

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
150 "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"	107-180
65 "C"	452-465 Except 457
65 "BO"	401-412
65 "W"	502
60 "O"	359-390 Except 360-364-375-377
60 "K"	161-166 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 derrails on passing and other tracks on lines where night service is performed and the targets of such derrails are painted yellow; on other lines stands on switches leading directly to side tracks on which derrails are installed are given distinguishing marks by painting yellow the handle, except grip, and also the sleeve casting or other part of stand as an indication that a derail exists on the sidetrack.

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.

EASTERN DIVISION SPECIAL INSTRUCTIONS.

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

14. WHISTLING RULES.

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

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

33. LIST OF CROSSINGS PROTECTED BY FLAGMEN AND GATES.

BANGOR TO VANCEBORO.

Location.	Protection.	Week Days.	Hours Protected.	Sundays.
BANGOR.				
Railroad St.	Flagman	6.00 A-6.00 P		None
May St.	Gate			
Opr. at Front St.	Flagman			
Front St.	Flagman			
When City of Bangor on Standard Time		6.00 A. M. - 11.00 P. M.		Same
When City of Bangor on Daylight Time		5.00 A. M. - 10.00 P. M.		
When Bangor-Brewer Ferry not running.		8.00 A. M. - 7.00 P. M.		
OLDTOWN.				
Center St.	Flagged by Train Crew..			Day and Night
(St. Track)				
LINCOLN.				
Town Road	Flagged by Station Crew.During Time on Duty			None
MATTAWAMKEAG.				
State Road	Flagman	6.15 A-12.25 A		Same
KINGMAN.				
Park St.	Flagged by Train Crew..			Day and Night
(Sidetrack).				

STILLWATER BRANCH.

ORONO.				
Water St.	Flagged by Train Crew			Day and Night
Mill St.	Flagged by Train Crew			Day and Night
Bridge St.	Flagged by Train Crew			Day and Night

HOWLAND BRANCH.

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

CALAIS BRANCH—Bangor to Calais.

BANGOR.				
Washington St.	Flagged by Train Crew..			Day and Night
(Bacon & Robinson Track)				
BREWER JCT.				
State St.	Flagged by Train Crew..			Day and Night
(Smith Mill Track)				
ELLSWORTH FALLS.				
Waltham Road.	1 Gate and Crossing Tender	6.00 A-12.00 M		Same
EAST MACHIAS.				
Town Road	Flagman	8.00 A- 8.00 P		Same
DENNYSVILLE.				
Milwaukee Road	Flagged by Station Crew.During Time on Duty			None

BUCKSPORT BRANCH—Brewer Junction to Bucksport.

SOUTH BREWER.				
Main St.	Flagged by Train Crew..			Day and Night
(Eastern Mfg. Co. Spur)				

EASTPORT BRANCH—Ayers Junction to Eastport.

EASTPORT.				
Washington St.	Flagged by Train Crew			Day and Night
Key St.				
High St.				
Middle St.				

CROSSINGS HAVING AUTOMATIC PROTECTION WITH CUT-OUT DEVICE.

DANFORTH.—County Road Crossing.

Control box about 200 feet west of crossing for eastward trains and on station building for westward trains.

Crossing just west of station Control Box on Station.

EASTBROOK ROAD CROSSING—West of Franklin.

Control Box located on Post leading to spur track east of the Crossing.

DANFORTH.—When eastward freight trains leave their train west of County Road Crossing which is protected by Flasher Type Signals it must be left a sufficient distance west of the cut out located on post two hundred feet west of the crossing so that when engine with or without cars returns to the train engine will be west of the cut out. Whenever a train or engine is on either Track 4 (Freight House Track), Track 7 (South Passing Track) or Track 5 and an eastbound train or engine passes, the switches on west end of Tracks 4, 5 and 7 must not be changed, or the main line circuit fouled by movement of engine or cars until the eastbound train, or engine, has moved east to clear switch on west end of Track 6 (North Passing Track).

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

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

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

ENFIELD.—When an eastward freight train has work at Enfield unless required to take siding they will stop train far enough back of highway crossing automatic signal circuit marker which is located about 1400 feet west of west switch of passing siding so that engine returning to train will clear the crossing signal circuit that when the train proceeds into the circuit the signal will become operative.

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

HANCOCK.—At East Road Crossing all trains will come to a full stop and member of crew will flag this crossing before passing over.

EASTPORT.—All trains and engines in both directions must come to a full stop before crossing Middle, High, Key and Washington Streets, Eastport, and these crossings must be protected by a conductor or brakeman while cars and engines are passing over them. Speed not to exceed 4 miles per hour and stop to be made near enough to crossing so that engine or leading car is plainly visible to pedestrians or drivers of teams or automobiles approaching crossing from either direction. This to apply to switching as well as train movements.

CROSSING SIGNALS FOR MANUAL OPERATION.

Crossing signals are connected for manual operation for shifting movements at North Main and Crosby Streets, Webster and at Portland and Jameson Streets, Great Works, Center-Jordan-Parker and Wilson Streets, Brewer Jct.

Crossing Signals at Center-Jordan-Parker and Wilsons Streets, Brewer Jct., will be manually controlled by Operator located in Crossing Tender's Cabin at Parker Street from 7.30 A. M. to 4.00 P. M. each week day.

83.

TRAIN REGISTERS.

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

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

Conductors of trains from Calais will report thirty minutes in advance of leaving time of trains, consult train register book and report by Telephone to Engineman at Salmon Falls whether or not all scheduled trains have run, in order that Engineman may know movement of Engines Salmon Falls to Calais is protected. On arrival of trains at Calais, Conductors will consult train register book and provide Engineman with Register Check Form E.

TRACKS TO BE USED IN MEETING OF PASSING TRAINS AT DESIGNATED POINTS.

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

OLDTOWN.—Track No. 11 (second track south of main line) capacity 28 cars.

In fulfilling meet or wait orders:

At Milford.—Eastward trains if required to take siding will use the crossover switch, and wait orders will apply at that point.

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

At Green Lake.—Eastward trains if required to take siding will use the crossover switch, and wait orders will apply at that point.

SPEED RESTRICTIONS.

	Direction	Miles Per Hour	
		Pass.	Freight
BANGOR YARD.			
Between switch at west end of West Yard and lead to east end of double track	East	20	20
Through lead at east end of double track and between east end of double track and Limit Board No. 1 east of Union Station	Both	15	15
Kenduskeag Stream Bridge	Both	15	15

	Direction	Miles Per Hour	
		Pass.	Freight
MAIN LINE.			
Bangor and Mattawamkeag	Both	45	35
No. 23 reduce speed to 15 miles per hour passing stations at Orono, Enfield, Winn and Forest to provide for U. S. Mail			
Oldtown and Milford Bridges	"	10	10
Speed of "BO" Engines Between Enfield and Howland	"	15	15
Mattawamkeag and Vanceboro	"	60	45
Curve at Mileage 194.73 east of Mattawamkeag	"	50	
Curve at Mileage 195.36 east of Mattawamkeag	"	50	
Curve at Mileage 197.33 west of Gordon	"	55	
Reverse curves from Mileage 204.50 to 205.23 east of Kingman	"	50	
Kingman Track No. 8	"	6	6
Reverse curves from Mileage 210.6 to 211 east of Meadow Brook	"	50	
Reverse curve from Mileage 211.99 to 212.26 east and west of Wytopitlock	"	50	
Three reverse curves from Mileage 215.49 to 215.65 and 216 east and west of Bancroft	"	50	
Curve at Mileage 218.47 west of Cherokee	"	50	
Reverse curves from Mileage 229.06 to 229.63 east and west of Eaton	"	50	
Reverse curves from Mileage 233.6 to 233.78 west of Forest	"	50	
Curve at Mileage 234.82 east of Forest	"	50	
Reverse curves from Mileage 239.54 to 241.58 west of Todds Farm	"	50	
Reverse curves from Mileage 242.95 to 246.03 east of Todds Farm to east of Lambert Lake	"	50	
Vanceboro, second crossing east of station	East	6	6

	Direction	Miles per Hour	
		Pass.	Freight
CALAIS BRANCH, Bangor and Calais.			
Maximum	Both	35	25
Over Switch, 26 Main Line to Branch	"	15	15
Bangor-Brewer Bridge	"	6	6
Over Crossings Center-Jordan Sts., Parker St. and Wilson St. Brewer Jct.	"	15	15
Curve 1700 feet East of Brewer Jct. Mileage P 138.5	"	25	25
Curve 600 feet West of	"	139	25
Curve 2nd East of Fishers	"	144.69	30
Curve 1st West of Bagaduce Crossing	"	145.81	30
Curve 1800 feet West of	"	147	25
Curves (reverse) West of Egerys Mill Bridge	"	148.60	25
Curve 2300 feet East of	"	148	25
Curve 1850 feet West of	"	149	25
Curve 2100 feet East of	"	151	25
Curve 2100 feet West of	"	152	25
Curve 530 feet West of	"	152	25
Curve 260 feet East of	"	152	25
Curve East of Green Lake Station	"	154.94	30
Curve 800 feet East of	"	154	25
Curve 2050 feet West of	"	155	25
Curve 500 feet West of	"	161	25
Curves (reverse) West of Union River Bridge West of Ellsworth Falls	"	164	30
Curve 500 feet West of	"	176	25
Curve East of Franklin	"	180	25
Curve 1250 feet East of	"	182	25
Curve 200 feet West of	"	197	25
Curve 3600 feet East of	"	208	25
Curve 1000 feet West of	"	226	25
Curve at Machlasport	"	228	25
Curve East of Machlasport	"	229	25
East Machias first and second highway crossing west and the first highway crossing east of station	"	20	10
Curve 500 feet East of Mileage P 229	"	25	25
Curve 1500 feet West of	"	230	25
Curve 1000 feet West of	"	230	25
Curve 100 feet West of	"	232	25
Curve 1300 feet East of	"	244	25
Curve at	"	252	25
Curve 600 feet East of	"	252	25
Curve 2000 feet West of	"	256	25
Curve 1600 feet West of	"	256	25
Curve 900 feet West of	"	256	25

	Direction	Miles per Hour	
		Pass.	Freight
CALAIS BRANCH—Concluded, Bangor and Calais.			
Curve 850 feet East of Milltown	"	25	25
Curve 1900 feet East of Milltown	"	25	25
Milltown between 150 feet East and 150 feet West of station	"	4	4
Curve 900 feet East of Mileage P 268	"	25	25
Salmon Falls Machine Shops between East and West Switch	"	6	6
Curve 1050 feet West of Mileage P 269	"	25	25
Curve 1600 feet West of Calais	"	25	25
Calais west end of cut west of overhead bridge and station	"	6	6

SPEED RESTRICTIONS.

BO Engines, single or coupled may be operated between Bangor and Calais with the following special speed restrictions:

15 miles per hour between Bangor and Brewer Jct., and as follows:

Over Bridge — Mileage	Direction	Miles per Hour
149.01 — Fitz Pond Bridge		1.43 miles east of Holden
153.43 — Reeds Pond Bridge		2.60 miles east of Lucerne-in-Maine
159.33 — Boggy Brook Bridge		.80 miles east of Nicolin
165.99 — Church Street Bridge		.10 miles west of Ellsworth
190.42 — Whitten Stream Bridge No. 4		2.30 miles east of Goodwins
224.93 — Marshfield Road Bridge		.60 miles west of Machias
232.03 — East Machias River Bridge		2.08 miles east of East Machias
239.40 — Harmon Stream Bridge		.69 miles west of Holways

Between Washington Jct. and Calais, maximum speed 20 miles per hour and 15 miles per hour when operating tender first.

	Direction	Miles per Hour	
		Pass.	Freight
BUCKSPORT BRANCH, Brewer Junction and Bucksport.			
Maximum	Both	30	20
Over Crossings Parker St. and Wilson St. Brewer Jct.	"	15	15
South Orrington approaching first crossing east of station until engine passes over crossing	"	6	6
Smelt Brook Crossing, Bucksport	"	6	6

Maximum speed of "BO" Engines between Brewer Jct. and Bucksport 20 miles per hour.

WAUKEAG BRANCH.

	Direction	Miles per Hour	
		Pass.	Freight
Washington Junction and Waukeag.			
Maximum	Both	20	20
Waukeag over crossing just west of station	"	6	6

Maximum speed of "BO" engines between Washington Jct. and Waukeag 20 miles per hour, with further restriction of 15 miles per hour over bridge 169.05, .53 miles east of Washington Jct.

EASTPORT BRANCH.

	Direction	Miles Per Hour	
		Pass.	Freight
Ayers Junction and Eastport.			
Maximum	Both	30	20
All Bridges	"	15	15
Eastport: Middle, Key, High and Washington Streets	"	4	4

Speed of Small O engines between Ayers Jct. and Eastport not to exceed 20 miles per hour and between Eastport and Sea St. 10 miles per hour.

WOODLAND BRANCH.

	Direction	Miles per Hour	
		Pass.	Freight
St. Croix Junction and Woodland.			
Maximum	Both	30	20
Baring Engines pushing cars over highway crossings	"	6	6

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

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

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

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

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

Operators.

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

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

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

- (a) Secure information that the points of dual control switches are in proper position and safe for movement.
- (b) Check the permits issued to trains or engines granted permission to hand-operate dual control switch to determine whether or not conflicting movement is involved, and if so, protect it.
- (c) Make record of the signal out of order and train or engine number reporting signal at stop.
- (d) Authorize movement.

Enginemen and Trainmen.

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

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

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

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

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

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

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

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

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

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

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

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

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

109. BULLETIN BOARDS.

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

151. DOUBLE TRACK.

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

221. SEMAPHORE TRAIN ORDER SIGNALS.

At all telegraph stations except Calais, Eastport and Bangor Freight Yard. At Bangor, trains whose initial terminal is Bangor Freight Yard, must obtain clearance card (Form M. C. 30) before departing.

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

BANGOR.

Passenger trains from the Calais Branch will not start from switchback until road test has been made by application of brake from the rear, and released by engine man.

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

MAXIMUM TONNAGE RATING FOR SINGLE LOCOMOTIVES.

	CLASS							
	115	110	105	100	70	65	60	45
Bangor to Veazie	1850	1700	1600	1500	1050	975	900	675
Veazie to Mattawamkeag	1900	1800	1700	1600	1125	1025	950	700
Mattawamkeag to Vanceboro	1700	1550	1450	1350	950	860	800	600
Vanceboro to Forest	2450	2300	2100	1900	1200	1100	1000	750
Forest to Enfield	2650	2500	2300	2200	1400	1300	1200	900
Enfield to Bangor	3550	3400	3200	3000	1850	1690	1600	1175
Bangor to Waukeag						750	650	425
Waukeag to Bangor						750	650	425
Washington Junction to Calais						850	750	500
Calais to Washington Junction						850	750	500
Brewer Junction to Bucksport					900	850	800	500
Bucksport to Brewer Junction					900	850	800	500
Ayers Junction to Eastport						600	450	300
Eastport to Ayers Junction						600	450	300
St. Croix Junction to Woodland							1100	675
Woodland to St. Croix Junction							1100	675

Helper service to take combined rating of engines.

HEAVIEST ENGINES PERMITTED

Between	Classes	Between	Classes
Bangor and Vanceboro	All Ex. 701 & 702	Washington Junction and Waukeag	65 Ex. 502
Bangor and Brewer Junction	65 Ex. 502	Washington Junction and Calais	65 "
Brewer Junction and Bucksport	65 "	Calais and Woodland	60
Brewer Junction and Washington Junction	65 "	Ayers Junction and Eastport	60

When any engine smaller than "BO" is coupled with this type, the smaller engine must be kept ahead.
Class S engines when coupled with any class of engine will be uncoupled and separated while passing over Oldtown and Milford Bridges.

WATCH INSPECTORS.

Bangor, Me., George R. Townsend Eastport, Me., A. J. Danforth
 Calais, Me., George B. Bates

TRACK AND TURNTABLE RESTRICTIONS.

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

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

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

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

When taking cars from Track No. 3 (Pit Track) at McGeorges air must be coupled and in use on all cars handled.

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

On account of 60 foot Turntable at Eastport, Small O Engines with short tanks only can be turned and no other engines of this type are to be operated between Ayers Jct. and Eastport.

"BO" Engines or larger must not be put on track 6 at Lincoln.

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

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

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

75 Ton Capacity Crane (Bangor) No. 177.

75 Ton Capacity Crane (Rumford) No. 178.

Stillwater Branch

100 Ton Capacity Crane No. 179 (Portland).

120 Ton Capacity Crane No. 180 (Waterville).

Stillwater Branch
 Bucksport Branch
 Woodland Branch

Howland Branch
 Eastport Branch

When Crane 179 and Crane 180 operated Bangor to Calais the following restrictions must be observed:

10 M. P. H. Mileage 141.82—Felt Brook Bridge	3.60 miles east of Brewer Jct.
10 M. P. H. " 143.40—Holden Bridge	4.20 miles west of Holden
10 M. P. H. " 153.43—Reeds Pond Bridge No. 1	2.60 miles east of Lucerne
10 M. P. H. " 159.33—Boggy Brook Bridge	.80 miles east of Nicolin
10 M. P. H. " 159.50—Boggy Brook Bridge, No. 1	1.00 miles east of Nicolin
10 M. P. H. " 165.99—Church St. Bridge	.10 miles west of Ellsworth
10 M. P. H. " 190.42—Whitten Stream Bridge, No. 4	2.30 miles east of Goodwins
10 M. P. H. " 224.93—Marshfield Road Bridge	.60 miles west of Machias
10 M. P. H. " 269.08—Salmon Falls Bridge (On Track 20)	.70 miles east of Milltown

Industrial Crane No. 194.

Bangor to Calais
 Washington Jct. to Waukeag
 Woodland Branch
 Stillwater Branch

Bucksport Branch
 Eastport Branch
 Howland Branch

Industrial Crane No. 196.

Woodland Branch
 Howland Branch

Eastport Branch
 Stillwater Branch

American Ditcher 141.

Howland Branch
 Ayers Jct. to Calais
 Eastport Branch

Brewer Jct. to Bucksport
 Woodland Branch
 Stillwater Branch

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

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

BUCKSPORT BRANCH.

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

INDICATORS.

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

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

BANGOR TO VANCEBORO.

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

CALAIS BRANCH.— Bangor to Washington Jct.

SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD	SIGNALS EAST-WARD	BETWEEN STATIONS	SIGNALS WEST-WARD
	Switchback			Green Lake	
H 1375	and	Dwarf H 1376	H 1547		H 1550
H 1381	Brewer Junction	H 1376	H 1557	and	H 1560
		H 1382	H 1567		H 1570
H 1389		H 1390	H 1579	Nicolin	H 1582
H 1399		H 1402	H 1587		H 1590
H 1409	and	H 1412	H 1597		H 1600
H 1419		H 1424	H 1607	and	H 1610
H 1431	Fishers	H 1434	H 1617		H 1622
		H 1442	H 1629	The Falls	H 1632
H 1439		H 1452	H 1639	and	H 1644
H 1451	and	H 1462	H 1649		H 1652
H 1461	Holden	H 1472	H 1657	and	H 1658
H 1471				Ellsworth	
H 1479		H 1482	H 1667	and	H 1668
H 1489	and	H 1494	H 1673		H 1676
H 1501	Lucerne-in-Maine	H 1504	H 1685	Washington Jct.	H 1686
				and	H 1694
H 1509		H 1512		One Mile East	
H 1519	and	H 1522		Switch leading to	
H 1529	Green Lake	H 1530		Waukeag Branch	
H 1537		H 1540		at Washington Junc. and One Mile East	C 1686 C 1696

605.

INTERLOCKING SIGNALS.

EASTWARD. Read Down.	LOCATION.	WESTWARD. Read Up.
Dwarf Light Signal, Track 4	Bangor Yard West End cover " A "	
Approach, Block 1350 ‡Home, Maine Line Dwarf, Track 15 ‡Home, Maine Line Dwarf, Track 37	Bangor Yard (Railroad Street)	‡Home, 2-arms Approach, Block 1368
‡Home, Light Signal ‡Home, Light Signal	Bangor Calais Junction Main Line	‡Home, Light Signal ‡Home Approach, Block 1390
	Bangor Calais Junction Calais Branch	Dwarf, Light Signal Approach, Block H-1376
Approach, Block 1925 Approach, Block 1939 ‡Home, M. C. R. R. ‡Home, M. C. Yard ‡Home, C. P. Ry.	Mattawamkeag	‡Home, 3-arm Top arm-C. P. Ry. Middle arm-M. C. mainline Lower arm-M. C. yard Approach, 2-arms Top arm-C. P. Ry. Lower arm-M. C. main line

REFERENCES.

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

698.

ELECTRIC STREET RAILWAY CROSSINGS.

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

W. E. KINGSTON, Assistant Superintendent.

Train Dispatchers: J. I. MOSHER J. A. COSGROVE J. HENDRICKSON
Extra Train Dispatchers: J. E. BOUCHARD W. E. PIERCE A. W. DODGE

SAFETY FIRST—
friendliness too!

SAFETY FIRST—
friendliness too!

“ FRIENDLINESS TOO ”

Every one of us working for this Railroad has two jobs. We may be enginemen or trainmen; agents, clerks, telegraphers, trackmen, machinists or supervisors. That's just one of our jobs. Our other job—and a very important one today—is that of **public relations man.**

Every one of us is in part responsible for the relations of the Railroad with the public. If we are **good** public relations men, we help bring about a better public understanding of the railroad situation; we help to build up public good-will toward the railroads in general and our own Railroad in particular.

Better understanding and increased good-will help to bring the railroad more business; and more business means greater prosperity for all of us.

We can best accomplish this objective by rendering prompt, efficient and courteous service, with

“ FRIENDLINESS TOO ”

SAFETY FIRST—
friendliness too!

SAFETY FIRST—
friendliness too!