

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY

GENERAL ORDER NO. 31

TO ALL CONCERNED:

EFFECTIVE August 15, 1962

AUTHORIZING A NEW FIXED SIGNAL -

CLOSE SIDE CLEARANCE SIGN

Definition - Close Side Clearance Sign

A fixed signal to warn of sub-standard side clearance on either or both sides of the track.

Description - A fixed signal 8 inches by 12 inches - with diagonal black and yellow stripes (reflectorized) - located on post 8 feet 6 inches to 11 feet from center of track on either side, placed not less than 15 feet or more than 50 feet in advance of the point where the restricted side clearance begins.

Indication - Sub-standard side clearance on either or both sides of the track.

R. E. BAKER

General Manager

Portland, Maine
July 17, 1962

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
NOTICE

PD 52 ESD 36E PT 32A

Portland, Maine, September 21, 1962

No.

19.....

ALL CONCERNED

To.....

The following have been appointed Examining Physicians
for the Maine Central Railroad -

Dr. Edward L. Reeves
179 Sabattus Street
Lewiston, Maine

Dr. Oram R. Lawry, Jr.
96 Lime Rock Street
Rockland, Maine

R. W. WILLIAMS
Superintendent
Portland Terminal Company

A. N. TUPPER
General Superintendent

Post Position #2
Remain posted for duration of Time Table No. 8.

Posted at..... Date..... Time..... M.

I hereby acknowledge receipt of attached Notice No. PD 52 ESD 36E PT 32A and it was posted

on board at..... M..... 19.....

Location.....

Signed.....

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
NOTICE

No. PD 53 Portland, Maine, September 24, 1962
To ALL CONCERNED

Until further notice RW-Extra on Sundays set off Auburn and Lewiston cars on Track 60, west of Crossover "D" at Lewiston and leave waybills in box on train order mast at Holland Street.

Also if have cars for Monmouth set them behind cars already spotted for unloading.

A. N. TUPPER
General Superintendent

Post Position #2
Further Notice

Posted at _____ Date _____ Time _____ M

I hereby acknowledge receipt of attached Notice No. PD 53 and it was posted on board at _____ M. _____ 19 _____

Location _____

Signed _____

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

No. PD 569

Portland, Maine, December 15, 1965

To ALL CONCERNED

Effective at 5:30 a.m., Thursday, December 16, 1965, a new station on the Rumford Branch, known as Rileys will be in service, located to the north of the main track about 970 feet west of east switch to New Mill Yard.

Station will be a day telegraph office, with train order signals, open daily except Saturday and Sunday from 5:30 a.m. to 2:30 p.m.

Rumford Branch telephone circuit will be connected to this office and will be assigned code two short, one long, and one short ring.

A. N. TUPPER
General Superintendent

Post Position #1
Further Notice

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

No. PD 312

Portland, Maine, June 7, 1966

To ALL CONCERNED

Referring to maximum allowable car weights as shown for
Lewiston Lower Branch on Page 24 of the current time table -

Bridge 48.16, Locust Street, Lewiston Lower, has now been
strengthened and the maximum weight, car and load, is
increased from 221,000 pounds to 263,000 pounds. This
establishes a line capacity Brunswick to Lewiston Lower of
263,000 pounds as maximum weight of car and load.

The present restriction on Tracks 4 and 12 at Lisbon Falls
200,000 pounds remains in effect.

J. E. BOUCHARD
Superintendent

Post Position #1
Further Notice

Agt Lewiston

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

No. PD 321 ESD 138

Portland, Maine, June 9, 1966

To ALL CONCERNED

Engines 466 and 469 which are presently in service leased from General Electric Company have weights as follows: 466 - 253,200 pounds and 469 - 253,200 pounds.

These locomotives may be used in unrestricted service on the following lines:

Portland	-	Bangor (either route)
Brunswick	-	Bayview
Leeds Junction	-	Rumford
Canton	-	Whitney Brook
Leeds Junction	-	Farmington
Fairfield	-	Skowhegan
Pittsfield	-	Hartland
Bangor	-	Vanceboro
Brewer Junction	-	Bucksport
Oakland	-	Bingham
Quebec Junction	-	Beecher Falls
Newport	-	Foxcroft
Brunswick	-	Lewiston Lower
Woodland Branch		

These locomotives can be handled on the following line with the restrictions listed below:

Portland - St. Johnsbury

Bridge 32.90 - 20 MPH

Calais Branch

Bridge 157.43	-	10 MPH
159.34	-	10 MPH
159.51	-	10 MPH
165.99	-	10 MPH

These locomotives cannot be handled on the following lines:

Bayview - Rockland (may be operated upon completion of bridge strengthening program)

Eastport Branch (rail too light)

Hartland to Harmony (rail too light)

Posted at _____ Date _____ J. E. BOUCHARD _____ M.
 Post Position #1
 Remain posted during life of TT #16
 Superintendent

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

No. PD 433

Portland, Maine, August 19, 19 68

To ALL CONCERNED

Effective at once the special instruction referring to Chaplin Street, Waterville, on page 11 of Time Table No. 18 is modified as follows:

Indication per Rule 245 may be passed on verbal advice from the Operator at Tower "A" that route is lined and signal displayed for train to enter the yard on track #23.

J. E. BOUCHARD
Superintendent
Maine Central Railroad

Post Position #1
During life of TT #18

MAINE CENTRAL RAILROAD COMPANY
 PORTLAND TERMINAL COMPANY
BULLETIN ORDER

No. PD 556

Portland, Maine, October 7, 1969

To ALL CONCERNED

The following changes in TIME TABLE MAXIMUM PERMITTED SPEEDS will become effective Wednesday, October 8, 1969:

Page 13 - Main Line - Deering Jct. to Bangor via Brunswick
 Passenger Trains

P. T. Limit to M. P. 80 near Winslow - 50 Miles Per Hour
 Keyes Crossover to west end Bangor
 Yard Mileage 135.61 - 50 Miles Per Hour

Page 14 - Rumford Branch - Passenger and Freight Trains

Whitney Brook to Lower Yard Switch - 30 Miles Per Hour

Mountain Sub-Division - Passenger Trains

P. T. Limit to Sawyers River - 35 Miles Per Hour
 Sawyers River to Mileage 130.00
 east of St. Johnsbury - 30 Miles Per Hour

Wayside speed signs presently in place permitting higher Maximum Speed than indicated above will be modified accordingly as soon as possible.

Please be governed accordingly.

A. N. TUPPER
 General Superintendent
 Maine Central Railroad

Post Position #1
 To remain posted during life of Time Table No. 18

Agt Lewiston

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

No. PD 544 ESD 285 PT 55

Portland, Maine, September 30 19 69

To ALL CONCERNED

Refer to Page 23 Time Table #18 -

Maximum allowable car weights in pounds (on 4 axles)

Bangor to Mattawankeag has been increased from 240,000#
to 263,000#.

W. L. HARRIS
Superintendent
Portland Terminal Co.

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #1
During life of Time Table #18

Posted at Date Time

(tear here)

A. N. Tupper

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
NOTICE

No. PD 42 ESD 34E

Portland, Maine, October 17, 1969

To ALL CONCERNED

Effective October 26, 1969, switch lights will NOT be lighted on week days or Sundays in the following territory:

- FARMINGTON BRANCH - Jay to Farmington
- LEWISTON BRANCH - Brunswick to Lewiston EXCEPT Brunswick Yard
- EASTPORT BRANCH - Ayers Jct. to Eastport

There will be NO SUNDAY TRACK INSPECTION except between -
CARRIGAN AND CRAWFORD NOTCH

There will be NO SATURDAY TRACK INSPECTION except as follows:

1. CARRIGAN AND CRAWFORD NOTCH
2. KEAG TO VANCEBORO

THERE WILL BE NO HOLIDAY TRACK INSPECTION.

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #2
Further Notice
Remove PD 10 ESD 9E of April 24, 1969.

Posted at.....Date.....Time.....M.

(tear here)

A. N. Tupper

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

No. PD 88

Portland, Maine, February 17, 1970

To ALL CONCERNED

Trains doubling into Livermore Falls and leaving a portion of their train at Shuy, must arrange to leave the rear of train behind XC posts to avoid false operation of crossing protection at Main, Bridge, and Depot Street crossings.

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #1
Remove April 10, 1970

Posted at.....Date.....Time.....M.

(tear here)

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

Clyde Lewiston

No. PD 260

Portland, Maine, May 15, 1970

To ALL CONCERNED

Effective at 12 o'clock Noon, Friday, May 15, 1970, the Waterville Yard Limit Sign on the Skowhegan Branch will be relocated from its present location east of Track 6, Fairfield, to Mileage 87.63 which is approximately one thousand feet east of the east switch of Track 3 at Shawmut.

Following relocation of the Yard Limit Sign work at Shawmut will be handled by Waterville yard crews as directed by the General Agent.

Service east of the relocated Yard Limit Sign will be handled by road crews on a call basis.

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #1
Further Notice

Posted at Date Time M.

(tear here)

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

No. PD 277 PT 30

Portland, Maine, May 20, 1970

To ALL CONCERNED

Effective Monday, May 25, 1970, Train RA-1 will be due to leave Rigby Yard at 5:15 a.m., daily except Sunday, instead of 4:30 a.m. and is to have from Rigby Yard cars for Cumberland Center, Freeport, and the Lewiston Lower Branch including empties for Pejepscot Mills. At Yarmouth Jct. lift cars only for Freeport and Lewiston Lower Branch.

Train RN-1 will continue to have cars for Yarmouth Jct. proper and lift cars at Yarmouth Jct. for Rockland Branch including Brunswick Airbase.

In the event Grand Trunk Train No. 394 does not arrive at Yarmouth Jct. in time to connect with Train RB-3, and has cars for Brunswick to Farmers Siding, these cars will be picked up by Train RN-1 and handled to Brunswick to be picked up there by Train RB-3.

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #1
Further Notice

Posted at Date Time M.

(tear here)

I hereby acknowledge receipt of attached Bulletin No. PD 277 PT 30 and it was posted

on board at M. 19

Signed

Location

MAINE CENTRAL RAILROAD COMPANY

PORTLAND TERMINAL COMPANY

BULLETIN ORDER

*Eng. Dept.
Lewiston*

No. PD 292 PT 31

Portland, Maine, May 28, 1970

To ALL CONCERNED

Starting Monday, June 1, 1970, construction equipment will be working adjacent to the westward main track between Park Avenue Bridge and Brighton Avenue Crossing in Portland. This work is preliminary to relocating the main tracks in this area and is expected to continue until about November 1, 1970. Employees should use caution when working in this area.

W. L. HARRIS
Superintendent
Portland Terminal Company

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #1
Further Notice

Posted at Date Time M.

(tear here)

I hereby acknowledge receipt of attached Bulletin No. PD 292 PT 31 and it was posted

on board at M. 19

Signed

Location

Ed Swiston

MAINE CENTRAL RAILROAD COMPANY

PORTLAND TERMINAL COMPANY

BULLETIN ORDER

No. PD 308 PT 33

Portland, Maine, June 3, 1970

To ALL CONCERNED

With reference to Bulletin Order No. PD 276 PT 29 and Bulletin Order No. PD 277 PT 30, both dated May 20, 1970, instructions contained therein are modified as follows:

Effective Wednesday, June 3, 1970, Train RA-1 will be due to leave Rigby Yard at 4:30 a.m. instead of 5:15 a.m. and will also handle Brunswick proper cars from Rigby and do station switching at Brunswick.

Train RB-3 will lift eastbounds at Brunswick and will not be required to do station switching at Brunswick unless otherwise instructed.

Train RA-1 will lift all eastbounds at Yarmouth Jct. and Trains RB-3 and RN-1 will not lift at Yarmouth Jct. unless otherwise instructed but Train RN-1 will continue to have cars for Yarmouth Jct. proper from Rigby Yard.

W. L. HARRIS
Superintendent
Portland Terminal Company

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #1
Further Notice

Posted at Date Time M.

(tear here)

I hereby acknowledge receipt of attached Bulletin No. PD 308 PT 33 and it was posted

on board at M. 19.....

Signed.....

Location.....

MAINE CENTRAL RAILROAD COMPANY

PORTLAND TERMINAL COMPANY

BULLETIN ORDER

Alfred Lewiston

No. PD 433

Portland, Maine, July 14, 1970

To ALL CONCERNED

With reference to Bulletin Order No. PD 431 ESD 170 PT 50 of date -

In addition to side trips listed thereon WH-1 HW-2 will make side trip Oakland to Chip Mill and return as directed.

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #1
Further Notice

Posted at.....Date.....Time.....M.

(tear here)

I hereby acknowledge receipt of attached Bulletin No. PD 433.....and it was posted

on board at.....M.....19

Signed.....

Location.....

MAINE CENTRAL RAILROAD COMPANY
 PORTLAND TERMINAL COMPANY
 NOTICE

No. PD 41 ESD 30E

Portland, Maine, December 21, 19 70

To ALL MAINE CENTRAL RAILROAD TRAIN AND ENGINE CREWS IN ROAD AND YARD
 SERVICE

Reporting times of all train and engine crews in road service are standardized as follows effective at 12:01 a.m., December 26, 1970.

Rigby	(
Waterville	(Engine crews report 30 minutes before leaving time of train.
Bangor	(
Rumford	(Train crews report 15 minutes before leaving time of train.
St. Johnsbury	(

At all other locations train and engine crews will report at scheduled leaving time of train.

There will be no advance reporting time of either engine or yard crews in Maine Central yard service. All crews will report for duty at the starting time of the assignment.

A. N. TUPPIER
 General Superintendent
 Maine Central Railroad

Post Position #2
 Further Notice

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

A. H. Lewiston

No. PD 62

Portland, Maine, January 19, 19 71

To ALL CONCERNED

Numerous complaints have been received that trains stopping at Fairgrounds have been blocking Strawberry Avenue for excessive durations.

Strawberry Avenue, located about 100 feet east of Mile Post P 38 must not be blocked longer than period required by rule without action being taken to clear same.

There is room for approximately 90 cars between Strawberry Avenue and the east switch of Track 60 and trains holding meets at the Fairgrounds which cannot fit between Strawberry Avenue and the east switch must arrange to keep that crossing clear.

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #1
Further Notice

Posted at Date Time M.

(tear here)

MAINE CENTRAL RAILROAD COMPANY
PORTLAND TERMINAL COMPANY
BULLETIN ORDER

*Eng. Dept.
Lewiston*

No. PD 277

Portland, Maine, April 7, 1971

To ALL CONCERNED

BATH DRAWBRIDGE INTERLOCKING:

Drawbridge interlocking at Bath will be manned or closed on the following schedule effective at once:

December 16 to April 14, inclusive - closed

April 15 to June 14 - manned 3:00 a.m. - 7:00 p.m. only

June 15 to September 30, inclusive - manned 24 hours

October 1 to December 15, inclusive - manned 3:00 a.m. - 7:00 p.m. only

When no Operator on duty interlocking signals will be arranged to clear automatically on the approach of a train for through movements. Restricted speed aspects per Rule 250 will not be displayed when there is no Operator on duty. When signals do not clear automatically movements may be made in accordance with Special Instructions, Time Table #19, Page 17, relating to Rule 605.

A. N. TUPPER
General Superintendent
Maine Central Railroad

Post Position #1
Further Notice

Posted at.....Date.....Time.....M.

---(tear here)---

I hereby acknowledge receipt of attached Bulletin No. PD 277 and it was posted

MAINE CENTRAL RAILROAD COMPANY
 PORTLAND TERMINAL COMPANY
 Mechanical Department

Engines due for test Sept. 1st to 15th inc.

Date	Monthly	3-Months	6-Months	Annual
1	301 -563 -685	952	953	
2	303 -1006 -1007			
3	561 -573 -671-B -684 B-6562			672-B
4	12 - 16 - 802			
5	551 -958 -1003 -1176			
6	564 -565 -577	311		
7	334 -552 -554	707 B-3421		
8	567 -572 -708 -1002 B-6561 B-3422			
9	302 -568 -569 -1053			
10	1005			
11	579 -580	553		578
12	1008			
13	956 -1054			
14	14 -706			
15	556 -681 B-3423	574 B-7694		1057

Engines due for Shop in Sept. - 335

Engines due removal lagging Steam Gen. in Sept. - 0

Engines out of service: 17 -335 -573

Engines stores: 951 -954 -959 - 961

Engines in Waterville Shop: 17 -335 -573

Engines in Rigby Shop: - 0

Engines due Cylinder rebuild in Sept. - 0

Boilers out of service -5071 -5077 -5092 -6577 -9036 -9033 -9037
 9039 -9083

H. G. HOOK, S.L.M.

MAINE CENTRAL RAILROAD COMPANY
 PORTLAND TERMINAL COMPANY
 Mechanical Department

Engines due for test May 1st to 15th inc.

Date	Monthly	3-Months	6-Months	Annual
1	555		301 NESC	301-1006
2	685			
3	573 -953	B-6562		
4	671-B - 684	B&M 1176	561	
5	302	564	802	
6	16 -311 -551 -672-B -1003	567	12	
7	554 -707	B-3421	577	334
8		1002	552	
9	303 -569 -572 -1053	B-6561	B-3422 708	
10	580 -958			
11	568			
12	578 -960	956 -1055		
13	553 -579 -1005			
14		13	14	
15	556			

Engines due for Shop in May - 0

Engines due removal lagging Steam Gen. in May - 575 - 576

Engines out of service: 0

Engines stored: 951 -954 -959

Engines in Waterville Shop: 552 -555 -565

Engines in Rigby Shop: 0

Engines due Cylinder rebuild in May - 0

Boilers out of service: 5077 -5092 -5095 -6577 -9037 -9039 -9082 -9083

H. G. HOOK S.L.M.