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PORTLAND TERMINAL COMPANY



TIME TABLE No. 22

FOR EMPLOYES ONLY

EFFECTIVE AT

12.01 A. M., SUNDAY

APRIL 27, 1930

SUPERSEDING TIME TABLE NO. 21
AND ALL SUPPLEMENTS THERETO

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

C. H. PRIEST,
SUPERINTENDENT.

51

EASTWARD TRAINS — FIRST CLASS.

Miles	STATIONS	M. C.	B. & M.	B. & M.	B. & M.	M. C.	M. C.	B. & M.	B. & M.	B. & M.	M. C.	M. C.	B. & M.	M. C.
		71	83	85	87	53	153	101	103	81	55	5	195	1
		Daily	Sat. Only	Ex. Mon.	Ex. Mon.	Ex. Mon.	Ex. Mon.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	<i>Oak Hill</i> B. & M. Eastern Route													
	<i>Scarboro Beach</i> B. & M. Western Route			Via W. Route				4.53	4.54	5.30			6.15	
0.00	Tower One N		3.55	4.08	4.23			4.57	5.00	5.35			6.20	
1.25	Rigby Yard W-N													
1.38	Tower Two		3.58	4.12	4.27			5.00	5.03	5.38			6.23	
2.76	River Jct.		4.02	4.15	4.30			5.03	5.07	5.42			6.26	
2.87	Tower Three													
	Portland Yard 8 W													
3.13	Tower Four		4.03	4.16	4.31			5.04	5.08	5.43			6.27	
3.62	Union Station W-N	12.10	a 4.05	a 4.18	a 4.33	4.50	4.55	a 5.05	a 5.10	a 5.45	6.15	6.20	a 6.28	6.45
4.46	Tower Five N	12.12				4.52	4.57				6.17	6.22		6.47
5.17	Woodfords	12.15				4.54	5.00				B 6.19	B 6.24		S 6.50
6.24	Deering Jct. W-N	12.18				4.57	5.03				S 6.24	B 6.28		6.53
8.61	P. T. Limit (M. C. Port. Div.)	12.21				5.00	5.06				6.27	6.31		6.56
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

- ⑤ No. 83 will not run until Saturday, June 21st, or after Saturday, September 13th. Will not run Saturday, July 5th. Will be run as an extra train Friday, July 4th.
 ③ No. 85 will not run until Tuesday, June 17th, or after Saturday, September 20th, inclusive.
 ④ No. 87 will not run until Tuesday, June 17th, or after Saturday, September 20th, inclusive.

- ⑦ No. 53 will not run until Tuesday, June 17th.
 ⑧ No. 153 will not run until Tuesday, June 17th.
 ④ No. 101 will not run after Monday, June 16th.
 Nos. 85 and 87 may run in advance of their schedule time, but when doing so will have rights of extra train only.
 ⑥ No. 103 will not run until Tuesday, June 17th.
 ⑩ No. 55 will not run after Monday, June 16th.

WESTWARD TRAINS — FIRST CLASS.

Miles	STATIONS	M. C.	B. & M.	M. C.	B. & M.	B. & M.	B. & M.	M. C.	B. & M.	M. C.	B. & M.	B. & M.	B. & M.
		2	200	8	128	134	130	44	803	12	222	90	1010
		Daily	Daily	Daily	Daily	Mou. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Mon. Only	Sun. Only
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
0.00	P. T. Limit (M. C. Port. Div.)	3.03		3.44				7.38		7.44			
2.37	Deering Jct. W-N	3.07		3.48				c 7.42	f 7.44	f 7.47			
3.44	Woodfords	3.10		3.51				f 7.45	s 7.47	7.50			
4.15	Tower Five N	3.13		3.53				7.48	7.49	7.53			
4.99	Union Station W-N	a 3.15	3.30	a 3.55	4.05	5.20	6.00	a 7.50	a 7.52	a 7.55	8.00	8.05	8.10
5.48	Tower Four		3.31		4.06	5.21	6.01				8.01	8.06	8.11
	Portland Yard 8 W												
5.74	Tower Three												
5.85	River Jct.		3.32		4.07	5.22	6.02				8.02	8.07	8.12
7.23	Tower Two		3.35		4.10	5.25	6.05				8.05	8.10	8.15
7.36	Rigby Yard W-N												
8.61	Tower One N		3.38		4.12	5.27	6.07				8.07	8.13	8.17
	<i>Scarboro Beach</i> B. & M. Western Route							6.11				Via W. Route	Via W. Route
	<i>Oak Hill</i> B. & M. Eastern Route												
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

- No. 43 is superior to No. 2.
 No. 127 is superior to No. 2.
 No. 127 is superior to No. 8.

- ⑩ No. 134 will not run until June 30th, or after August 25th. Will be run as an extra train Tuesday, September 2nd.
 ⑨ No. 90 will not run until Monday, June 30th, or after Monday, August 25th. Will be run as an extra train Tuesday, September 2.

EASTWARD TRAINS — FIRST CLASS.

Miles	STATIONS	M. C.	B. & M.	M. C.	B. & M.	M. C.	B. & M.	B. & M.	M. C.	B. & M.	B. & M.	B. & M.	M. C.	B. & M.
		701	822	707	④4	7	⑩1003	⑭293	154	105	109	111	57	1005
		Sun. Only	Ex. Sun.	Sun. Only	Daily	Ex. Sun.	Sun. Only	Sat. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
	<i>Oak Hill</i> B. & M. Eastern Route													
	<i>Scarboro Beach</i> B. & M. Western Route				7.20		8.12	8.28		8.53	10.25			10.48
0.00	Tower One N				7.25		8.17	8.33		8.57	10.29	10.38		10.52
1.25	Rigby Yard W-N													
1.38	Tower Two				7.28		8.20	8.35		8.59	10.31	10.40		10.55
2.76	River Jct.				7.32		8.23	8.38		9.02	10.34	10.43		10.58
2.87	Tower Three													
	Portland Yard 8 W													
3.13	Tower Four				7.33		8.24	8.39		9.03	10.35	10.44		10.59
3.62	Union Station W-N	6.45	6.50	7.10	a 7.35	8.20	a 8.25	a 8.40	8.45	a 9.05	a10.36	a10.45	10.58	a11.00
4.46	Tower Five N	6.47	6.52	7.12		8.22			8.47				11.00	
5.17	Woodfords	f 6.49	s 6.55	f 7.15		s 8.25			8.50				11.02	
6.24	Deering Jct. W-N	6.53	s 6.58	f 7.19		R 8.28			s 8.53				11.05	
8.61	P. T. Limit (M. C. Port. Div.)	6.56		7.22		8.31							11.08	
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

⑩ No. 1003 will not run until Sunday, June 29th, or after Sunday, August 31st.

④ No. 4 will not run until Monday, June 23rd, or after Monday, Sept. 1st.

⑭ No. 293 will not run until Saturday, June 21st, or after Saturday, September 20th, will not run Saturday, July 5th. Will be run as an extra Friday, July 4th.

WESTWARD TRAINS — FIRST CLASS.

Miles	STATIONS	B. & M.	M. C.	M. C.	M. C.	M. C.	M. C.	B. & M.	B. & M.	M. C.	B. & M.	B. & M.	M. C.	B. & M.
		⑭1012	151	④64	④264	④74	14	156	⑭1014	764	1024	⑩1022	20	168
		Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Sun. Only	Sun. Only	Ex. Sun.	Ex. Sun.
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	Noon	P. M.	P. M.	P. M.	P. M.
0.00	P. T. Limit (M. C. Port. Div.)			10.55	10.54	11.01	11.07				12.03		2.08	
2.37	Deering Jct. W-N		8.15	11.00	s11.00	s11.07	11.11				12.07		2.12	
3.44	Woodfords		s 8.20	s11.05	s11.05	s11.12	11.15			s12.11			c 2.15	
4.15	Tower Five N		8.22	11.08	11.07	11.14	11.17			12.13			2.18	
4.99	Union Station W-N	9.15	a 8.25	a11.10	a11.10	a11.17	a11.20	11.30	12.00	a12.15	12.30	1.55	a 2.20	2.30
5.48	Tower Four	9.16						11.31	12.01		12.31	1.56		2.31
	Portland Yard 8 W													
5.74	Tower Three													
5.85	River Jct.	9.17						11.32	12.02		12.32	1.57		2.32
7.23	Tower Two	9.20						11.35	12.05		12.35	2.00		2.35
7.36	Rigby Yard W-N													
8.61	Tower One N	9.23						11.37	12.07		12.37	2.02		2.37
	<i>Scarboro Beach</i> B. & M. Western Route	9.28						Via W. Route	12.11		Via W. Route	Via W. Route		2.42
	<i>Oak Hill</i> B. & M. Eastern Route													
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

⑭ No. 1012 will not run until Sunday, June 29th, or after Sunday, August 31st.

⑭ No. 1014 will not run until Sunday, June 29th or after Sunday, August 31st.

④ No. 64 will not run after Saturday, June 14th.

⑩ No. 1022 will not run until Sunday, June 29th or after Sunday, August 31st.

④ No. 264 will not run until Monday, June 16th.

④ No. 74 will not run after Saturday, June 14th.

EASTWARD TRAINS—FIRST CLASS.

Miles	STATIONS	M. C.	M. C.	B. & M.	M. C.	B. & M.	B. & M.	B. & M.	B. & M.	M. C.	B. & M.	M. C.	B. & M.	B. & M.
		11	13	1015	711	1017	1041	1011	121	25	848	168	1031	91
		Ex. Sun.	Ex. Sun.	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Fri. Only	
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
	<i>Oak Hill</i> B. & M. Eastern Route													
	<i>Scarboro Beach</i> B. & M. Western Route			11.07		1.26	2.41	2.56	3.02				5.17	5.34
0.00	Tower One N			11.12		1.31	2.46	3.01	3.05				5.23	5.38
1.25	Rigby Yard W-N													
1.38	Tower Two			11.15		1.34	2.49	3.04	3.08				5.25	5.40
2.76	River Jct.			11.18		1.37	2.52	3.07	3.11				5.28	5.43
2.87	Tower Three													
	Portland Yard 8 W													
3.13	Tower Four			11.19		1.38	2.54	3.08	3.12				5.29	5.44
3.62	Union Station W-N	11.05	11.08	a11.20	11.25	a 1.40	a 2.55	a 3.09	a 3.13	3.30	4.25	5.10	a 5.30	a 5.45
4.46	Tower Five N	11.07	11.10		11.27					3.32	4.27	5.12		
5.17	Woodfords	11.09	f11.13		s11.30					s 3.35	s 4.30	s 5.15		
6.24	Deering Jct. W-N	11.12	f11.17		f11.35					f 3.39	s 4.33	s 5.18		
8.61	P. T. Limit (M. C. Port. Div.)	11.15	11.20		11.38					3.42				
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 11 is superior to No. 48.

No. 25 is superior to No. 48.

No. 163 is superior to No. 168.

⑯ No. 1031 will not run until Sunday, June 29th.

⑭ No. 91 will not run until Friday, June 27th, or after Friday, August 29th. Will not run Friday, July 4th. Will be run as an extra train Thursday, July 3rd.

⑲ No. 1015 will not run until Sunday, June 29th, or after Sunday, August 31st.

⑳ No. 1017 will not run until Sunday, June 29th, or after Sunday, August 31st.

㉑ No. 1041 will not run until Sunday, June 29th, or after Sunday, August 31st.

WESTWARD TRAINS—FIRST CLASS.

Miles	STATIONS	B. & M.	B. & M.	B. & M.	B. & M.	B. & M.	M. C.	M. C.	M. C.	B. & M.	B. & M.	M. C.	M. C.	B. & M.
		1032	835	196	1040	1038	102	78	24	166	250	724	702	1044
		Sun. Only	Ex. Sun.	Ex. Sun.	Sun. Only	Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Sun. Only	Sun. Only
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.00	P. T. Limit (M. C. Port. Div.)						4.45	4.50	4.53			5.18	5.23	
2.37	Deering Jct. W-N		3.51				4.48	4.53	c 4.56			f 5.22	c 5.27	
3.44	Woodfords		s 3.55				4.51	4.56	c 5.00			f 5.26	c 5.30	
4.15	Tower Five N		3.57				4.53	4.58	5.02			5.28	5.33	
4.99	Union Station W-N	3.30	a 4.00	4.35	4.40	5.00	a 4.55	a 5.00	a 5.05	5.15	5.30	a 5.30	a 5.35	6.00
5.48	Tower Four	3.31		4.36	4.41	5.01				5.16	5.31			6.01
	Portland Yard 8 W													
5.74	Tower Three													
5.85	River Jct.	3.32		4.37	4.42	5.02				5.17	5.32			6.02
7.23	Tower Two	3.35		4.40	4.45	5.05				5.20	5.35			6.05
7.36	Rigby Yard W-N													
8.61	Tower One N	3.37		4.42	4.47	5.07				5.22	5.37			6.07
	<i>Scarboro Beach</i> B. & M. Western Route	Via W. Route		4.47	4.51	Via W. Route				5.42				
	<i>Oak Hill</i> B. & M. Eastern Route													
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

⑳ No. 1032 will not run until Sunday, June 29th.

EASTWARD TRAINS — FIRST CLASS.

Miles	STATIONS	B. & M.	M. C.	M. C.	B. & M.	B. & M.	B. & M.	B. & M.	B. & M.	M. C.	M. C.	B. & M.		
		237	15	43	139	183	1027	261	1033	127	227	257		
		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Fri. Only	Sun. Only	Daily	Sun. Only	Ex. Sat.	Sat. Only	Daily		
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
	*Oak Hill B. & M. Eastern Route													
	*Scarboro Beach B. & M. Western Route				6.48	7.22	8.01		9.51					
0.00	Tower One N	5.43			6.53	7.25	8.06	9.43	9.56				11.53	
1.25	Rigby Yard W-N													
1.38	Tower Two	5.45			6.55	7.27	8.09	9.45	9.58				11.55	
2.76	River Jct.	5.48			6.58	7.30	8.12	9.48	10.01				11.58	
2.87	Tower Three													
	Portland Yard 8 W													
3.13	Tower Four	5.49			6.59	7.31	8.13	9.49	10.02				11.59	
3.62	Union Station W-N a	5.50	5.55	6.00	7.00	a 7.32	a 8.15	a 9.50	a 10.03	10.10	10.10	a 12.00		
4.46	Tower Five N		5.57	6.02						10.12	10.12			
5.17	Woodfords		5.59	6.04						10.15	10.15			
6.24	Deering Jct. W-N		R 6.02	R 6.07						10.18	f 10.19			
8.61	P. T. Limit (M. C. Port. Div.)		6.05	6.10						10.21	10.22			
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		Mid.	

No. 43 is superior to Nos. 48 and 2.

No. 1033 will not run until Sunday, June 29th, or after Sunday, August 31st.

No. 183 will not run until June 27th or after August 29th. Will not run Friday, July 4th. Will be run as an extra train Thursday, July 3rd.

No. 127 is superior to Nos. 2 and 8.

WESTWARD TRAINS — FIRST CLASS.

Miles	STATIONS	M. C.	B. & M.	B. & M.	B. & M.	B. & M.	B. & M.	M. C.	M. C.	B. & M.	M. C.	B. & M.	B. & M.	B. & M.
		163	1046	292	1050	82	17	48	80	1042	156	88	84	86
		Ex. Sun.	Sun. Only	Sun. Only	Sun. Only	Daily	Daily	Ex. Sun.	Daily	Sun. Only	Ex. Sat.	Sun. Only	Ex. Sat.	Ex. Sat.
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.00	P. T. Limit (M. C. Port. Div.)							8.41	8.50		8.55			
2.37	Deering Jct. W-N	6.02						c 8.45	8.53		8.58			
3.44	Woodfords s	6.06						c 8.49	8.56		9.01			
4.15	Tower Five N	6.08						8.52	8.58		9.03			
4.99	Union Station WN a	6.10	6.30	7.30	7.55	8.00	8.15	a 8.55	a 9.00	9.02	a 9.05	9.15	9.25	9.40
5.48	Tower Four		6.31	7.31	7.56	8.01	8.16			9.03		9.16	9.26	9.41
	Portland Yard 8 W													
5.74	Tower Three													
5.85	River Jct.		6.32	7.32	7.57	8.02	8.17			9.04		9.17	9.27	9.42
7.23	Tower Two		6.35	7.35	8.00	8.05	8.20			9.07		9.20	9.30	9.45
7.36	Rigby Yard W-N													
8.61	Tower One N		6.37	7.37	8.02	8.08	8.23			9.10		9.23	9.33	9.48
	*Scarboro Beach B. & M. Western Route		6.42		8.06	8.12	8.28			9.16				
	*Oak Hill B. & M. Eastern Route													
		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 163 is superior to No. 168.

No. 80 will not run until Tuesday, June 17th.

No. 1046 will not run until Sunday, June 29th, or after Sunday, August 31st.

No. 1042 will not run until Sunday, June 29th or after Sunday, August 31st, inclusive.

No. 292 will not run until Sunday, June 22nd or after Sunday, September 21st. Will not run Sunday, August 31st. Will be run as an extra train Monday, September 1st.

No. 156 will not run until Tuesday, June 17th.

No. 1050 will not run until Sunday, June 29th.

No. 88 will not run until Sunday, June 22nd or after Sunday, September 14th. Will not run Sunday, August 31st. Will be run as an extra train Monday, September 1st.

No. 17 will not run until Monday, June 23rd or after Monday, September 1st.

No. 84 will not run until Tuesday, June 17th or after Sunday, September 21st.

No. 11 is superior to No. 48.

No. 86 will not run until Tuesday, June 17th or after Sunday, September 21st.

No. 25 is superior to No. 48.

No. 43 is superior to No. 48.

For signs additional to General Rule 6, see page 8.

EASTWARD TRAINS—FIRST CLASS.

Miles	STATIONS	M. C.	M. C.							
		151	163	Ex. Sun.	Ex. Sun.					
0.00	P. T. Limit (M. C. Port. Div.)	A. M.	P. M.							
1.88	Cumberland Mills W-N	7.58	5.46							
6.48	River Jct.	s 8.02	s 5.50							
		A. M.	P. M.							

No. 163 is superior to No. 168.

EASTWARD TRAINS—FIRST CLASS.

Miles	STATIONS	B. & M.	M. C.	B. & M.	M. C.					
		803	151	835	163	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
0.00	P. T. Limit (B. & M. Port. Div.)	A. M.	A. M.	P. M.	P. M.					
0.93	Westbrook D	7.28		3.35						
1.85	Cumberland Mills W-N	s 7.31		s 3.39						
4.91	Deering Jct. W-N	s 7.36	8.07	s 3.44	5.55					
		s 7.42	s 8.13	s 3.50	s 6.01					
		A. M.	A. M.	P. M.	P. M.					

No. 163 is superior to No. 168.

WESTWARD TRAINS—FIRST CLASS.

Miles	STATIONS	B. & M.	M. C.	B. & M.	M. C.					
		822	154	848	168	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
0.00	Deering Jct. W-N	A. M.	A. M.	P. M.	P. M.					
3.06	Cumberland Mills W-N	6.59	8.54	4.35	5.19					
3.98	Westbrook D	s 7.05	s 9.01	s 4.41	s 5.25					
4.91	P. T. Limit (B. & M. Port. Div.)	s 7.09		s 4.46						
		7.11		4.48						
		A. M.	A. M.	P. M.	P. M.					

No. 163 is superior to No. 168.

WESTWARD TRAINS—FIRST CLASS.

THIRD CLASS.

Miles	STATIONS	M. C.	M. C.					M. C.	M. C.
		154	168	Ex. Sun.	Ex. Sun.			372	376
0.00	River Jct.	A. M.	P. M.					A. M.	P. M.
4.60	Cumberland Mills W-N	9.05	5.30					5.50	9.40
6.48	P. T. Limit (M. C. Port. Div.)	s 9.09	s 5.34					s 6.05	s 9.52
		A. M.	P. M.					6.11	9.58
								A. M.	P. M.

No. 163 is superior to No. 168.

SPECIAL INSTRUCTIONS

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.

Boston and Maine trains running over Portland Terminal tracks may use marker lamps, not lighted by day, in place of green flags to indicate the rear of train.

Any brakeman who is assigned the position of flagman on train must be one who is qualified for that position.

†The time shown at Scarboro Beach (first time table station west of Tower One on B. & M. Western Route) and Oak Hill (first time table station west of Tower One on B. & M. Eastern Route) is for information of crews using main tracks in Rigby yard west of Tower One, and such trains must be cleared or protected against in accordance with rules.

Time table does not show route of some of B. & M. trains west of Tower One as those trains are routed via either route by dispatcher as conditions may warrant.

Train orders required by trains operating on the Portland Terminal Company—Maine Central Portland Division Routes, will be issued by Superintendent Portland Division.

Train orders required by trains operating on the Portland Terminal Company—Boston & Maine R. R. Portland Division, Routes, will be issued by Superintendent Boston & Maine R. R., Portland Division.

The single track between Portland Yard 8 and Tower Four, the double track via freight route between Tower Four and Tower Five and the double track between Union Station and PT-MC Limit will be known as Lower Road Route.

The double track between Tower Three and Cumberland Mills and single track between Cumberland Mills and PT-MC Limit will be known as Mountain Road Route.

The double track between Tower One and Portland Union Station will be known as Western Route.

The single track between B&M-PT Limit and Deering Jct. will be known as WN&P Route.

The following classes of engines must not be run over St. John St. Bridge on Union branch at Portland:

Maine Central Class C, S and W.	
“ “ “ O Nos. 401 to 412, inc.	
“ “ Switchers Nos. 167 to 180, inc.	
Portland Terminal Nos. 830 to 835, inc.	
B. & M. Switcher No. 625 or others of same class).	
“ Engines Class 105—2640 to 2734 inc.	
“ “ “ 100—2600 “ 2639 “	
“ “ “ 85—2310 “ 2429 “	
“ “ “ 80—2900 “ 2917 “	
“ “ “ 70—2100 “ 2129 “	
“ “ “ 70—3600 “ 3611 “	
“ “ “ 70—3620 “ 3689 “	
“ “ “ 60—3220 “ 3229 “	
“ “ “ ..—3700 “ 3710 “	
“ “ “ ..— 400 “ 452 “	
“ Large Santa Fe or Lima Engines.	

2. WATCH INSPECTORS.

Portland, Me., Frank E. Brown.

3. STANDARD CLOCKS.

Telegraph Office, Union Station.
Telegraph Office, Rigby Yard.
Engine Dispatcher's Office, Rigby Yard.

4. TIME TABLES.

Trains of the B. & M., Portland Div., W. N. & P. Route and P. T. Co. will assume corresponding schedule at P. T. Limit.

Trains of the B. & M., Portland Div., Eastern and Western Routes and P. T. Co. will assume corresponding schedule at Tower One.

Trains of the M. C., Portland Div., Mountain Road and Lower Road Routes and P. T. Co. will assume corresponding schedule at P. T. Limits.

M. C. and B. & M. employes will send receipts for Portland Terminal time table to their Superintendent.

6. SIGNS.

- B Stops to take passengers.
- c Stops to leave passengers.
- D Day train order office.
- f Flag stop to receive or discharge passengers or freight.
- N Day and night train order office.
- R Stops to take passengers from Mountain Road.
- s Regular stop.
- w Water.

11. FUSEES.

Fusees burning 5 minutes will be used on all parts of the road protected by block signals. Fusees burning 10 minutes will be used on all other parts of the road.

14. WHISTLING RULES.

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

Referring to Rule 918 of the Book of Rules:

Enginemen must exercise particular care to give the highway crossing whistle signal **beginning** the first long blast at the whistle post; cut off each blast sharply and make the long and short blasts of the whistle with interval of time between proportionate to the speed of the train, in order that the warning signal (two long and two short blasts of the whistle) shall be completed before reaching the crossing. Use, as near as conditions will permit, a minimum of three seconds for each long blast and one second for each short blast with a perceptible time between the blasts.

The use of locomotive whistle in Portland Yard will not be permitted west of Tower Five nor east of Thompsons Point, except at Tower Three, Tower Four and Tower Five, as provided by Rule 14K, and in case of danger.

At Cumberland Mills when approaching diamond crossing, enginemen of trains on Mountain Road Route give one continuous sound of whistle, and enginemen of trains on W. N. & P. Route, give two continuous sounds of whistle.

16. WING PLOWS.

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

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

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

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

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

17. HEADLIGHTS.

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

33. ELECTRIC STREET RAILWAY CROSSINGS.

Electric Street Railway crosses main lines at the following places:

- Portland.** **Brighton Avenue**, second street east of Union Station.
Congress Street, first street west of Thompson's Point shop.
Forest Avenue, yard No. 7, third crossing from Union Station on Belt Line.
- South Portland.** **Summer Street**, third street west Turner Island
- Woodfords.** **Forest Avenue**, first street west of station.
Woodfords Street, third street west of station.
- Deering Junction.** **Allen Avenue**, first street east of station.
Forest Avenue, first street west of station, W. N. & P. Route.
- Cumberland Mills.** **Cumberland Street**, second street east of station, W. N. & P. Route.
Main Street, first street west of station, Mountain Road.

Ball signals are located at these crossings excepting at Brighton Avenue, Portland Sumner Street, South Portland, and Cumberland Street, Cumberland Mills. (See Rule 698).

There are no crossing tenders on duty on W. N. & P. Route between Cumberland Mills and Westbrook Sundays. If train movement Sundays over these crossings during hours of week day protection, train must stop and flag crossing.

The position of crossing tender at Forest Avenue crossing, Preble and Alder St. crossings, Yard 7, have been discontinued. Standard metal stop posts lettered with word STOP have been erected as follows:

1 post 50 feet west of the west side of Forest Ave. crossing for eastbound trains.

1 post 50 feet east of the east side of Forest Ave. crossing for westbound trains.

1 post 50 feet west of the west side of Alder St. crossing for eastbound trains.

1 post 50 feet east of the east side of Preble St. crossing for westbound trains.

The above two crossings adjoin each other so do not require a post on each side.

The ball signal and mast signal at Forest Ave., Yard No. 7, will be continued in use. The ball signal is to be left at masthead. All moves over these crossings must come first to a fullstop at the STOP post, and before going over the crossing to be preceded by a member of the crew and move on his signal, and the member of the crew preceding the movement must lower the ball signal before move past the STOP post in either direction is made.

When pushing cars over these crossings a riding hose is to be used and connected with the air brakes.

Crossing Tenders at Summer Street, South Portland, have been discontinued. Stop posts are placed about fifty feet east and west of this crossing and all train and engine movements before passing over same must come to a full stop at Stop Post and one member of crew precede the engine or cars to the crossing to protect by suitable warning to approaching electric cars, vehicles and travelers about to cross our tracks. No car shall be left standing upon our main track to obstruct the view of travelers upon any of the streets leading to this crossing.

72. SUPERIORITY OF TRAINS.

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

83. REGISTERING STATIONS.

- Union Station.** All first class trains and passenger extras.
Rigby Yard All freight trains.
(Telegraph Office.) Note:— Conductors of freight trains arriving Rigby Yard from B. & M. Eastern and Western Routes may register in register located at the district yard office to be telephoned to the telegraph office to be recorded in train register.
- Portland Yard 8.** For freight trains moving from or via that yard.
- Deering Jct.** All trains to and from the W. N. & P. Route.

Cumberland Mills.

All trains east and west via Mountain Road Route register in M. C. register book.
 All trains east and west via W. N. & P. Route in B. & M. register book.

NOTE:— All shifting crews 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 clear on receiving track unless crew is released by yardmaster prior to that time.

In case train and engine crews are released by yard or emergency 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.

CLEARANCE CARD.

All M. C. irregular trains from freight yards eastward via Maine Central, Portland Division, going beyond Deering Junction and requiring train orders, will get them at Rigby yard office unless otherwise instructed.

All first class trains will obtain clearance card (B. & M. Form A, M. C. Form M. C. 30) before leaving Portland Union Station.

All Maine Central freight trains will obtain clearance card Form M. C. 30, before leaving Rigby yard.

After the Train Dispatcher has been advised — engine number, conductor and engineer, time on duty and consist — extra trains moving west via B. & M., Western Route may be cleared by signal indication, hand signal given by Operator or Switchman and or verbal information from Train Dispatcher or Operator.

84a. PASSENGER TRAINS MAKING IMPROPER STOP, ETC.

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

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

86. EXCEPTIONS TO GENERAL RULE 86.

On double track all second and third class and extra trains eastward and westward between Deering Junction and Tower One (including both freight and passenger routes between Tower Four and Tower Five), also between River Junction and Cumberland Mills may proceed with the current of traffic, regardless of the provisions of rule 86 if proceed signals are displayed.

Clear signals for freight route eastward at Tower Five and absence of train orders indicating otherwise, will indicate to Maine Central eastward second class or inferior trains moving on freight route and destined beyond Deering Jct., that all superior trains have run.

Towermen will not permit such movement on the time of a superior train unless so instructed by train dispatcher, and train dispatcher will not authorize such movement unless train holds train orders that will permit it to precede the superior train from Deering Jct. and clear as required by rules.

92. EXCEPTION TO RULE 92.

On double track between Deering Junction and Tower One (including both freight and passenger routes between Tower Four and Tower Five) also between River Junction and Cumberland Mills, second and third class trains may leave or arrive at stations in advance of scheduled time, but when in advance of schedule will have the rights of an extra train only. See General Rule 93-b.

93. YARD LIMITS.

Portland yards include all tracks within Yard Limits 2075 feet east of Tower Five, near Stroudwater crossing (Mountain Road Route) and Yard Limits west of Tower One via Eastern and Western Routes.

Deering Junction yard includes all tracks from Yard Limit about 3,950 feet east of station to Yard Limit just west of Read St. and Yard Limit 1,500 feet west of west Yard switch, W. N. & P. Route.

Cumberland Mills and Westbrook are included in one yard as designated by Yard Limits on Mountain Road Route 800 feet west of block Signal M 48 and just east of Pierce St. crossing; and on W. N. & P. Route 4,100 feet east of Cumberland Mills and 2,700 feet west of Westbrook.

Yard No. 1.— All Terminal Freight House tracks,— Wharves 1 and 2 and other tracks between Portland Bridge and Gas House crossing and Eastern Route drawbridge.

Yard No. 2.— All tracks on Commercial Street and adjacent wharves, except track No. 8 on Wright's wharf.

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

Yard No. 4.— All tracks in the old B. & M. Western Route yard, between easterly side of Clark Street arch and Maple Street, including track No. 8 on Wright's wharf.

Yard No. 5.— Old B. & M. Western Route yard from easterly side of M. C. main freight track near Tower Four to easterly side of Clark Street arch.

Yard No. 6.— All tracks from westerly side of the old P. & O. main track near Tower Four to east switch of crossover east of Tower Two.

Yard No. 7.— All tracks in the old W. N. & P. yard known as Preble Street yard from St. John Street bridge to Portland Junction.

Yard No. 8.— All tracks between the old P. & O. and B. & M. passenger track diamond, the westerly switch to Union Station yard in the M. C. main freight track near Tower Four, and the Gas House Crossing, south of Commercial Street, including Wharf No. 3 and track 40.

Yard No. 9.— All tracks in Fore River yard between the westerly side of B. & M. passenger tracks and sluiceway to old Canal Basin, including tracks 1 M and 2 M to River Junction, the Horn and Dump tracks

Yard No. 10.— All tracks in Thompsons Point Shop 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 in Cumberland Mills and Westbrook yards

Rigby Yard.— All tracks at Rigby west of the east switch of crossover east of Tower Two, Western Route and west of Wye connection switch.

Union Station Yard.— All tracks between the old P. & O. and B. & M. passenger track diamond, the westerly switch to Union Station yard in M. C. main freight track near Tower Four to Yard Limit east of Tower Five, including the Union Branch to St. John Street bridge.

When necessary for Portland Terminal shifters to enter onto Grand Trunk main line in India St. yard move should be made only under direction of Grand Trunk yardmaster.

97. EXCEPTION TO RULE 97.

On double track between Deering Jct. and Tower One (including both freight and passenger routed between Tower Four and Tower Five) also between River Junction and Cumberland Mills, extra trains may be run without train orders.

98. RAILROAD CROSSINGS AT GRADE ARE LOCATED AT.

P. & O. Crossing.	Tower Four
Cumberland Mills.	Tower One

When trains, light engines and shifters are moving on track No. 3-P from Yard No. 9 to Yard No. 8, they must protect against the current of traffic moving westward on the same running track between fouling point at the junction of tracks No. 3-P and No. 43 and the crossovers at the P. & O., Yard No. 8.

PASSING SIDINGS.

When eastward first class train W. N. & P. Route has order to meet at or has right over westward train to Deering Jct., the eastward train will use siding in front of station, using switch west of Forest Ave. crossing. When its work is done and ready to go, it will be governed by interlocking signals and on receipt of proper signal may proceed to double track.

At Cumberland Mills Track 13 known as the Front Wye will be considered meeting or passing track, W. N. & P. Route.

98a. SPEED RESTRICTIONS.

The maximum speed of relief trains hauling steam wrecking cranes to be the speed limit permitted for freight trains over such section, except between Portland and Waterville, either route, also Portland and Bartlett, maximum speed to be thirty miles per hour.

Relief train handling industrial cranes the maximum speed to be twenty miles per hour.

	Not to exceed per hour.
Union Station, all trains and engines over Congress St. crossing and entering station,	6 miles
Union Station Yard, freight trains on freight main line, eastward and westward,	15 "
Freight trains pulling into Yard 8 receiving tracks, Portland over crossovers and leads,	6 "
Thompsons Point, passing telegraph office, eastward,	20 "
Fore River bridge, Western Route, eastward and westward,	20 "
Fore River bridge, Mtn. Rd. Route, eastward and westward,	20 "
Canal curve, west of Westbrook, all trains,	20 "
Over crossings between Deering Junction and Westbrook, when the gateman or flagman are not on duty, all trains,	6 "
Tower One, Western Route, all trains or engines over diamond crossing,	40 "
Tower Two, all trains or engines,	40 "

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

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

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

Regular freight trains will not exceed schedule speed between stations.

Extra freight and work trains will not exceed twenty-five miles per hour.

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

The specified rate of speed per hour is the maximum at any point

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

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

101. PROTECTION FOR CARS LEFT ON RUNNING TRACKS.

When possible the practice of leaving cars on running tracks must be discontinued. It should be understood that the leaving of a red light in the night at the end of a draft of cars standing on a running track will not be considered as proper or full protection inasmuch as the light may and often does go out. When it is thought necessary to take means to protect cars from possible accident it is necessary to give full protection

103b. PROTECTING PUBLIC CROSSINGS.

Shifters moving over public crossings where crossing flagmen not on duty or where none are stationed must arrange for one member of the crew to properly flag the crossing. This rule will also apply to private crossings.

All movements to and from sidetrack in Yard 7, Portland, extending from Kennebec Street along Somerset Street and across Preble Street serving the Atlantic & Pacific Storehouse, must be made at a speed not exceeding ten miles an hour and all such movements be flagged by a man on the ground at Preble Street crossing before any part of train or car is within fifty feet of the line of that street.

Crossing Tenders at Forest Ave., Deering Junction, will protect crossing and operate ball signal from 6.50 A. M. until departure of last regular train at night, and before going off duty, will raise ball signal to mast head. When crossing tender is not on duty, trains or engines will stop before reaching crossing, a member of crew will lower the gates and ball signal before train or engine passes over the crossing. After movement over crossing is completed the ball signal and gates must be raised.

103d. OBSTRUCTING CROSSINGS.

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

On account fire protection railroad crossing between freight house and wharf No. 1 must be left open at all times excepting when cars are being switched and one member of crew must flag the crossing when moves to be made over same.

In interest of safety and protection of highway crossings, it is desired to avoid if possible, leaving any cars on sidetracks so close to highway crossings that there will not be reasonably good view from approach to the crossing of approaching trains.

At Thompsons Point the road leading to the shops across Mountain Road tracks must be kept clear.

All westbound freight trains having work to do at Deering Jct. will stop with engine east of Allen Ave. crossing and do work leaving rear of train east of crossing.

Attention is called to blocking Morrill St. crossing, 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.

Cars must not be left standing on the siding or back wye track at Cumberland Mills between Rochester and Haskell Streets (which are the first two streets west of Cumberland Mills station on the W. N. & P. Route).

SPRING SWITCHES.

At Rigby, spring switches have been installed at the junction of tracks 75 and 109, and of tracks 115 and 113, at the outward engine house tracks, and at the junction of tracks 75 and 91, and of tracks 69 and 75, at the inward engine house tracks.

Color light indicators, located at each spring switch, will show a green light in each direction when switch is in normal position, and a red light when switch is not fully closed in its normal position, or hand-thrown to reverse position.

Switches may be trailed thru when in normal position, which will be indicated by a green light, but must not be trailed thru when hand-thrown to the reverse position, which will be indicated by red light.

When necessary to hand throw switch for switching movements, the switch must be restored to its normal position after movement is completed over the switch.

Trains or engines trailing thru switch and making a reverse movement must wait until switch has closed in its normal position, which will be indicated by the light changing from red to green.

Trains or engines trailing thru switch and stopping on the switch must not take up slack or back up until switch has been set in proper position by hand-throw lever; otherwise switch will be straddled, resulting in derailment.

On account of the slow action of the oil buffer the switch cannot be thrown over quickly by hand from reverse to normal position. A steady slow pressure on the handle is required to start switch from reverse to normal position for the first two inch movement of the switch.

SIGNALS.

At the outward engine house tracks a color light dwarf signal has been installed at a point about 200 feet west of switch leading to track 75, and will govern movements from engine house tracks to track 75.

104e. REPAIR TRACKS.

Foremen in charge of repair tracks at Rigby are provided with special locks to be used on switches leading to the repair tracks.

These switches are to be kept locked for the protection of workmen when they are working on cars.

Conductors must arrange for the foreman to unlock the locks when it is necessary to make a switch on any of these tracks during time that they are so protected and will not be allowed to unlock the locks themselves.

Richer blue flag portable derails are in use on Repair Tracks at Rigby, and tracks in Terminal House Yard. These derails have a round blue target and will serve both as a derail and blue signal for protection.

108. REGISTERING TRAINS.

In registering signals the word "None," "White," "Green" as the case may be must be written in proper column of register book, and under no circumstances will ditto ("") marks or abbreviations be used.

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

109. BULLETIN BOARDS.

Union Station.
Portland Yard 8.
Telegraph Office, Rigby Yard.
Engine Dispatcher's Office Rigby Yard.
Deering Junction for B. & M. Bulletins.
Cumberland Mills for B. & M. Bulletins.

151. DOUBLE TRACK.

Tower One Western Route to the Portland Terminal Limit east of Deering Junction via Union Station.

P. & O. Crossing west of Tower Four to Tower Five via freight route.
River Junction to Cumberland Mills.

Note:—Tracks one and two for passenger trains and tracks three and four for freight trains between Tower Four and Tower Five.

221. SEMAPHORE TRAIN ORDER SIGNALS.

At Tower One.
At Tower Five.
At Deering Junction.
At Cumberland Mills.
At Westbrook.

505. AUTOMATIC ELECTRIC SEMAPHORE BLOCK SIGNALS AND MAIN LINE INTERLOCKING SIGNALS.

SIGNALS EASTWARD	BETWEEN STATIONS.	SIGNALS WESTWARD
T 1405 T 1417 T 1425 T 1435 Home, 2-arms	P. T. Limit-W. N. & P. Route and Cumberland Mills and Deering Junction	T 1412 T 1418 T 1428 T 1438 T 1442
§Home, 3-arms	EASTERN ROUTE FREIGHT TRACKS Tower One and 2500 feet East	§Home, 3-arms
§Home, 3-arms Track 4 §Home, 3-arms Track 1 D-1113 D-1121 §Home, 3-arms D-1127 D-1131 D-1137 §Home, 3-arms §Home, 3-arms §Home, 3-arms	WESTERN ROUTE Tower One and Tower Two and River Junction and Tower Three and Tower Four and 75 feet East of Crossing Track 2P	§Home 3-arms D-1118 D-1124 §Home, 3-arms D-1130 D-1136 D-1140 §Home, 3-arms §Home, 3-arms

505. AUTOMATIC ELECTRIC SEMAPHORE BLOCK SIGNALS AND MAIN LINE INTERLOCKING SIGNALS.—Con.

SIGNALS EASTWARD	BETWEEN STATIONS	SIGNALS WESTWARD
PF-11 PF-15 PF-19 §Home, 3-arms	WESTERN ROUTE FREIGHT TRACKS Tower Four and Tower Five	§Home, 3-arms PF-14 PF-18 PF-22
P 19 §Home, 3-arms P 29 P 37 §Home, 2-arms P 45 P 53 P 59	PASSENGER TRACKS Park Avenue Bridge and Tower Five and Woodfords and Deering Jct. and P. T. Limit	§Home, 3-arms P 28 P 34 P 40 Home P 46 P 54 P 62
§Home, 3-arms M 11 M 19 M 25 M 35 M 43 M 53	MOUNTAIN ROAD River Junction and Thompsons Point and End of double track Cumberland Mills	M 10 M 16 M 20 M 28 M 38 M 48

INDICATORS.

Deering Junction—|| At switch leading from west end of Bishop St. yard.
At switch leading to east end of north siding, at east end of yard.

At switch leading from eastward main line, to westward main line, at east end of yard.

Cumberland Mills—|| At switch leading from east end of track 4.

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

605. INTERLOCKING SEMAPHORE SWITCH SIGNALS.

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
§Distant, Block D-1107 §Home, 3-arms, Track 1 §Home, 3-arms, Track 1 Dwarf, Track 2 Dwarf, Track 2 Dwarf, Track 4	Tower One Western Route	§Home, 3-arms, Track 2 Distant, Block D-1118 Dwarf, Track 1 Dwarf, Track 1 Dwarf, Track 3 Dwarf, Track 4 Dwarf, Track 4 Dward, Ladder "A" Dwarf, Track 27
Distant, Block P-1045 §Home, 3-arms §Home, 3-arms §Home, 3-arms, Track 4 Home, 3-arms, Freight Track Dwarf, Track 27	Tower One Eastern Route	§Home, 3-arms, Freight Tracks Distant, Block P-1054 Dwarf, Track 23.

605. INTERLOCKING SEMAPHORE SWITCH SIGNALS.—Con.

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
Distant, Block D-1121 §Home, 3-arms, Track 1 Dwarf, Track 2 Dwarf, Track 4 Dwarf, Track 6 Dwarf, Track 3 Dwarf, Track 3 Dwarf, Track 69 Dwarf, Track 75	Tower Two	§Home, 3-arms, Track 2 Distant, Block D-1130 Dwarf, Track 1 Dwarf, Track 3
Distant, Block D-1137 §Home, 3-arms, Track 1 §Home, 3-arms, Track 1 Dwarf, Track 2	Tower Three Main Line	§Home, 3-arms, Track 2 Dwarf, Track 1 Dwarf, Track 1 Dwarf, Track 1P Dwarf, Track 43
Distant, Block M 11 §Home, 3-arms, Track 1M Dwarf, Track 2M	Tower Three Mountain Road	
§Home, 3-arms, Track 1 Dwarf, Track 2	Tower Four Main Line	§Home, 3-arms, Track 2 Dwarf, Track 1
	Tower Four Freight Tracks	§Home, 3-arms, Track 4 Distant, Block PF14 Dwarf, Track 3
§Home, 3-arms	Tower Four Track 3 P crossing Main Line	§Home, 3-arms
§Home, 3-arms	Tower Four Track 2 P crossing Main Line	
Distant, Block P 19 §Home, 3-arms, Track 1 Dwarf, Track 2	Tower Five Main Line	§Home, 3-arms, Track 2 Distant, Block P28 Dwarf, Track 1
Distant, Block PF-19 §Home, 3-arms Dwarf, Track 4	Tower Five Freight Tracks	
Distant, Block P-37 §Home, 2-arms	Deering Junction	Home, 2-arms W. N. & P. Distant, Block T-1435 Home, M. C. Distant, Block P-46

REFERENCE.

§ Semi-automatic signal for main line movements.

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

695.

BALL SIGNALS.
Union Station—West Yard.

One ball or one red light at mast head permits eastward trains via Western Route, passenger main line, to pass the limit sign and enter Union Station.

The absence of signals stops and holds all eastward trains via Western Route passenger main line outside of limit sign.

Union Station—East Yard.

One ball or one red light at masthead permits trains or engines to pass over diamond crossing tracks 21, 23 and 25 from Union Station East Yard to the Union Branch.

BALL SIGNALS—Concluded.**Union Station.—East Yard.—Concluded.**

Two balls or two red lights at mast head permits westward trains via Lower Road passenger route, to pass limit sign and enter Union Station.

Three balls or three red lights at mast head permits trains or engines to pass over diamonds tracks 25, 23 and 21 from Union Branch to Union Station East Yard.

NOTE:—Ball signal indication permitting moves over diamonds to and from Union Branch protect the moves over diamonds only. Yard rights govern either side of diamonds.

Absence of signals stops and holds all westward trains via Lower Road passenger route outside of limit sign also holds all trains and engines on Union Branch from entering East Yard.

When signals are given, permitting movements to pass the limit signs east and west of Union Station or over diamonds, shifting engines and light engines moving within the yard must not foul the avenue lined up for the passage of such trains.

In order that passenger trains from the east approaching Union Station may have clear view of ball signal, so far as practicable switching engines must avoid standing in gap of track No. 10 or on the lead of track No. 16, east of signal house.

Cumberland Mills.

One ball or one red light at mast head permits trains or engines on W. N. & P. Route to pass over diamond crossing and holds back trains and engines on Mountain Road Route.

Two balls or two red lights at mast head permits trains or engines on Mountain Road Route to pass over diamond crossing and holds back trains and engines on W. N. & P. Route.

All trains make know-nothing stop within five hundred feet of this diamond crossing, and after such stop will not move nearer the crossing until signal is right.

700. APPLICATION OF HOURS OF SERVICE LAW.**Trainmen and Enginemen.**

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

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

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

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

Telegraph Operators.

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

(1).—Nine (9) hours in any twenty-four (24) hour period in offices continuously operated night and day.

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

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

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

711. REPORTING ACCIDENTS.

When engines moving light without conductor and conditions develop requiring accident report to be filed, the engineer will make telegraphic report as well as written report.

796. USE OF AIR BRAKES.

On all revenue trains eighty-five per cent. of the cars must have air brakes in operation. Attention is called to Rule 2 of Rules Governing the Use and Care of Air Brakes and Rule 796 Rules of the Operating Department, which provide that at any point when general change of make up of train has taken place a terminal test of brakes must be made by trainmen, where no inspector is located, and whenever cars are set off or picked up it must be known to conductor whether or not brake is operating on eighty-five per cent. of train and engineman must require a report of brakes in operation.

805. CONDUCTORS' REPORTS.

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

848. PROTECT PASSENGERS FROM COLD AIR DRAFTS.

During cold weather the opening of passenger car doors should be reduced to the minimum for comfort of passengers. Doors should not be opened and fastened back when approaching station stops, but opened after stops made and only as necessary for accommodation of passengers and train employes.

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.

874. PROPER CLEARANCE.

Insofar as conditions will permit, locomotives must be left clear of any switch and so that they will not foul any adjoining track at Thompsons Point and Rigby Engine House.

914. CARE IN STARTING AND STOPPING TRAINS AND HANDLING CARS.

Before coupling onto passenger train road engines will stop within a few feet of the train and then couple on carefully. Shifting engines will make stop before coupling onto any passenger car that is occupied. This rule also applies to M. C. Class S. and Class X and B. & M. Class 100 and 105 engines coupling onto freight trains.

In switching passenger cars they must not be kicked to couple onto other cars or on bunter tracks, but in all cases remained coupled until the move is completed before detaching. Air brakes must be in use whenever passenger cars are occupied. Care should be used to make proper use of check chains and if there are not a full set of check chains air brakes must be used. Air must be used in all cases when passenger cars occupied or not when other cars standing on same track occupied by passengers or employes.

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

All freight trains backing off drafts of cars in the upper yard at Deering Junction should there be other cars standing on track they are to use, must come to a full stop before coupling onto such cars. When having six cars or more with engine riding hose must be used at the lead end. Riding hose will be found at the interlocking switch house west end station platform and should be returned to that place after moves have been made. Engines with or without cars coupling onto cars standing on grade tracks between Morrill and Walton Streets will make full stop before coupling on.

916. ENGINEMAN'S VIEW OBSCURED.

When engines are to move on tracks where the enginemen's view is obscured so that he cannot plainly see conditions in direction they are moving, one of the yard or trainmen must take position on the lead footboard or head end to protect the move and give enginemen proper signals. Conductors will see that this protection is given. It applies to all classes of engines and all yards.

1012. INSTRUCTIONS TO OPERATORS OF RAIL MOTOR CARS.

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

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

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

1035.

DERAILS.

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

SCALE TRACKS.

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

MISCELLANEOUS.

Only one man shall ride on the leading footboard of any switch engine, or on the lead end of any other engine working or running in these yards. Other members of the crew finding it necessary to ride on engine will ride on the rear or in the cab.

Any yardman or trainman using engine footboards or pilot steps during cold weather will see that they are properly cleared of snow and ice.

Defective grab irons or other safety appliances found by yardmen must be immediately reported to the conductor, who will in turn make prompt report to the General Yard Master.

Those interested are urgently requested to co-operate with a view of using careful and safe methods of operation to avoid personal injury and damage to property.

Agents, yardmasters and conductors see that these instructions are carefully observed.

WARNING TO ALL EMPLOYEES.

Employees are required to look after their own safety and to exercise caution to avoid injury to fellow employees. They must inform themselves respecting the location and clearance of all structures and obstructions (including stock corrals, mail cranes, water cranes, bridges, etc.) along the line which will not clear them when on top or sides of engines or cars.

The needs of the business require that structures of various kinds be placed beside the track and employees must be constantly on the lookout for such structures and must so conduct themselves in their work that they will not be in danger of being injured by them.

Employees are warned not to use the side ladders of cars when passing through bridges or on the sides of cars next to buildings or cars when switching in yards.

They are warned not to get on the front or rear of an engine or the end of a car as it approaches them; go between cars in motion to uncouple, open, close or arrange knuckles of couplers, or follow other dangerous practices.

Never kick a drawbar to make a coupling. Better miss and try again.

Never go under your train or engine without being absolutely sure that your engineman knows where you are.

Never go between moving cars or a moving car and engine for *any purpose whatever*. Stop them, if necessary, and wait until they do stop.

Employees are warned that it is dangerous to remain near the tracks when engines or trains are passing. Coal, stone, timber, car doors and other articles are liable to fall from engines or cars. All are required for their own protection to retire to a safe distance from the tracks on the approach of an engine or a train to remain there until the engine or train has passed.

Never move cars at stations or siding or other places where men are likely to be working in or about cars without looking to see that no one is in a position to be injured by the movement and give such men proper warning.

When necessary to go back flagging, remember that the lives of many persons are dependent upon you. You are paid "to go back" and there is no excuse for not going. Be sure you go far enough.

Employees are further warned that they must not rely on others to warn them of the approach of trains or engines, but must themselves keep a proper lookout.

Employees of every grade are warned to see for themselves before using, that the machinery, tools and appliances are in proper condition for the service required, and if not, to put them in proper condition or see that they are so put before using. The railroad does not expect its employees to incur any risk whatever from which by the exercise of their own judgment and care they can protect themselves, but enjoins them to take time in all cases to perform their duty in safety whether they may at the time be acting under orders of their superiors or otherwise.

Don't take chances. When a railroad man takes chances, the lives and limbs of passengers, fellow employees as well as his own are the stakes. Every man who gambles loses sometimes, *but you can't afford to lose once.*

THE SAFE COURSE IS THE BEST.

Remember that the rules of this Company were made because experience has shown every one of them to be necessary and they were made *to be obeyed*. You are paid to comply with rules — ALL THE RULES — and not just those you think you ought to comply with. It is not for you to decide whether the rules are necessary or the best for the purpose. That question has already been determined by men of many years' experience in our line of service. Think of that when you think of promotion.

One of the principal conditions to day in passenger transportation and which is of great concern to the traveling public is the careful handling of passenger trains on the road and passenger equipment in yards or terminals.

With the various methods of transportation and the competition existing, it becomes more and more essential that we have in mind at all times that our trains and cars are to be handled with the least possible disturbance to passengers.

Those who are asleep in sleeping cars do not like to be awakened by rough handling, loud talk or other noise around the cars, and when this occurs their comments are frequently most unfavorable toward our service. Please keep these conditions in mind.

Enginemen will endeavor to handle engines with great care in coupling, starting and stopping when handling passenger equipment, and conductors see that proper signals are given and their crew at all time in position to give best possible results in operation.

D. C. DOUGLASS,
Vice President and General Manager.

C. H. PRIEST,
Superintendent.

SPEED SCHEDULE.

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