

Lewiston, Maine  
October 7, 1969

Mr. A. N. Tupper  
Portland, Maine

Acknowledging your letter of October 6, 1969, with reference to Vice President's Circular #627, Operator Richardson will report for call at 1:50 a.m., October 26, 1969, and at 2:00 a.m. set back standard clock one hour to indicate 1:00 a.m. and be governed by third paragraph of Circular #627.

all  
Lock

cc<sup>to</sup> Mr. C. E. Richardson, please be governed accordingly.

on  
in

R. L. Achorn, G. A.

Chief Train Dispatcher (3)

Mr. W. L. Harris - Please arrange for standard clock Tower "X" and Rigby Yard to be set back one hour as above.

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
October 6, 1969

Mr. R. L. Achorn - Lewiston  
Mr. G. J. Perrault - St. Johnsbury  
Mr. W. E. Strout - Calais  
Mr. E. T. Rideout - Rumford  
Mr. C. T. Clark - Waterville  
Mr. W. Richardson - Waterville  
Mr. H. R. Eames - Bangor  
Mr. D. K. Russell - Rigby Engine House

With reference to Vice President's Circular #627, Lewiston, St. Johnsbury, Calais, and Rumford arrange for Operator report for call at 1:50 a.m., October 26, 1969, and at 2:00 a.m. set back standard clock one hour to indicate 1:00 a.m. and be governed by third paragraph of Circular 627.

Engine House Foremen please arrange for Engine Crew Dispatcher on duty to set back standard clock as designated above and report to Train Dispatcher.

Those addressed please acknowledge receipt.

A. N. TUPPER  
General Superintendent

cc: Mr. J. W. Wiggins  
Mr. W. E. Maloy  
Mr. R. W. Williams  
Mr. A. C. P. Lennon  
Mr. R. G. Wheeler  
Mr. W. M. Bickford  
Chief Train Dispatcher (3)  
Mr. W. L. Harris - Please arrange for standard clock Tower "X" and Rigby Yard to be set back one hour as above.

MAINE CENTRAL RAILROAD COMPANY  
PORTLAND TERMINAL COMPANY

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
October 6, 1969

W. L. Harris - Rigby 8 150  
C. T. Clark - Waterville 5 50  
R. L. Achorn - Lewiston 2 8  
E. T. Rideout - Rumford 3 25  
J. P. Tenneson - Livermore Falls 2 4  
W. B. Lewis - Rockland 2 4  
F. C. Corbett - Bangor 5 30  
J. W. Breen - Vanceboro 2 5

Attached is Bulletin Order PD 553 ESD 286 PT 56 dated October 6, 1969. Please post on yard bulletin boards as well as regular boards.

Also enclosed is supply of Vice President's Circular #627 to be distributed to each Yardman.

A. N. TUPPER  
General Superintendent

cc: JWW  
RWW  
RGW - Agents, Operators, Xing Tenders and supply CPR crews.  
ACPL  
WMB  
MLC  
EMD  
CJP  
WEM  
RJT  
CGB  
AEP - Supply for distribution to Conductors and Trainmen PD and ESD.  
Chief Train Dispatchers - As information.

*R. Lachon JR  
Secretary*

MAINE CENTRAL RAILROAD COMPANY  
PORTLAND TERMINAL COMPANY

VICE PRESIDENT'S CIRCULAR NO. 627

Portland, Maine  
October 6, 1969

ALL CONCERNED:

At 2:00 a.m. Sunday, October 26, 1969, Eastern Standard Time will be set back one hour in conformity with the "Uniform Time Act of 1966" as passed by the Congress.

All railroad clocks and employees watches must be set back one hour at 2:00 a.m. Sunday, October 26, 1969, to indicate 1:00 a.m.

Those employees in charge of standard clocks at each respective location will obtain the correct time from the Train Dispatcher at 2:00 a.m. on October 26; then set the clock to conform with the new E.S.T. and advise the Dispatcher when done. In each instance, the person who sets the clock and makes the comparison will give the Dispatcher his name and location which will be recorded. All employees who are required to carry Standard watches will be governed as follows:

Those employees whose trip or tour of duty require them to be on duty at 2:00 a.m., October 26, 1969, will, if possible, set their watches to compare with a standard clock which has been changed to conform with the new correct E.S.T., sign the prescribed form, and have authorized employee at the location endorse their watch comparison certificate. Where no standard clock is available, employees then on duty must arrange to be at a location at 2:00 a.m. on October 26, 1969, where communication with the Train Dispatcher is available and get the new correct E.S.T., furnishing his name and location before resuming duty or the trip.

All employees required to carry standard watches whose trip or tour of duty commences at or after 2:00 a.m. Sunday, October 26, must obtain the new correct E.S.T. from either a standard clock or from the Train Dispatcher, set their watches, then compare with either standard clock or the Train Dispatcher's clock, sign the prescribed form, and, if possible, have authorized employee sign his watch comparison card before performing any other duty.

It is important that each employee in train and engine service, both road and yard, Yardmasters, Station Agents, Operators, Towermen, and all employees and supervisors listed in Rule 2, Rules for the Government of the Operating Department, have their watches properly set and coordinated at the designated time to make certain that all clocks and watches are set to conform with the new Eastern Standard Time at and after 2:00 a.m., October 26, 1969.

Employees Time Table No. 19 will become effective at 2:01 a.m., Sunday, October 26, 1969.

Each employee affected must sign the receipt on the lower half of this circular and return promptly to his Superintendent or Supervisor as the case may be.

This supercedes General Manager's Circular No. 624 dated April 8, 1969.

J. W. WIGGINS  
Vice President

\*\*\*\*\*

Chief Train Dispatcher (3)  
Mr. W. L. Harris - Please arrange for standard clock Tower "X" and Rigby Yard to be set back one hour as above.

MAINE CENTRAL RAILROAD COMPANY  
PORTLAND TERMINAL COMPANY

Portland, Maine  
October 8, 1969

G. P. Silva - Building  
R. G. Wheeler - Bangor  
W. L. Harris - Rigby Yard  
R. L. Achorn - Lewiston  
E. T. Rideout - Rumford  
C. T. Clark - Waterville  
F. C. Corbett - Bangor  
A. E. Palmer - Building  
H. R. Eames - Bangor  
W. Richardson - Waterville

On account of ever-increasing cost of printing employees' time tables on each new issue, they must not be given indiscriminately to other than those authorized to use them.

It is only necessary to furnish one current time table to small stations or towers and each crossing flagman's shanty to be kept on the property.

Mr. Silva arrange to have copy sent from his office to each Engineman and Fireman working in the Portland Terminal Company or out of Portland.

Mr. Palmer will, as usual, address a copy to each Conductor and Trainman under his supervision.

Mr. Silva also arrange with Mr. Richardson and Mr. Eames to follow the same procedure as Mr. Palmer. (Waterville and Bangor have been sent supply.)

At Rigby, Lewiston, Rumford, Waterville, and Bangor a copy should be addressed to each employee in yard service rather than placing a pile of time tables for "Help Yourself" procedure.

Mr. Wheeler use the same set-up on Eastern Sub-Division.

It is absolutely necessary to reduce the mounting costs of our time table printing which can only be accomplished by a cooperative effort by all concerned. We solicit your assistance.

W. L. HARRIS  
Superintendent  
Portland Terminal Company

A. N. TUPPER  
General Superintendent  
Maine Central Railroad

cc: Mr. J. W. Wiggins

*Agt Lewiston*

MAINE CENTRAL RAILROAD COMPANY  
PORTLAND TERMINAL COMPANY  
NOTICE

No. PD 38 ESD 30E

Portland, Maine, October 9, 1969

To CONDUCTORS AND TRAINMEN

Effective October 26, 1969, the following trains are considered LOCAL for arbitrary payment of rates and applications of Guarantee Rules:

PORTLAND DIVISION

RA-1 AR-2	LD-1 DL-2	BX-2 XB-1	WS-1 SW-2
RD-1 DR-2	LD-3 DL-4	WK-2 KW-1	WP-1 PW-2
RN-1 NR-2	YR-1	RF-1 FR-2	TY-Extra
RY-2	BR-2	WH-1 HW-2	YT-Extra

First Bangor to Newport Jct. and Return Extra

The following assignment to be paid on SIX DAY per week basis -

Augusta Road Switcher

EASTERN SUB-DIVISION

BV-1	1st Bangor-Bucksport & Ret. Extra
VB-2	2nd Bangor-Bucksport & Ret. Extra
BC-1	Bangor-Lincoln & Ret. Extra
CB-2	Calais-Eastport & Ret. Extra
	Calais-Woodland & Ret. Extra (Sun.)

The following assignment to be paid on SIX DAY per week basis -

Woodland Road Switcher

A. N. TUPPER  
General Superintendent  
Maine Central Railroad

Post Position #2  
Further Notice

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

(tear here)

Nov. 3, 1969

Port. Nov. 3rd to R.L.A. 4.20PM

Effective Thursday Nov. 6, 1969 assignment of RF-1 and FR-2 is changed and will operate as follows:

RF-1 Monday, Wednesday and Friday leave Rigby Yard at 8.15AM and arrive Farmington 12.00 Noon.

FR-2 Monday Wednesday and Friday leave Farmington 12.45PM and arrived Rigby Yard 5.00PM

RF-1 Tuesday, ~~XXXXXXXX~~ and Thursday leave Rigby Yard 8.15AM arrived Libbys Pit 10.45AM.

FR-2 Tuesday and Thursday leave Libbys Pit 11.00AM and arrive Rigby Yard 1.30PM.

Train RF-1 and FR-2 to continue doing same work as at present.

Arrange accordingly - Notify all concerned including shippers and consignees

ANT

Arrive Rigby Yard 5.00 PM

RF-1 - Tues-Thurs      Leave Rigby Yard 8.15 AM  
Arrive Libbys Pit 10.45 AM

FR-2 - Tues-Thurs      Leave Libbys Pit 11.00 AM  
Arrive Rigby Yard 1.30 PM

Trains RF-1 and FR-2 to continue doing same work as at present.

Arrange accordingly notifying all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

*A. N. Tupper*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
November 3, 1969

TO ALL CONCERNED:

Effective Thursday, November 6, 1969 the assignment of Train RF-1 and FR-2 is changed and will operate as follows:

RF-1 - Mon-Wed-Fri    Leave Rigby Yard    8.15 AM  
                          Arrive Farmington 12 Noon

FR-2 - Mon-Wed-Fri    Leave Farmington 12.45 PM  
                          Arrive Rigby Yard    5.00 PM

RF-1 - Tues-Thurs    Leave Rigby Yard    8.15 AM  
                          Arrive Libbys Pit 10.45 AM

FR-2 - Tues-Thurs    Leave Libbys Pit 11.00 AM  
                          Arrive Rigby Yard    1.30 PM

Trains RF-1 and FR-2 to continue doing same work as at present.

Arrange accordingly notifying all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

Portland Nov 11 1969

RL<sup>A</sup>

Effective Thurs Nov 15 1969 train RF 1 will be due to leave  
Rigby Yard Tuesdays & Thursdays only at 945am instead of  
815am      No other change in assignment

ANT 945am

*A. N. Tupper*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
November 11, 1969

ALL CONCERNED:

Effective with the completion of work Saturday, November 15, 1969 the assignment of the First Augusta Road Switcher is abolished.

Effective Monday, November 17, 1969 a new one crew assignment - Waterville to Gardiner and Return Extra, will be established operating except Sunday as follows:

Mon. to Sat. Incl. Leave Waterville 10.30 AM for Gardiner and return to Waterville.

Also effective Monday, November 17, 1969 Train WK-2 will be due to leave Waterville 5.00 AM instead of 6.15 AM.

Train WK-2 will not do switching at Kennebec unless specifically instructed, and will perform necessary switching at East Augusta for Statler Paper Company as directed by the Agent.

The Waterville to Gardiner and Return Extra will perform switching at Kennebec westbound; perform station and mill switching at East Augusta and Augusta before proceeding to Gardiner and will do station switching at points Augusta to Gardiner including the Cobbossecontee Branch. On return trip this crew will complete mill switching at East Augusta.

Either Train KW-1 or the Waterville to Gardiner and Return Extra eastward will do switching at Kennebec as directed.

Arrange accordingly and notify all concerned including shippers and consignees.

Crews of the Waterville to Gardiner and Return Extra use Run No. 626 on time returns.

A. N. Tupper  
General Superintendent

*Edg  
Lewiston*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
November 17, 1969

TO ALL CONCERNED:

Effective Sunday, November 23, 1969, the following one crew assignments ARE ABOLISHED.

BX-2 - XB-1 except Sunday

BW-2 - WB-1 except Sunday

WP-1 - PW-2 except Sunday

Freight Trains RB-3 and BR-4 will be re-established commencing with RB-3 Sunday, November 23, 1969, and commencing with BR-4 Monday, November 24, 1969 and will operate as follows:

RB-3	Ex. Saturday	leave Rigby Yard	10.30 PM
		due Bangor	7.00 AM

BR-4	Ex. Sunday	leave Bangor	9.30 PM
		due Rigby Yard	7.00 AM

Also, Effective Monday, November 24, 1969 a one crew assignment, operating between Bangor and Hartland, will be re-established and will operate as follows:

BE-2	Ex. Sunday	leave Bangor	6.15 PM
		due Hartland	9.00 PM

EB-1	Ex. Sunday	leave Hartland	9.30 PM
		due Bangor	1.45 AM

Also, Effective Monday, November 24, 1969 a one crew assignment, operating between Waterville and Foxcroft, will be re-established and will operate as follows:

WX-1	Ex. Sunday	leave Waterville	9.00 AM
		due Foxcroft	11.30 AM

XW-2	Ex. Sunday	leave Foxcroft	12.15 PM
		due Waterville	3.45 PM

Also, Effective Tuesday, November 25, 1969 Train B-12 will be due to leave Bangor at 1.30 AM instead of 1.45 AM, daily except Monday.

cont'd

Train RB-3 to have from Rigby Yard cars for:

Danville Jct.  
 Auburn & Lewiston  
 Back Road Locals east of Leeds Jct.  
 Waterville  
 Burnham Jct. & Belfast Branch  
 Newport Jct. & Foxcroft Branch  
 BAR's (BAR loads on rear)  
 Maine Central's No. Maine Jct. and Hammond Street.  
 Bangors.

RB-3 to pick up at Danville Jct. including connection from CN to drop at Waterville for B-11 and/or RB-1 to lift.

Train BR-4 to handle all westbounds available from Bangor, and Watervilles and Rigbys from No. Maine Jct., including oil for Scott and Keyes, and sulphur for Augusta to drop at Waterville or handle through as required.

Trains BE-2 and EB-1 handle BAR connection from Bangor and do local work No. Maine Jct. to Hartland and return to Bangor including Detroit and Hammond St.

Trains WX-1 and XW-2 do local work at Clinton, Burnham Jct., Detroit, Newport Jct. and Foxcroft Branch stations. Train WX-1 will drop cars for Pittsfield and Hartland Branch at Pittsfield for Train BE-2 to handle. Train XW-2 will lift westbounds at Burnham Jct. only as directed.

Train BR-2 or Train BR-4 to pick up at Burnham Jct. and Augusta as circumstances dictate.

Crews of following trains to use the designated run numbers on their time returns:

RB-3	-	Run Number	605
BR-4	-	" "	610
WX-1	-	XW-2 - Run Number	643
BE-2	-	EB-1 - " "	646

Arrange accordingly and notify all concerned including shippers and consignees

A. N. Tupper  
 General Superintendent

*A. N. Tupper*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
November 20, 1969

TO ALL CONCERNED:

On account of holiday, THANKSGIVING, the following freight trains will be canceled:

THURSDAY, NOVEMBER 27, 1969

✓ RA-1 AR-2

WK-2 KW-1

✓ RF-1 FR-2

WX-1 XW-2

RN-1 NR-2

WS-1 SW-2

BE-2 EB-1

Waterville to Gardiner and Return Extra

Reduce yard switchers, station and yard staff to minimum required as necessary on holiday.

Agents notify shippers and receivers in advance and all concerned.

A. N. TUPPER  
General Superintendent

*A. N. Tupper*  
*Lewiston*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
January 2, 1970

TO ALL CONCERNED:

After arrival of Train FR-2 at Rigby Yard today the assignment of Trains RF-1 and FR-2 is abolished.

Train RD-1 Mondays, Wednesdays and Fridays ONLY to handle cars for the Farmington Branch from Rigby Yard properly classified for Farmington Branch points and made up as the rear Livermores to drop at Livermore Falls.

Train RB-3 do work formerly done by Train RF-1 between Cumberland Center and Leeds Jct. picking up any Farmington Branch cars that may be at Danville Jct. or Lewiston to drop at Leeds Jct.

Notify all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

Portland Jan 2 1970

RLA

After arrival of train FR 2 at Rigby yard today the assignment of trains RF-1 and FR 2 is abolished. Train RD 1 Mondays Wednesdays and Fridays only to handle cars for Farmington branch from Rigby yard properly classified for Farmington branch points and made up as the rear Livermores to drop at Livermore Falls. Train RB 3 do work formerly done by train RF 1 between Cumberland Center and Leeds Jct picking up any Farmington branch cars that may be at Darville Jct or Lewiston to drop at Leeds Jct. Notify all concerned including shippers and consignees.

ANT 150PM

January 3, 1970

Chiefs  
Disprs.

With the abolishment of RF-1 and FR-2 effective today am planning to serve the Farmington Branch on Monday, Wednesday and Friday with a side trip of the 1st Rumford Extra by calling them - Rumford to Leeds Jct via Farmington and return to Rumford-. On other days the 1st Rumford Extra is to operate it is intended that they are to be called Rumford to Leeds Jct. and return, unless conditions make a different call necessary.

BR-2 will therefore be operated via the Back Road handling and is to be given preference on Rumford Branch and Back Road local tonnage over Rigby tonnage from Waterville. Waterville's Rigby cars which cannot be handled by BR-2 to be given BR-4 and B-12.

Farmington Branch cars from Waterville to be moved, properly classified, to set off at Livermore Falls in season to make the side trip to Farmington Branch.

Westbound cars from the Farmington Branch are to be handled by the 1st Rumford Extra to Leeds Jct. for DR-2 to lift rather than to leave them at Livermore Falls.

Eastbound cars left at Leeds Jct. by the 1st Rumford Extra are to be worked off on RB-3 and B-11 except on Sundays either RB-1 or Extra East from Rigby if operated.

A.N. Tupper  
General Superintendent

CC: JWW AEP WMB RWW ACL CTC ETR Agents Rileys, Danville Jct.,  
Livermore Falls, Farmington-Wilton, Leeds Jct. Lewiston, Oakland  
WLH RJT CGB

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
March 9, 1970

TO ALL CONCERNED:

Effective Sunday, March 15, 1970 the assignment of First Rumford Extra is abolished.

Effective Sunday, March 15, 1970 a one crew assignment, operating between Waterville and Rumford, will be re-established as follows:

WD-2	Ex. Monday -	Lv. Waterville	4.00 P.M.
		Arr. Rumford	8.30 P.M.
DW-1	Ex. Monday -	Lv. Rumford	9.15 P.M.
		Arr. Waterville	1.30 A.M.

Also effective Sunday, March 15, 1970 Train RD-1 will be due to leave Rigby Yard at 2.00 P.M. Daily, instead of 5.00 A.M. Daily, and arrive Rumford 7.30 P.M.

No change in assignment of Train DR-2.

Train WD-2 to have cars from Waterville for points Chip Mill Siding to Rumford plus any cars for Lewiston and Auburn to drop at Leeds Jct. and do local work as directed Chip Mill Siding to Dixfield.

Train DW-1 to handle cars ready from Rumford Branch points and do local work as directed Dixfield to Chip Mill Siding.

WD-2 - DW-1 is designated as a Local Freight and Payroll Run Number 674 is to be used on time returns.

Arrange accordingly notifying all concerned including shippers and consignees.

A. N. Tupper  
General Superintendent

Copy: JWW WEP AJT ANT WMB AEP JOB WMM HAA GHE JM RFD GPS TSJ MLC EMD SPR  
EKG CPH RWW WLH RJT CGB DKR JHI ACL CTC AHF WR WGS RIA ETR PVB  
Agents: Oakland, Leeds Jct., Danville Jct., Livermore Falls, Rileys

and Mar 6 1970

Effective Sunday Mar 8 1970 the assignment of first rumford Extra is abolished. Effective Sunday Mar 8 1970 a one crew assignment operating between Waterville and rumford will be reestablished as follows: WD 2 Except Monday leave Waterville 4 PM arrive rumford 830PM DW 1 except Monday leave rumford 915PM arrive Waterville 130AM. Also effective Sunday Mar 8 1970 train RD 1 will be due to leave Rigby Yard at 2PM daily instead of 5am daily and arrive rumford 730PM No change in assignment of train DR 2. Train WD 2 to have cars from Waterville for points Chip Mill siding to Rumford plus any cars for Lewiston and Auburn to drop at Leeds Jct and do local work as directed Chip Mill siding to Dixfield. Train DW 1 to handle cars ready from rumford branch points and do local work as directed Dixfield to Chip Mill siding. WD 2 -DW 1 is designated as a local freight and pay roll run No 674 is to be used on time returns. Arrange accordingly notifying all concerned including shippers and consignees

ANT 220PM

March 6, 1970, establishing WD-2, DW-1 and change in the leaving time RD-1 and abolishing the 1st Rumford Extra is cancelled. Rumford Branch train service will remain as previously lined up, further notice.

A.N. Tupper  
General Superintendent

Copy: JWW WEP AJT ANT WMB AEP JOB WMM HAA GHE JM RFD GPS TSJ MLC  
EMD SPR EKG CPH RWW

T E L E G R A M

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
March 7, 1970

ACPL-CTC-AHF-WR-WGS-Waterville  
E.T. Rideout-Rumford  
C&E First Rumford Extra-Rumford  
C&E DR-2, March 7  
R.L. Achorn-Lewiston  
WLH-JHI-DKR-Rigby Yard  
C&E RD-1 March 7-Rumford  
Chiefs

Agents: Oakland  
Leeds Jct.  
Danville Jct.  
Livermore Falls  
Rileys

My telegram and Bulletin Order PD 99 and Bulletin Order PT-6, dated March 6, 1970, establishing WD-2, DW-1 and change in the leaving time RD-1 and abolishing the 1st Rumford Extra is cancelled.

Rumford Branch train service will remain as previously lined up, further notice.

A.N. Tupper  
General Superintendent

Copy: JWW WEP AJT ANT WMB AEP JOB WMM HAA GHE JM RFD GPS TSJ MLC  
EMD SPR EKG CPH RWW

*A. N. Tupper*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
March 6, 1970

TO ALL CONCERNED:

Effective Sunday, March 8, 1970 the assignment of First Rumford Extra is abolished.

Effective Sunday March 8, 1970 a one crew assignment, operating between Waterville and Rumford, will be re-established as follows:

WD-2 Ex. Monday - Lv. Waterville 4.00 P.M.  
Arr. Rumford 8.30 P.M.

DW-1 Ex. Monday - Lv. Rumford 9.15 P.M.  
Arr. Waterville 1.30 A.M.

Also effective Sunday, March 8, 1970 Train RD-1 will be due to leave Rigby Yard at 2.00 P.M. Daily, instead of 5.00 A.M. Daily, and arrive Rumford 7.30 P.M.

No change in assignment of Train PR-2.

Train WD-2 to have cars from Waterville for points Chip Mill Siding to Rumford plus any cars for Lewiston and Auburn to drop at Leeds Jct. and do local work as directed Chip Mill Siding to Dixfield.

Train DW-1 to handle cars ready from Rumford Branch points and do local work as directed Dixfield to Chip Mill Siding.

WD-2 - DW-1 is designated as a Local Freight and PayRoll Run Number 674 is to be used on time returns.

Arrange accordingly notifying all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

*A. M. Tupper*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
March 11, 1970

TO ALL CONCERNED:

Effective after completion of work of Thursday, March 12, 1970 the present one crew assignment covering ID-1 Sunday, LF-1 Monday-Wednesday-Friday and ID-3 Tuesday-Thursday, and the present one crew assignment covering ID-1 Monday to Saturday inclusive are abolished.

Effective Friday, March 13, 1970 two new local freight train assignments will be re-established to work as follows:

One crew - ID-1 Daily - Leave Livermore Falls 6.15 A.M. for Rumford and Return to Livermore Falls as DL-2.

One crew - ID-3 Daily - Leave Livermore Falls 2.15 P.M. for Rumford and Return to Livermore Falls as DL-4.

Effective Friday, March 13, 1970 Farmington Branch service will be protected by an extra train Monday, Wednesday and Friday.

Payroll Run Numbers for these trains to be used on time returns are as follows:

ID-1 Run No. 675

ID-3 Run No. 677

Extra service Farmington Branch - Run No. 661.

Arrange accordingly notifying all concerned including shippers and consignees

A. M. Tupper  
General Superintendent

MAINE CENTRAL RAILROAD COMPANY  
PORTLAND TERMINAL COMPANY

*R. L. Achorn*  
*Leicester*

VICE PRESIDENT'S CIRCULAR NO. 629

Portland, Maine  
April 8, 1970

ALL CONCERNED

At 2:00 a.m., Sunday, April 26, 1970, Eastern Standard Time will be advanced one hour in conformity with the "Uniform Time Act of 1966" as passed by the Congress.

All railroad clocks and employees watches must be set ahead one hour at 2:00 a.m., Sunday, April 26, 1970, to indicate 3:00 a.m.

Those employees in charge of standard clocks at each respective location will obtain the correct time from the Train Dispatcher at 2:00 a.m. on April 26; then set the clock to conform with the new E.S.T. and advise the Dispatcher when done. In each instance, the person who sets the clock and makes the comparison will give the Dispatcher his name and location which will be recorded.

All employees who are required to carry standard watches will be governed as follows:

Those employees whose trip or tour of duty require them to be on duty at 2:00 a.m., April 26, 1970, will, if possible, set their watches to compare with a standard clock which has been changed to conform with the new correct E.S.T., sign the prescribed form, and have authorized employee at the location endorse their watch comparison certificate. Where no standard clock is available, employees then on duty must arrange to be at a location at 2:00 a.m. on April 26, 1970, where communication with the Train Dispatcher is available and get the new correct E.S.T., furnishing his name and location before resuming duty or the trip.

All employees required to carry standard watches whose trip or tour of duty commences at or after 2:00 a.m., Sunday, April 26, must obtain the new correct E.S.T. from either a standard clock or from the Train Dispatcher, set their watches, then compare with either standard clock or the Train Dispatcher's clock, sign the prescribed form, and, if possible, have authorized employee sign his watch comparison card before performing any other duty.

It is important that each employee in train and engine service, both road and yard, Yardmasters, Station Agents, Operators, Towermen, and all employees and supervisors listed in Rule 2 of the Rules for the Government of the Operating Department, have their watches properly set and coordinated at the designated time to make certain that all clocks and watches are set to conform with the New Eastern Standard Time at and after 2:00 a.m., April 26, 1970.

Employees Time Table No. 19 will continue to remain in effect.

Each employee affected must sign the receipt on the lower half of this circular and return promptly to his Superintendent or Supervisor as the case may be.

This supersedes Vice President's Circular No. 627 dated October 6, 1969.

J. W. WIGGINS  
Vice President

\*\*\*\*\*

governed as follows:

Those employees whose trip or tour of duty require them to be on duty at 2:00 a.m., April 26, 1970, will, if possible, set their watches to compare with a standard clock which has been changed to conform with the new correct E.S.T., sign the prescribed form, and have authorized employee at the location endorse their watch comparison certificate. Where no standard clock is available, employees then on duty must arrange to be at a location at 2:00 a.m. on April 26, 1970, where communication with the Train Dispatcher is available and get the new correct E.S.T., furnishing his name and location before resuming duty or the trip.

All employees required to carry standard watches whose trip or tour of duty commences at or after 2:00 a.m., Sunday, April 26, must obtain the new correct E.S.T. from either a standard clock or from the Train Dispatcher, set their watches, then compare with either standard clock or the Train Dispatcher's clock, sign the prescribed form, and, if possible, have authorized employee sign his watch comparison card before performing any other duty.

It is important that each employee in train and engine service, both road and yard, Yardmasters, Station Agents, Operators, Towermen, and all employees and supervisors listed in Rule 2 of the Rules for the Government of the Operating Department, have their watches properly set and coordinated at the designated time to make certain that all clocks and watches are set to conform with the New Eastern Standard Time at and after 2:00 a.m., April 26, 1970.

MAINE CENTRAL RAILROAD COMPANY

*A. N. Tupper*  
*Lewiston*

Portland, Maine  
 May 7, 1970

TO ALL CONCERNED:

The following changes in Freight Train Service will become effective as indicated below:

Effective Sunday, May 10, 1970 - Train BR-2 will be due to leave Bangor at 4.15 PM instead of 2.30 PM Sundays only. No change in leaving time Monday to Saturday inclusive.

Effective Monday, May 11, 1970 - Train BR-4 will be due to leave Bangor at 11.15Pm instead of 9.30 PM, Daily except Sunday.

Effective Tuesday, May 12, 1970 - Train B-12 will be due to leave Bangor at 3.15 AM instead of 1.30 AM, Daily except Monday.

Effective with the completion of work Saturday, May 9, 1970 the present assignment of WX-1 and XW-2 is abolished.

Effective Monday, May 11, 1970 a one crew assignment will be established to work as follows:

WX-1 - XW-2	Mon-Wed-Fri	leave Waterville	9.30 AM
		arrive Foxcroft	12 Noon
		leave "	12.45 PM
		arrive Waterville	4.15 PM

WP-1 - PW-2	Tues-Thurs-Sat	leave Waterville	9.30 AM
		arrive Newport Jct.	12 Noon
		leave "	12.30 PM
		arrive Waterville	4.15 PM

WX-1 - XW-2 to do local work Clinton to Foxcroft and return except XW-2 will lift at Burnham Jct. only as directed.

WP-1 to do local work Clinton to Newport Jct.

PW-2 to do local work Newport Jct. to Clinton including side trip Pittsfield to Hartland and return.

Train BR-2 will continue to lift at Burnham Jct. on Monday, Wednesday and Friday as directed.

No change in present assignment of Trains BE-2 - EB-1 except will go to Hartland only when directed to do so.

Arrange accordingly notifying all concerned including shippers and consignees.

A. N. Tupper  
 General Superintendent

*Agf.  
Lewiston*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
May 13, 1970

TO ALL CONCERNED

Effective Thursday, May 14, 1970 the Farmington Road Switcher is established to work Monday to Saturday inclusive doing station work at Livermore Falls, formerly done by Livermore Falls Yard Switcher, and then doing station switching on the Farmington Branch.

Train and engine crew to report at Livermore Falls at 7.00 AM and will use 44 ton engine for the present.

Run No. 660 is assigned to the Farmington Road Switcher for payroll purposes and is to be shown on engine and train crew time slips.

Arrange accordingly notifying all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

Portland May 13 1970

RLA

Effective Thursday May 14 1970 the Farmington road switcher is established to work Monday to Saturday Inclusive doing station work at Livermore Falls formerly done by Livermore Falls yard switcher and then doing station switching on Farmington branch.

Train and engine crew to report at Livermore Falls at 7am and will use 44 ton engine for the present Run Number 660 is assigned to the Farmington road switcher for pay roll purposes and is to be shown on engine and train crew time slips. Arrange accordingly notifying all concerned including shipper and consignees

ANT 216PM

doing station switching on the Farmington Branch.

Train and engine crew to report at Livermore Falls at 7.00 AM and will use 44 ton engine for the present.

Run No. 660 is assigned to the Farmington Road Switcher for payroll purposes and is to be shown on engine and train crew time slips.

Arrange accordingly notifying all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
May 20, 1970

TO ALL CONCERNED:

The following changes in Freight Train Service will become effective as indicated below:

Effective with completion of work Saturday, May 23, 1970 the present assignment of Trains WK-2 and KW-1 is abolished.

Effective Sunday, May 24, 1970 Train RB-3 will operate via Lower Road and is to have cars for Lower Road points between Brunswick and Farmers Siding, Watervilles and Bangors, and loaded from Rigby Yard so as to have not over 50 cars for east of Brunswick leaving Rigby Yard.

At Yarmouth Jct lift only cars for Brunswick Proper to Farmers Sdg. incl.

At Brunswick do station switching and lift any eastbounds.

At Bowdoinham to Lawrence Mills do local work.

At Gardiner drop only; cars to be placed by WG-2.

At Hallowell drop and place cars for Hallowell Grain Company.

At Augusta drop other cars for Hallowell and cars for Augusta; do early morning switch at Statler Mill at East Augusta; other work to be done by WG-2 or GW-1.

At Kennebec Drop only UNLESS switching list in box at crossing calls for switching to be done.

At Farmers Siding Drop and place for unloading.

At Waterville lift cars for East Newport and beyond. No car limit leaving Waterville.

Effective Monday, May 25, 1970 Train BR-4, in addition to work they do now, will lift at Waterville cars for Lewiston Lower and Rockland Branches properly classified to drop at Brunswick, plus any cars Waterville may have for points Lawrence Mills to Bowdoinham.

Effective Saturday, May 23, 1970 Train NR-2 to drop eastbounds (Except Back Roads) at Brunswick instead of Royal Jct. for Train RB-3 to lift. Cars for Back Road points and Rumford and Farmington Branches to continue to be set off at Royal Jct.

Rigby Yard take note that, when classifying Train RB-3, the only cars to be classified for Hallowell are cars consigned to the Hallowell Grain Company, other Hallowells are to be classified to drop at Augusta to be handled by Train WG-2. Also, when using Bangors for fillers on RB-3 give preference to perishable and piggyback traffic.

Waterville arrange to keep cars for Burnham Jct. off Train RB-3 disposing of them either on WX-1, WP-1 or B-11.

Arrange accordingly notifying all concerned including shippers and consignees

A. N. Tupper  
General Superintendent

copy JWW WEP AJT ANT WMB AEP WLH RJT CGB PVB DKR JHI JOB WMM RAJ WGS DCE  
GHE JM RFD GPS TSJ MLC EMD SPR EKG CPH RWW ACPL CTC AHF WR JHS BAR  
RGW FCC CJP HRE BCW RLA RST

Agents: Danville Jct., Leeds Jct., Oakland, Yarmouth Jct., Gardiner,  
Augusta, Burnham Jct., Pittsfield, Newport Jct., Rockland  
Chiefs.

MAINE CENTRAL RAILROAD COMPANY

*A. N. Tupper*  
Portland, Maine  
May 23, 1970

TO ALL CONCERNED:

The following changes in Freight Train Service will become effective as indicated below:

Effective Monday, June 1, 1970 Train RY-2 will be due to leave Rigby Yard at 4.00PM and arrive St. Johnsbury at 10.45PM, Daily.

Monday, June 1, 1970 Train YR-1 due to leave St. Johnsbury at 4.45PM is cancelled and, Effective Tuesday, June 2, 1970 Train YR-1 will be due to leave St. Johnsbury at 1.00AM and arrive Rigby Yard at 9.00AM, Daily.

Commencing Monday, June 1, 1970 cars for local points between South Windham and Bartlett will move from Rigby Yard on Train RY-2 and be dropped at whatever point the last local between these points is for where they will be picked up and handled to their respective destinations by Train YR-1. Conductor of Train RY-2 to advise Dispatcher at what point backhauls are dropped. No change in work of Train RY-2 at points west of Bartlett from that which is being done at present.

Commencing Tuesday, June 2, 1970 Train YR-1 will do all the local work between Bartlett and South Windham including picking up backhaul locals at point dropped by Train RY-2, and whatever westbound cars for west of Bartlett may be at local points between Bartlett and South Windham are to be picked up by Train YR-1 and dropped at South Windham for Train RY-2 to lift there. Conductor of Train YR-1 to advise Dispatcher what is dropped at South Windham for westbounds giving their contents, tonnage and destinations.

Cars for local points between South Windham and Bartlett on hand at Rigby Yard Sunday morning May 31st, which normally would be held over to move on Train RY-2 Monday morning, are to move on and be placed at their destinations by Train RY-2 Sunday, May 31st. After May 31st, locals on hand at Rigby Yard Sundays are to be handled Sundays by Trains RY-2 and YR-1 the same as week days in the manner outlined above.

Notify all concerned including shippers and consignees.

A. N. Tupper  
General Superintendent

WlHarris GYM  
C&E RB-3  
Agent Danville Jct  
CTClark  
Dispr.

Portland, Me.  
May 24, 1970

With referance to my letter date May 20, 1970, and Bulletin PD 276 PT 29 dated May 20, 1970, RB-3 operating via Brunswick, account mud slide just East of Riverside, this new freight change will not go into effect until Monday, May 25, 1970 commencing with RB-3.

ANTupper  
(J)  
408P

JWW WEP AJT ANT WMB WLH AEP RJT CGB PVB DKR JHI JOB WTM RAJ WGS DCE GHE JM  
RFD GPS TSJ MLC EMD SPR RWW EKG CPH ACPL CTC AHF WR JHS BAR RGW FCC CJP HRE  
BCW RLA RST

Chiefs

*A. N. Tupper*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
June 22, 1970

TO ALL CONCERNED:

Effective with completion of work Saturday, June 27, 1970 the present one crew assignment of YT Extra and TY Extra, operating between St. Johnsbury and Beecher Falls, is abolished.

Effective Monday, June 29, 1970 First St. Johnsbury Extra is re-established, to be called as required.

Notify all concerned including shippers and consignees.

A. N. Tupper  
General Superintendent

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine

June 23, 1970

TO ALL CONCERNED:

"Effective at 8:00 AM and/or after passage of Train RB-3 on Thursday, June 25, 1970, the following track and signal changes will be in effect between Fuller and East Augusta:

Former westward main track between Fuller, Mileage 60.60 and Winthrop Street, Augusta, Mileage 62.56 is a siding designated as Track 2 $\frac{1}{2}$ . Eastward main track will become the single main track between Fuller and East Augusta and will be operated in accordance with General Signal Rules for Automatic Block Signal System. Old westward main track will be removed east of Winthrop Street. Movements from both east and west ends of Track 2 $\frac{1}{2}$  onto the main track will be made over a spring switch in accordance with Rule 513a; pre-determined clearing time will be eight minutes.

The following signals will be in service:

S606, a one unit dwarf signal located between main track and Track 2 $\frac{1}{2}$  at Fuller is replaced by a one unit high signal, No. 606, and will govern westward movements on the main track.

606, a one unit dwarf signal on the north side of Track 2 $\frac{1}{2}$ , mounted approximately 6 ft. above the ground at Fuller, will be No. S606 and will govern westward movements from Track 2 $\frac{1}{2}$  onto main track.

623, a one unit high signal governing eastward movements on main track at the location of former signal of the same number.

625, a one unit high signal located on the south side of main track, approximately 550 ft. west of Winthrop Street, will govern eastward movement on main track.

S625, a one unit dwarf signal, located between Track 2 $\frac{1}{2}$  and the main track opposite Signal 625, will govern eastward movements from Track 2 $\frac{1}{2}$  on the main track.

626, a one unit high signal, located north of the main track, 36 ft. east of Winthrop Street, will govern westward movements on the main track. 631, a one unit high signal south of main track at East Augusta, will be relocated to a point opposite Signal 632, and will govern eastward movements on main track.

The following signals are removed from service:

616, 627, 628, S631, 639, and special highway grade crossing signal west of Winthrop Street.

X/C Post governing eastward movement in approach to Winthrop, Oak, and Bridge Streets is located at Signal 625.

Switch leading to Track 14 is provided with a switch cutout. When switching Track 14, cars must not be left west of signal case located approximately 280' east of Bridge Street.

Manual cutout for use by eastward trains on the main track at Maple Street, East Augusta, is removed.

Manual cutout located north of old westward main track, approximately 200 ft. east of Bridge Street, is removed.

Maximum authorized speed of all movements in either direction between Mile Post 62 and the west end of Kennebec River Bridge is 15 MPH.

Bulletin PD 343 is hereby canceled."

A. N. TUPPER

General Superintendent

626, a one unit high signal, located north of the main track, 36 ft. east of Winthrop Street, will govern westward movements on the main track.

631, a one unit high signal south of main track at East Augusta, will be relocated to a point opposite Signal 632, and will govern eastward movements on main track.

The following signals are removed from service:

616, 627, 628, S631, 639, and special highway grade crossing signal west of Winthrop Street.

X/C Post governing eastward movement in approach to Winthrop, Oak, and Bridge Streets is located at Signal 625.

Switch leading to Track 14 is provided with a switch cutout. When switching Track 14, cars must not be left west of signal case located approximately 280' east of Bridge Street.

Manual cutout for use by eastward trains on the main track at Maple Street, East Augusta, is removed.

Manual cutout located north of old westward main track, approximately 200 ft. east of Bridge Street, is removed.

Maximum authorized speed of all movements in either direction between Mile Post 62 and the west end of Kennebec River Bridge is 15 MPH.

Bulletin PD 343 is hereby canceled."

A. N. TUPPER  
General Superintendent

*A. N. Tupper*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
July 3, 1970

ALL CONCERNED:

Effective after finish of days work of Friday, July 3, 1970, the one crew assignment of BE-2 EB-1 ex Sunday is abolished.

Effective Monday, July 6, 1970, Train BR-2 will be due leave Bangor 6:00 p.m., daily, instead of 2:30 p.m., Monday-Saturday, incl., and 4:15 p.m., Sunday.

BR-2 to have from Bangor cars for BAR and local cars destined to stations from Hammond Street to Danville Jct. (Back Road stations west of Waterville) properly classified.

BR-2 will do Hammond Street switching making lap-back trip from Northern Maine Jct. as necessary, plus station switching at Northern Maine Jct. Handle local cars between Northern Maine and Waterville and fill on Waterville cars at Northern Maine Jct. BR-2 to do local work as directed west of Waterville on Back Road and fill on Rigby's at Waterville as directed.

Effective Tuesday, July 7, 1970, Train B-12 will be due leave Bangor 1:15 a.m. instead of 3:15 a.m., daily, except Monday.

B-12 to handle any Waterville's from Bangor and Northern Maine Jct. left after BR-2, in addition to Rigby's and CN's.

Arrange accordingly and notify all concerned.

A. N. TUPPER  
General Superintendent

*A. N. Tupper*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
July 7, 1970

TO ALL CONCERNED:

Effective at completion of work Saturday, July 11, 1970, the 1st St. Johnsbury Extra is abolished.

Effective Monday, July 13, 1970, the one crew local freight train assignment of YT-Extra and TY-Extra is re-established to work as follows:

YT-Extra - Mon. - Wed. - Fri.	
leave St. Johnsbury	2:00 p.m.
due Beecher Falls	10:00 p.m.

TY-Extra - Tue. - Thurs. - Sat.	
leave Beecher Falls	9:30 a.m.
due St. Johnsbury	6:30 p.m.

Train and engine crew of TY-Extra report at Beecher Falls at 9:00 a.m.

Notify all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

*A. N. Tupper*

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
July 7, 1970

ALL CONCERNED:

Effective after completion of work Wednesday, July 8, 1970, the one crew assignment of LD-3 is abolished.

Effective Thursday, July 9, 1970, Train WD-2 will operate to Rileys only and will do switching at Rileys as directed by the Agent. No other change in assignment.

Effective Thursday, July 9, 1970, Trains RD-1 and DR-2 will do switching at Dixfield.

Notify all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

MAINE CENTRAL RAILROAD COMPANY

*A. N. Tupper*  
*Lewiston*

Portland, Maine  
July 8, 1970

TO ALL CONCERNED:

Referring to Bulletin Order No. PD-404 PT-47 dated July 7, 1970 -

Symbol I has been assigned to Rileys and effective Thursday, July 9, 1970 train presently identified as WD-2 will become WI-2 and due to leave Waterville at 1.00PM Daily for Rileys and return doing switching at Rileys as directed. On eastbound trip from Rileys train will have Symbol IW-1.

Payroll Run Numbers 674 and 673 presently used for WD-2 and DW-1 will continued to be used for WI-2 and IW-1 on time returns.

No other change in instructions in Bulletin Order PD-404 PT-47.

A. N. Tupper  
General Superintendent

(Was covered by my circular of July 7, 1970, regarding abolishment of LD-3 and other changes.)

Portland July 14 1970

RLA

Effective Wed July 15 1970 train RB 1 will be due to leave  
Rigby Yard at 12Noon instead of 1230PM notify all concerned

AAT 9am 15th

ALL CONCERNED:

Effective after the arrival of Train B-12 Sunday, July 12, 1970,  
Trains B-11 and B-12 are abolished.

Effective Sunday, July 12, 1970, Train RB-1 will be due leave Rigby Yard  
at 12:30 p.m., daily.

Effective Sunday, July 12, 1970, RD-1 will handle Lewiston and Auburn  
cars.

Notify all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
July 7, 1970

ALL CONCERNED:

Effective after the arrival of Train B-12 Sunday, July 12, 1970, Trains B-11 and B-12 are abolished.

Effective Sunday, July 12, 1970, Train RB-1 will be due leave Rigby Yard at 12:30 p.m., daily.

Effective Sunday, July 12, 1970, RD-1 will handle Lewiston and Auburn cars.

Notify all concerned including shippers and consignees.

A. N. TUPPER  
General Superintendent

MAINE CENTRAL RAILROAD COMPANY  
PORTLAND TERMINAL COMPANY

VICE PRESIDENT'S CIRCULAR NO. 630

Portland, Maine  
October 7, 1970

ALL CONCERNED:

At 2:00 a.m. Sunday, October 25, 1970, Eastern Standard Time will be set back one hour in conformity with the "Uniform Time Act of 1966" as passed by the Congress.

All railroad clocks and employees watches must be set back one hour at 2:00 a.m. Sunday, October 25, 1970, to indicate 1:00 a.m.

Those employees in charge of standard clocks at each respective location will obtain the correct time from the Train Dispatcher at 2:00 a.m. on October 25; then set the clock to conform with the new E.S.T. and advise the Dispatcher when done. In each instance, the person who sets the clock and makes the comparison will give the Dispatcher his name and location which will be recorded. All employees who are required to carry Standard watches will be governed as follows:

Those employees whose trip or tour of duty require them to be on duty at 2:00 a.m., October 25, 1970, will, if possible, set their watches to compare with a standard clock which has been changed to conform with the new correct E.S.T., sign the prescribed form, and have authorized employee at the location endorse their watch comparison certificate. Where no standard clock is available, employees then on duty must arrange to be at a location at 2:00 a.m. on October 25, 1970, where communication with the Train Dispatcher is available and get the new correct E.S.T., furnishing his name and location before resuming duty or the trip.

All employees required to carry standard watches whose trip or tour of duty commences at or after 2:00 a.m. Sunday, October 25, must obtain the new correct E.S.T. from either a standard clock or from the Train Dispatcher, set their watches, then compare with either standard clock or the Train Dispatcher's clock, sign the prescribed form, and, if possible, have authorized employee sign his watch comparison card before performing any other duty.

It is important that each employee in train and engine service, both road and yard, Yardmasters, Station Agents, Operators, Towermen, and all employees and supervisors listed in Rule 2, Rules for the Government of the Operating Department, have their watches properly set and coordinated at the designated time to make certain that all clocks and watches are set to conform with the new Eastern Standard Time at and after 2:00 a.m., October 25, 1970.

MAINE CENTRAL RAILROAD COMPANY

Employees Time Table No. 19 and supplements thereto will continue to remain in effect.

Each employee affected must sign the receipt on the lower half of this circular and return promptly to his Superintendent or Supervisor as the case may be.

This supersedes Vice President's Circular No. 629 dated April 8, 1970.

C. E. Richardson  
Leviston

J. W. WIGGINS  
Vice President

With reference to follow from Mr. A. N. Tupper dated October 12, 1970, please be governed accordingly.

\*\*\*\*\*

Leviston, St. Johnsbury, Cabot, and Hartford arrange for operator report for call at 1:50 a.m., October 25, 1970, and at 2:00 a.m. set back standard clock Circular 630. Engine House Foremen please arrange for Engine Crew

Engine Dispatcher on duty to set back standard clock as designated above and report to Train Dispatcher. "

Those addressed please acknowledge receipt.  
R. L. Achorn,  
General Agent

sc

cc: ANT - This will acknowledge receipt of your letter of Oct. 12, 1970.

A. N. TUPPER  
General Superintendent

RLA

- Mr. J. W. Wiggins
- Mr. W. E. Maloy
- Mr. W. W. Williams
- Mr. A. C. P. Lennon
- Mr. W. G. Wheeler
- Mr. W. H. Bickford
- Chief Train Dispatcher (3)

Mr. W. L. Harris - Please arrange for standard clock Tower "X" and Rigby Yard to be set back one hour as above.

MAINE CENTRAL RAILROAD COMPANY  
MAINE CENTRAL RAILROAD COMPANY

Lewiston, Me.  
October 14, 1970

Portland, Maine  
October 12, 1970

Mr. R. L. Achorn - Lewiston  
Mr. G. J. Perrault - St. Johnsbury  
Mr. W. E. S. Richardson - Lewiston  
Mr. E. T. Rideout - Rumford  
Mr. C. T. Clark - Waterville  
Mr. W. Richardson - Waterville  
Mr. H. R. E. dated October 12, 1970, concerning changing of time  
Mr. D. K. Russell - Rigby Engine House  
With reference to follow/ing from Mr. A. N. Tupper  
clocks. Please be governed accordingly:

With reference to Vice President's Circular #630,  
St. Johnsbury, Lewiston, St. Johnsbury, Calais, and Rumford arrange for call  
at 1:50 a.m. Operator report for, call at 1:50 a.m., October 25, 1970, clock  
one hour to and at 2:00 a.m. set back standard clock Circular 630.  
Circular 630. Engine House Foremen please arrange for Engine Crew

Engine Dispatcher on duty to set back standard clock as designated  
duty to set above and report to Train Dispatcher.  
Dispatcher.

Those addressed please acknowledge receipt.

R. L. Achorn,  
General Agent

sc

cc: ANT - This will acknowledge receipt of your letter  
of Oct. 12, 1970.

cc: Mr. J. W. Wiggins  
Mr. W. E. Maloy  
Mr. W. Williams  
Mr. A. C. P. Lennon  
Mr. R. G. Wheeler  
Mr. W. H. Bickford  
Chief Train Dispatcher (3)  
Mr. W. L. Harris - Please arrange for standard clock Tower "X" and  
Rigby Yard to be set back one hour as above.

RLA

A. N. TUPPER

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
October 12, 1970

Mr. R. L. Achorn - Lewiston  
Mr. G. J. Perrault - St. Johnsburry  
Mr. W. E. Strout - Calais  
Mr. E. T. Rideout - Rumford  
Mr. C. T. Clark - Waterville  
Mr. W. Richardson - Waterville  
Mr. H. R. Eames - Bangor  
Mr. D. K. Russell - Rigby Engine House

With reference to Vice President's Circular #630, Lewiston, St. Johnsburry, Calais, and Rumford arrange for Operator report for call at 1:50 a.m., October 25, 1970, and at 2:00 a.m. set back standard clock one hour to indicate 1:00 a.m. and be governed by third paragraph of Circular 630.

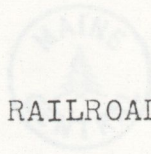
Engine House Foremen please arrange for Engine Crew Dispatcher on duty to set back standard clock as designated above and report to Train Dispatcher.

Those addressed please acknowledge receipt.

A. N. TUPPER  
General Superintendent

cc: Mr. J. W. Wiggins  
Mr. W. E. Maloy  
Mr. R. W. Williams  
Mr. A. C. P. Lennon  
Mr. R. G. Wheeler  
Mr. W. M. Bickford  
Chief Train Dispatcher (3)  
Mr. W. L. Harris - Please arrange for standard clock Tower "X" and Rigby Yard to be set back one hour as above.

MAINE CENTRAL RAILROAD COMPANY



MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
October 12, 1970

W. L. Harris - Rigby	8	
C. T. Clark - Waterville	5	50
R. L. Achorn - Lewiston	2	8
E. T. Rideout - Rumford	3	25
J. P. Tenneson - Livermore Falls	2	2
W. B. Lewis - Rockland	2	4
F. C. Corbett - Bangor	5	30
J. W. Breen - Vanceboro	2	5

*ok*  
*Furbush*  
*Traynor*  
*Lafayette*  
*Myerand*  
*Tower*  
*Richardson*

Attached is Bulletin Order PD 684 ESD 235 PT 78 dated October 12, 1970. Please post on yard bulletin boards as well as regular boards.

Also enclosed is supply of Vice President's Circular #630 to be distributed to each Yardman.

W. L. Harris	8
J. W. Breen	2
W. B. Lewis	2
H. C. Michaud	2
C. J. Ferrisault	2
E. T. Rideout	3
W. E. Strait	4
J. P. Tenneson	4

A. N. TUPPER  
General Superintendent

cc: JWW  
RWW  
RGW - Agents, Operators, Xing Tenders and supply CPR crews.  
ACPL  
WMB  
MLC  
EMD  
CJP  
WEM  
RJT  
CGB  
AEP - Supply for distribution to Conductors and Trainmen PD and ESD.  
Chief Train Dispatchers - As information.

# MAINE CENTRAL RAILROAD COMPANY

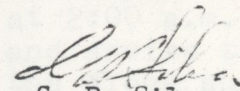


Portland, Maine  
October, 14, 1970  
File: 520.301

H. R. Eames (40)  
D..K. Russell (140)  
W. E. Richardson (40)

Enclosed are copies of Vice Presidents Circular No. 630 issued October 7, 1970 concerning change of time on October 25, 1970.

Please distribute as per instructions and keep a record of issuance to men and return of receipts.

  
G. P. Silva  
Supt. Loco. Maint.

GPS/s

cc: R. L. Achorn 6  
J. W. Breen 4  
W. B. Lewis 2  
M. C. Michaud 2  
G. J. Perreault 8  
E. T. Rideout 8  
W. E. Strout 4  
J. P. Tennison 4

MAINE CENTRAL RAILROAD COMPANY

Portland, Maine  
September 3, 1970

All Concerned;

Effective after arrival of Train AR-2 at Rigby Yard Saturday, September 5, 1970 the present one crew assignment of Trains RA-1 and AR-2 is abolished.

Effective Tuesday, September 8, 1970 a one crew local freight assignment, operating between Brunswick and Lewiston Lower, will be re-established and will operate as follows:

KA-1	Ex. Sunday	leave Brunswick	8.30 AM
		due Lewiston Lower	10.00 AM
AK-2	Ex. Sunday	leave Lewiston Lower	10.30 AM
		due Brunswick	2.00 PM

Train and engine crew of Train KA-1 to report at Brunswick at 7.15 AM, do station switching at Brunswick, then Trains KA-1 and AK-2 do local work between Brunswick and Lewiston Lower formerly done by Trains RA-1 and AR-2.

Run No. 647 is assigned to Trains KA-1 and AK-2 for payroll purposes and is to be shown on engine and train crew time slips.

Effective Monday, September 7, 1970 cars for Brunswick proper and Lewiston Branch, properly classified, to move from Rigby Yard to Brunswick on Train RB-3 for Train KA-1. Power on RB-3 to include one unit made up in service as trailing unit and headed east to be dropped by Train RB-3 on Track 4 just west of Union Street at Brunswick for Train KA-1.

After AK-2 completes their work at Brunswick, their unit is to be left on Track 4 just west of Union Street for Train NR-2 to lift.

Effective Tuesday, September 8, 1970 Train NR-2 arrange to couple AK-2's unit in service from Brunswick to Rigby Yard, also lift westbounds at Brunswick.

Notify all concerned including shippers and consignees.

A. N. Tupper  
General Superintendent

copy JWW WEP AJT ANT WMB AEP RFD GPS TSJ MLC EMD WLH RJT CGB PVB DKR JHI  
JOB WMM RAJ WRP PHC JFS GHE JM SPR EKG RWW.  
R. S. Thing, Brunswick; R. L. Achorn, Lewiston; Agent, Yarmouth Jct.  
Chiefs.