASSIFICATION.**

Diesel:

- DS3b — 1005-1008 and 1101 (660 HP)
- DS4b — 1051-1063 (1000 HP)

R. J. THOMPSON
Trainmaster

W. M. BICKFORD
Trainmaster

J. P. COFFIN
Road Foreman

**MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
EXAMINING PHYSICIANS**

DR. ANTHONY L. D'ANDREA
111 Wescott Road,
South Portland, Maine
775-4161

DR. J. A. MARSHALL,
177 Main Street,
Professional Bldg.,
Waterville, Maine.

DR. L. G. MIRAGLIUOLO
10 Maple Street,
Bangor, Maine.
947-7831

Dr. EDWARD A. McFARLAND,
56 Baribeau Street,
Brunswick, Maine.
729-3812

Dr. EDWARD L. REEVES,
179 Sabattus Street,
Lewiston, Maine.
782-7266

Dr. HAZEN C. MITCHELL,
273 Main Street,
Calais, Maine.
454-3432

Dr. CHARLES E. TOWNE,
18 Common Street,
Waterville, Maine.
872-7325

Dr. ORAM R. LAWRY, Jr.,
96 Lime Rock Street
Rockland, Maine.
594-5845

Dr. ALBERT P. ROYAL, Jr.,
82 Maine Avenue,
Rumford, Maine.
364-7801

Dr. CHARLES E. SMITH,
Main Street
Conway, N.H.
447-5921





SAFETY FIRST—
friendliness too!

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friendliness too!

— **COURTESY** —

**Courtesy Costs Nothing—
but pays big dividends in
Satisfied Customers**

**Satisfied Customers come again
The more customers -- the more jobs**

A gentleman smiles and always says

“Thank You”

Safety goes much further than rules and their enforcement. It involves the cultivation of safe habits and the development of restraint and self control.

SAFETY FIRST—
friendliness too!

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