

CHANGES IN, AND ADDITIONS TO RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT INCLUDING RULE 503 OF SUPPLEMENT No. 2.

10. COLOR SIGNALS.

COLOR.	INDICATION.
(a) Red	Stop.
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules
(d) Green and White	Flag stop. See Rule 28.
(e) Blue	See Rule 26. (Night indication for dummy mast marker).

11. Fuseses burning red 5 minutes will be used. Excepting between Bangor and Mattawamkeag where Fuseses burning RED five minutes and YELLOW five minutes will be used.

RULE 14 (1) REVISED.

O O

Indication.

Approaching public crossings at grade. To be prolonged or repeated until crossing is reached, beginning the first long blast at the whistle post, using a minimum of three second for each long blast, and one second for each short blast, with a perceptible time between the blasts.

In case of fast moving trains, the whistle signal shall be prolonged until engine is on the grade crossing. In case of slow moving trains, the crossing signal shall be repeated, the last blast to be sounded as engine goes onto the grade crossing.

17. 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.

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

19. By day marker lamps unlighted.

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

26a. A red tag, displayed on the throttle handle of an engine indicates that workmen are under, on or about it; when thus protected, the throttle, reverse lever or wheel, air brake handles, injectors or other of the engine's devices must not be operated. Each workman must display his personal tag specified for this purpose and the same workman is alone authorized to remove it.

28b. A Standard Slow Board, with speed plate showing speed allowed, and in addition two yellow lights by night, shall be displayed beside the track on the engineman's side, approximately 4000 feet from the portion of the track to be protected. Also a yellow flag, and in addition two yellow lights by night, shall be displayed beside the track on the engineman's side 100 feet from the portion of the track to be protected. A green flag, and in addition two green lights by night, shall be displayed on the engineman's side 100 feet beyond portion of track protected, as a "resume regular speed" signal. Slow board speed must not be exceeded until the entire train has passed the "Resume Speed" Signal.

90. Last paragraph changed to read:

The conductor of each train equipped with communicating signal appliance will give signal 16 (n) (— o) at least one mile before reaching a meeting or waiting point. The engineman will sound signal 14 (n) in acknowledgement. Should the engineman fail to respond to signal (16 (n)) as herein prescribed, the conductor must take immediate action to stop the train.

104. Add: In switching, passenger cars must not be kicked onto bunter tracks, or to couple to others cars. Air brakes must be in use while switching occupied passenger equipment, and when coming onto passenger trains, or drafts made up for occupancy or placed on station tracks in position for loading, regardless of whether occupied or not.

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

206. First paragraph changed to read:

In train orders, regular trains will be designated by number as "No. 10," and sections as "Second 10," adding engine number when necessary for identification.

210. Change to read:

When a "31" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must read it to the operator and then sign it, and the operator will send their signatures preceded by the number of the order to the train dispatcher. The response "complete" and the time, with the initials of the superintendent, will then be given by the train dispatcher. Each operator receiving this response will, in his own handwriting, enter on each copy the word "complete," the time, and his last name in full, and then deliver a copy for each employee addressed. The copy for each engineman must be delivered to him personally by the conductor, and enginemen must read the order to the conductor before proceeding.

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

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

210a. Cancelled.

FORMS OF TRAIN ORDERS

G.

EXTRA TRAINS.

Change (4) to read as follows:

After arrival of extra 99 east, which left B at (or about) 4.55 four fifty-five P. M., Eng. 25 run extra A to C.

The second named train must not leave A until the first named train has arrived, unless directed by train order to do so.

Add:

(5) Eng. 99 run extra A to C, clears East of B Extra 25 West which left D at 12.05 twelve naught five p. m.

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

503. Trains or engines finding home signal indicating "Stop" must stop before reaching signal and not more than 200 feet from the signal.

Train or engines, after passing an Automatic Block Signal displaying clear or approach medium indication, finding the next block signal displaying stop indication, must stop as quickly as possible consistent with safety.

Such an occurrence must be reported to the Superintendent.

866. This rule modified as follows:

Except when switching, doubling over, or when good operating practice requires it, it will not be necessary, in complying with the provisions of this rule, to be on top of cars.

1012. Motor cars should usually be run at less than the permitted maximum speed and great care used that all tools and other articles on the car are secured from falling off. Hand cars must not be pushed or hauled by motor cars. Push or trailer cars may be used with motor cars equipped with free running engine. When so used, they must always be coupled behind the motor car by standard coupler attachments, and speed must not exceed 10 miles per hour. Motor cars are neither to be pulled nor pushed except by hand from behind. When more than one motor or hand car is used in a gang, cars must not be run nearer to each other than distance of three telegraph poles when running to and from work.

1013a. Foremen or their men must not line switches for trainmen. When switches are to be lined for loaded push and motor cars, it must be done only under the personal supervision of the foreman, and switch must

be immediately returned to its original position and locked, and points examined. When oiling switches, the reverse position must be oiled first, switch then returned to normal position and the oiling completed.

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

GENERAL SPECIAL INSTRUCTIONS

NOTE—These general special instructions are in effect on both Divisions.

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

6. **SIGNS**—D Day Train Order Office.
N Day and Night Train Order Office.
W indicates Water Station.
X indicates Yard Limits.

STANDARD CLOCKS.

Telegraph Office, Lewiston Upper Station.	Engine House, Bangor.
Telegraph Office, Brunswick Station.	Telegraph Office, Mattawamkeag.
Telegraph Office, Waterville Yard.	Telegraph Office, Vanceboro.
Engine House, Waterville.	Telegraph Office, Calais.
Train Dispatchers' Office, Bangor.	Telegraph Office, Lower Yard.
Telegraph Office, Bangor Freight Yard.	Telegraph Office, Bartlett.

33.—

PUBLIC CROSSINGS.

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

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.

When a train stops on a circuit that keeps an automatic crossing wig-wag, bell or flasher working, a member of the crew should protect this crossing against highway traffic being unnecessarily held up, or crossing under the false assumption that the standing train is the only one working the signal, when as a matter of fact, a train from the opposite direction may be approaching.

Some of the automatic signals have a "cut-out" connection in a control box near the crossing. Instructions as to movements and operation of the "cut-outs" are inside the control box, and these instructions must be carefully observed when trains are switching, or standing in the signal circuit.

Crossings having automatic protection with "cut-out" device will be listed in Special Instructions of each division.

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

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

Whenever necessary for train crews or yard crews to protect highway traffic at any highway crossing in the State of Maine, a red flag or red lantern must be used, except where standard crossing gates or discs are available.

Upper quadrant yellow arms have been attached to whistle or ring posts, for crossings where trains are required by special arrangement to stop-and-protect, or stop-and-proceed, either part, or all of the time.

These signs are intended to act as a reminder, or warning to enginemen, and do not relieve employes from compliance with provisions of General Rules, Special Instructions, or Bulletin notices, or orders.

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

Train crews will, so far as possible, avoid standing or leaving their train in Crossing Signal Circuits, causing automatic crossing signals to operate when train is not to immediately pass over the crossing, or during switching movements.

Cars must not be left on side tracks close to highway crossing or where they prevent a clear view from the highway of approaching trains.

In operating trains when a back up move is likely to be made after dark, enginemen will see that they are provided with a portable tender headlight before leaving terminal.

Should occasion arise where a back up move is required after dark and portable tender headlight is not available, train must be stopped at each highway crossing and flagged over such crossing by member of crew.

SPEED RESTRICTIONS.

All speed restrictions apply while any part of the train is within the restricted area.

Speed restrictions applying to the various lines are listed in the special instructions of each Division.

SPEED RESTRICTIONS—LOCOMOTIVES.

Engines 651-654 and B. & M. Santa Fe type, 3000 series must not exceed 35 miles per hour.

Light engines, or engines with caboose must not exceed 35 miles per hour. When class S, W or B. & M. K-8 engines haul passenger trains must not exceed 45 miles per hour.

Engines operating tender first must not exceed 20 miles per hour. Motor 6000 when making back up moves must not exceed 25 miles per hour.

Switchers without Lead trucks must not exceed 20 miles per hour.

SPEED RESTRICTIONS—OTHER THAN LOCOMOTIVES.

Trains running against current of traffic must not exceed 35 miles per hour.

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

Trains with switcher assisting must not exceed 20 miles per hour. Passenger trains handling freight cars equipped for freight service only must not exceed maximum speed as prescribed for freight trains. Conductor will notify engineman when freight equipment is in train.

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

The maximum speed of relief trains handling wrecking cranes is to be the speed limit allowed freight trains in the territory where relief train is being operated, except between Rigby and Bangor, both routes, also between Rigby and Sawyers River and between Bangor and Vanceboro, maximum speed to be 30 miles per hour.

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 30 miles an hour.

Cranes 194, 196 and American Ditcher 141 must not be moved at a speed exceeding 25 miles per hour.

Stack and Bonnet must be removed when Ditcher 141 is moved by train service owing to structures whose overhead clearance will not permit this machine to operate with the bonnet in place.

88. When foot note in time table provides that a superior train take siding for an inferior train, this applies only at scheduled or train order meeting points, and if foot note designated by name the point at which the superior train is to take siding, it does not apply at any other point, unless so directed by train order.

SIDING CAPACITIES.

Listed capacity of passing sidings shows number of freight cars which will clear in addition to one engine and caboose.

99.—GENERAL INSTRUCTIONS REFERENCE HANDLING OF WORK TRAINS, AND OBSERVANCE OF RULE 99 WHEN WORKING WITH WRECKERS AND WORK TRAIN EQUIPMENT.

The following procedure must be carried through when flagmen are protecting Wreckers and Cranes, Ditchers, and all other Work Train Equipment which may, or can, foul tracks other than the one occupied by the equipment:

1. Flagmen must go out in full compliance with Rule 99, place torpedoes, and permit no train or engine to pass them without first stopping and being fully advised as to the presence and location of work equipment unless called in by whistle signal or on personal advice of Conductor that line is clear for the passage of a train or trains.
2. The practice of sending out flagmen with instructions to let all scheduled trains by without flagging must be discontinued. No Flagman is to accept such instructions.
3. Torpedoes are not to be picked up to permit the unrestricted passage of any train, and exploded torpedoes must be immediately replaced. We do not want trains passing work equipment on adjacent tracks except at restricted speed.

4. Flagmen must definitely know that the whistle recall signal has been sounded, that it was their equipment sounding it, and that it was intended for them before withdrawing flag for the passage of a train or engine. They must immediately resume flagging behind train or engine and continue to do so until advised that flag protection is no longer required.

5. Conductors must when possible so arrange the work with Work Train Foreman as to clear up for schedule trains, and for other trains about which they have advice, without delay to those trains, and must arrange to give their flagmen notice of clearing in time to avoid stopping important trains.

6. Maintenance of Way Dept. Foreman is in charge of operation of cranes or any other work equipment which is being used, and a definite understanding must be reached whereby the conductor or yard foreman will notify M. of W. Dept. foreman, who will, in turn, see that equipment is cleared for safe passage of trains. If, for any reason, this M. of W. Dept. foreman is away from this part of the job on which equipment is working, a definite understanding must be reached as to who the conductor or yard foreman should notify in the Foreman's absence.

99. 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.

SNOW PLOW REGULATIONS.

WEDGE PLOWS.

1. Will not be operated ahead of engine in double track territory except in plow trains, and when so operated on double track, plow trains will stop when being met by trains on the opposite main track.

2. Will not be operated ahead of the engine in the night time unless equipped with headlight.

3. When any train with wedge plow ahead of engine is operating in non-block signal territory it will obtain a clearance card (form M. C. 30) before leaving initial terminal and each open telegraph office, whether the train order signal is displayed or not. Telegraph operators will not issue this clearance unless authorized by Train Dispatcher, who will not so authorize unless the last preceding train in the same direction has arrived at the next open telegraph office.

WING PLOWS.

Wing plows are to be operated only with a qualified conductor or engineman in the monitor of the plow to observe signals, sound whistle signal, etc. When operated ahead of engine on a passenger train, speed must not exceed authorized Time Table speed for freight trains in the territory.

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 engineman will be provided.

Signals will be communicated to the engineman of the train who will regulate its movements, except that in case of emergency requiring prompt action, stop to be made by use of air-brake valve located in the 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, test the electric bell to be sure it is connected and working properly.

Whenever wing plows are hauled deadhead in revenue trains, the wings and flangers must be properly secured in closed position, and the plow taken behind the caboose.

SPRING SWITCHES.

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

Trains or engines moving from single to double track in the normal direction of traffic finding the signal that governs movements over the spring switch indicating Stop, will flag to the end of double track, examine the switch points closely, and if switch is closed in proper position will proceed in accordance with Rule 509-B. If the switch is not properly closed and can not be closed by means of the hand-throw lever, it must be spiked in the proper position before passing over it; and after the train

has passed the switch the spike must be removed to permit trains or engines to trail through. Spiking maul, claw bar and spikes will be found in a cabin or box near the switch.

Trains or engines trailing through a switch must not exceed a speed of 20 miles per hour until the leading wheels have passed through the switch, when speed may be accelerated to 30 miles per hour.

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

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

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

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

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

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

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

109. Bulletin boards have two positions numbered 1 and 2.

1 is used exclusively for bulletin orders.

2 is used for miscellaneous notice and circulars.

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

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

605. 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.

PROTECTION OF PASSENGERS.

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

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

Before coupling onto passenger train road engines will stop within a few feet of the train and then couple on carefully. Switching engines will make stop before coupling onto any passenger car that is occupied.

PASSENGER TRAIN CONNECTIONS.

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

BANGOR.

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

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

SPECIAL SIGNAL RULES.

Bangor Freight Yard.

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

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

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

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

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

For westbound through movements against current of traffic on eastbound main line, the signal near end of double track governing this move will be cleared by switchman at Railroad Street. For shifting movements from west end of eastbound main line to single track, push keys have been provided, located in a box on post of bracket signal, and trainmen may clear the governing signal by pressing the key marked S 1360. If movement is not made, the normal position of signals must be restored by pressing the key marked 1360.

KENDUSKEAG BRIDGE CROSSOVERS.

Movement of trains on Crossovers Kenduskeag Stream Bridge, Passenger Yard, Bangor, will be regulated by Switchman on duty who will, when switches are properly lined and he is ready for the move, signal by hand approaching trains from either direction to proceed. In absence of such signals, movement of trains must be stopped before fouling Crossovers. Hand signals to be used by Switchman as per Rule 12, (c) and (d).

HEAVY ENGINES COUPLING ONTO FREIGHT TRAINS.

Before coupling onto freight trains engines of the 100 Class, or larger, will stop within a few feet of the train, then couple on carefully.

SWITCHING CABOOSE CARS.

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.

FREIGHT CONDUCTORS.

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

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

TONNAGE RATING CLASSIFICATION OF LOCOMOTIVES.

Class	Locomotive Numbers
160 "SF"	651-654
115 "S"	627-632
110 "S"	601-02-03-04-07-08-10-12-13-17-18
105 "S"	621-626
100 "S"	606-11-16
100 "D"	701-702
70 "C"	466-470
70 "W"	501 and 509 to 528 Except 510-511-517
70 "K"	167-180
65 "C"	452-465 Except 457
65 "BO"	401-412
65 "W"	502
60 "O"	359-390 Except 360-364-375-377
60 "K"	161-168 Except 165
45 "K"	189
45 "M"	246-247
35 "C"	114
35 "H"	144, 147

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 16 hours in any 24 hour period.

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

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

24 hour period begins at the time the employe goes on duty after having at least 8 consecutive hours off duty.

Telegraph Operators.

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

- (1).—9 hours in any 24 hour period in offices continuously operated night and day.
- (2).—13 hours in any 24 hour period in offices operated only during the day time.
- (3).—In the event of an emergency which requires wire service, an operator may be instructed to remain on duty for four additional hours in a twenty-four hour period, not exceeding three days in any week.

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

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

875. 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.

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

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

Hot Journals By Day: Hold nose with first finger and thumb of right hand and point down toward track with left hand.
 By Night: Swing lantern in small vertical circle when running, lantern to be held in hand by the guard wires around the globe.

Connection Dragging . . . By Day or
 By Night: Stop signal to be given.

Car Door Swinging or About to Fall Off . . . By Day: Raise and lower right hand full length of body slowly and give stop signal.
 By Night: Same signal with lantern. In addition, give stop signal.

Brakes Sticking By Day: Palms of hands rubbed together in front of body.
 By Night: Lantern swung horizontally in front of body in circle. (Commonly known as kick motion).

All Clear By Day: Raise hand and hold it stationary.
 By Night: Quick sharp proceed signal.

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

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

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

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

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

M. & W. EQUIPMENT.

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

Equipment such as ballast cars, living cars flangers, plows and any other type of equipment of this department will be handled only on local freight trains.

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10. COLOR SIGNALS.

COLOR.	INDICATION.
(a) Red	Stop.
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules
(d) Green and White	Flag stop. See Rule 28.
(e) Blue	See Rule 26. (Night indication for dummy mast marker).

11. Fusees burning red 5 minutes will be used. Excepting between Bangor and Mattawamkeag where Fusees burning RED five minutes and YELLOW five minutes will be used.

RULE 14 (1) REVISED.

Indication.

Approaching public crossings at grade. To be prolonged or repeated until crossing is reached, beginning the first long blast at the whistle post, using a minimum of three second for each long blast, and one second for each short blast, with a perceptible time between the blasts.

In case of fast moving trains, the whistle signal shall be prolonged until engine is on the grade crossing. In case of slow moving trains, the crossing signal shall be repeated, the last blast to be sounded as engine goes onto the grade crossing.

17. 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.

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

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

26a. A red tag, displayed on the throttle handle of an engine indicates that workmen are under, on or about it; when thus protected, the throttle, reverse lever or wheel, air brake handles, injectors or other of the engine's devices must not be operated. Each workman must display his personal tag specified for this purpose and the same workman is alone authorized to remove it.

28b. A Standard Slow Board, with speed plate showing speed allowed, and in addition two yellow lights by night, shall be displayed beside the track on the engineman's side, approximately 4000 feet from the portion of the track to be protected. Also a yellow flag, and in addition two yellow lights by night, shall be displayed beside the track on the engineman's side 100 feet from the portion of the track to be protected. A green flag, and in addition two green lights by night, shall be displayed on the engineman's side 100 feet beyond portion of track protected, as a "resume regular speed" signal. Slow board speed must not be exceeded until the entire train has passed the "Resume Speed" Signal.

90. Last paragraph changed to read: The conductor of each train equipped with communicating signal appliance will give signal 16 (n) (— o) at least one mile before reaching a meeting or waiting point. The engineman will sound signal 14 (n) in acknowledgement. Should the engineman fail to respond to signal 16 (n) as herein prescribed, the conductor must take immediate action to stop the train.

104. Add: In switching, passenger cars must not be kicked onto bunter tracks, or to couple to others cars. Air brakes must be in use while switching occupied passenger equipment, and when coming onto passenger trains, or drafts made up for occupancy or placed on station tracks in position for loading, regardless of whether occupied or not.

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

206. First paragraph changed to read: In train orders, regular trains will be designated by number as "No. 10," and sections as "Second 10," adding engine number when necessary for identification.

210. Change to read: When a "31" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must read it to the operator and then sign it, and the operator will send their signatures preceded by the number of the order to the train dispatcher. The response "complete" and the time, with the initials of the superintendent, will then be given by the train dispatcher. Each operator receiving this response will, in his own handwriting, enter on each copy the word "complete," the time, and his last name in full, and then deliver a copy for each employee addressed. The copy for each engineman must be delivered to him personally by the conductor, and enginemen must read the order to the conductor before proceeding.

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

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

210a. Cancelled.

FORMS OF TRAIN ORDERS G. EXTRA TRAINS.

Change (4) to read as follows:

After arrival of extra 99 east, which left B at (or about) 4.55 four fifty-five P. M., Eng. 25 run extra A to G.

The second named train must not leave A until the first named train has arrived, unless directed by train order to do so.

Add: (5) Eng. 99 run extra A to G, clears East of B Extra 25 West which left D at 12.05 twelve naught five p. m.

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

503. Trains or engines finding home signal indicating "Stop" must stop before reaching signal and not more than 200 feet from the signal.

Train or engines, after passing an Automatic Block Signal displaying clear or approach medium indication, finding the next block signal displaying stop indication, must stop as quickly as possible consistent with safety.

Such an occurrence must be reported to the Superintendent.

866. This rule modified as follows:

Except when switching, doubling over, or when good operating practice requires it, it will not be necessary, in complying with the provisions of this rule, to be on top of cars.

1012. Motor cars should usually be run at less than the permitted maximum speed and great care used that all tools and other articles on the car are secured from falling off. Hand cars must not be pushed or hauled by motor cars. Push or trailer cars may be used with motor cars equipped with free running engine. When so used, they must always be coupled behind the motor car by standard coupler attachments, and speed must not exceed 10 miles per hour. Motor cars are neither to be pulled nor pushed except by hand from behind. When more than one motor or hand car is used in a gang, cars must not be run nearer to each other than distance of three telegraph poles when running to and from work.

1013a. Foremen or their men must not line switches for trainmen. When switches are to be lined for loaded push and motor cars, it must be done only under the personal supervision of the foreman, and switch must

be immediately returned to its original position and locked, and points examined. When oiling switches, the reverse position must be oiled first, switch then returned to normal position and the oiling completed.

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

GENERAL SPECIAL INSTRUCTIONS

NOTE—These general special instructions are in effect on both Divisions.

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

6. **SIGNS**—D Day Train Order Office.
N Day and Night Train Order Office.
W indicates Water Station.
X indicates Yard Limits.

STANDARD CLOCKS.

Telegraph Office, Lewiston Upper Station.	Engine House, Bangor.
Telegraph Office, Brunswick Station.	Telegraph Office, Mattawamkeag.
Telegraph Office, Waterville Yard.	Telegraph Office, Vanceboro.
Engine House, Waterville.	Telegraph Office, Calais.
Train Dispatchers' Office, Bangor.	Telegraph Office, Lower Yard.
Telegraph Office, Bangor Freight Yard.	Telegraph Office, Bartlett.

33.—

PUBLIC CROSSINGS.

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

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.

When a train stops on a circuit that keeps an automatic crossing wig-wag, bell or flasher working, a member of the crew should protect this crossing against highway traffic being unnecessarily held up, or crossing under the false assumption that the standing train is the only one working the signal, when as a matter of fact, a train from the opposite direction may be approaching.

Some of the automatic signals have a "cut-out" connection in a control box near the crossing. Instructions as to movements and operation of the "cut-outs" are inside the control box, and these instructions must be carefully observed when trains are switching, or standing in the signal circuit.

Crossings having automatic protection with "cut-out" device will be listed in Special Instructions of each division.

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

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

Whenever necessary for train crews or yard crews to protect highway traffic at any highway crossing in the State of Maine, a red flag or red lantern must be used, except where standard crossing gates or discs are available.

Upper quadrant yellow arms have been attached to whistle or ring posts, for crossings where trains are required by special arrangement to stop-and-protect, or stop-and-proceed, either part, or all of the time.

These signs are intended to act as a reminder, or warning to enginemen, and do not relieve employees from compliance with provisions of General Rules, Special Instructions, or Bulletin notices, or orders.

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

Train crews will, so far as possible, avoid standing or leaving their train in Crossing Signal Circuits, causing automatic crossing signals to operate when train is not to immediately pass over the crossing, or during switching movements.

Cars must not be left on side tracks close to highway crossing or where they prevent a clear view from the highway of approaching trains.

In operating trains when a back up move is likely to be made after dark, enginemen will see that they are provided with a portable tender headlight before leaving terminal.

Should occasion arise where a back up move is required after dark and portable tender headlight is not available, train must be stopped at each highway crossing and flagged over such crossing by member of crew.

SPEED RESTRICTIONS.

All speed restrictions apply while any part of the train is within the restricted area.

Speed restrictions applying to the various lines are listed in the special instructions of each Division.

SPEED RESTRICTIONS—LOCOMOTIVES.

Engines 651-654 and B. & M. Santa Fe type, 3000 series must not exceed 35 miles per hour.

Light engines, or engines with caboose must not exceed 35 miles per hour. When class S, W or B. & M., K-8 engines haul passenger trains must not exceed 45 miles per hour.

Engines operating tender first must not exceed 20 miles per hour. Motor 6000 when making back up moves must not exceed 25 miles per hour.

Switchers without Lead trucks must not exceed 20 miles per hour.

SPEED RESTRICTIONS—OTHER THAN LOCOMOTIVES.

Trains running against current of traffic must not exceed 35 miles per hour.

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

Trains with switcher assisting must not exceed 20 miles per hour. Passenger trains handling freight cars equipped for freight service only must not exceed maximum speed as prescribed for freight trains. Conductor will notify engineman when freight equipment is in train.

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

The maximum speed of relief trains handling wrecking cranes is to be the speed limit allowed freight trains in the territory where relief train is being operated, except between Rigby and Bangor, both routes, also between Rigby and Sawyers River and between Bangor and Vanceboro, maximum speed to be 30 miles per hour.

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 30 miles an hour.

Cranes 194, 196 and American Ditcher 141 must not be moved at a speed exceeding 25 miles per hour.

Stack and Bonnet must be removed when Ditcher 141 is moved by train service owing to structures whose overhead clearance will not permit this machine to operate with the bonnet in place.

88. When foot note in time table provides that a superior train take siding for an inferior train, this applies only at scheduled or train order meeting points, and if foot note designated by name the point at which the superior train is to take siding, it does not apply at any other point, unless so directed by train order.

SIDING CAPACITIES.

Listed capacity of passing sidings shows number of freight cars which will clear in addition to one engine and caboose.

99.—GENERAL INSTRUCTIONS REFERENCE HANDLING OF WORK TRAINS, AND OBSERVANCE OF RULE 99 WHEN WORKING WITH WRECKERS AND WORK TRAIN EQUIPMENT.

The following procedure must be carried through when flagmen are protecting Wreckers and Cranes, Ditchers, and all other Work Train Equipment which may, or can, foul tracks other than the one occupied by the equipment:

1. Flagmen must go out in full compliance with Rule 99, place torpedoes, and permit no train or engine to pass them without first stopping and being fully advised as to the presence and location of work equipment unless called in by whistle signal or on personal advice of Conductor that line is clear for the passage of a train or trains.
2. The practice of sending out flagmen with instructions to let all scheduled trains by without flagging must be discontinued. No Flagman is to accept such instructions.
3. Torpedoes are not to be picked up to permit the unrestricted passage of any train, and exploded torpedoes must be immediately replaced. We do not want trains passing work equipment on adjacent tracks except at restricted speed.

4. Flagmen must definitely know that the whistle recall signal has been sounded, that it was their equipment sounding it, and that it was intended for them before withdrawing flag for the passage of a train or engine. They must immediately resume flagging behind train or engine and continue to do so until advised that flag protection is no longer required.

5. Conductors must when possible so arrange the work with Work Train Foreman as to clear up for schedule trains, and for other trains about which they have advice, without delay to those trains, and must arrange to give their flagmen notice of clearing in time to avoid stopping important trains.

6. Maintenance of Way Dept. Foreman is in charge of operation of cranes or any other work equipment which is being used, and a definite understanding must be reached whereby the conductor or yard foreman will notify M. of W. Dept. foreman, who will, in turn, see that equipment is cleared for safe passage of trains. If, for any reason, this M. of W. Dept. foreman is away from this part of the job on which equipment is working, a definite understanding must be reached as to who the conductor or yard foreman should notify in the Foreman's absence.

99. 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.

SNOW PLOW REGULATIONS.

WEDGE PLOWS.

1. Will not be operated ahead of engine in double track territory except in plow trains, and when so operated on double track, plow trains will stop when being met by trains on the opposite main track.

2. Will not be operated ahead of the engine in the night time unless equipped with headlight.

3. When any train with wedge plow ahead of engine is operating in non-block signal territory it will obtain a clearance card (form M. C. 30) before leaving initial terminal and each open telegraph office, whether the train order signal is displayed or not. Telegraph operators will not issue this clearance unless authorized by Train Dispatcher, who will not so authorize unless the last preceding train in the same direction has arrived at the next open telegraph office.

WING PLOWS.

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. When operated ahead of engine on a passenger train, speed must not exceed authorized Time Table speed for freight trains in the territory.

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 engineman will be provided.

Signals will be communicated to the engineman of the train who will regulate its movements, except that in case of emergency requiring prompt action, stop to be made by use of air-brake valve located in the 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, test the electric bell to be sure it is connected and working properly.

Whenever wing plows are hauled deadhead in revenue trains, the wings and flangers must be properly secured in closed position, and the plow taken behind the caboose.

SPRING SWITCHES.

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

Trains or engines moving from single to double track in the normal direction of traffic finding the signal that governs movements over the spring switch indicating Stop, will flag to the end of double track, examine the switch points closely, and if switch is closed in proper position will proceed in accordance with Rule 509-B. If the switch is not properly closed and can not be closed by means of the hand-throw lever, it must be spiked in the proper position before passing over it; and after the train

has passed the switch the spike must be removed to permit trains or engines to trail through. Spiking maul, claw bar and spikes will be found in a cabin or box near the switch.

Trains or engines trailing through a switch must not exceed a speed of 20 miles per hour until the leading wheels have passed through the switch, when speed may be accelerated to 30 miles per hour.

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

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

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

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

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

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

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

109. Bulletin boards have two positions numbered 1 and 2.

1 is used exclusively for bulletin orders.

2 is used for miscellaneous notice and circulars.

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

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

605. 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.

PROTECTION OF PASSENGERS.

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

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

Before coupling onto passenger train road engines will stop within a few feet of the train and then couple on carefully. Switching engines will make stop before coupling onto any passenger car that is occupied.

PASSENGER TRAIN CONNECTIONS.

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

BANGOR.

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

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

SPECIAL SIGNAL RULES.

Bangor Freight Yard.

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

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