

BELFAST  
—AND—  
MOOSEHEAD LAKE  
R. R. CO.

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**TIME TABLE**  
**No. 37**

**For Employes Only**

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EFFECTIVE AT  
**12:01A.M., Sunday April 30, 1950**

**Superseding Time Table No. 36**

Destroy All Previous Time Tables

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**W. L. BOWEN, General Manager**

## WESTWARD TRAINS—FIRST CLASS

## SECOND CLASS

Miles from Belfast	STATIONS		1	3	5	27			
			Ex. Sun. and Mon.	Monday Only	Ex. Sun	Sun. only			
0.00	Belfast	D	A. M. 4.30	A. M. 5.30	A. M. 11.30	A. M. 11.30			
2.16	City Point		f 4.35	f 5.35	f 11.35	f 11.35			
5.16	Sargents		4.40	5.40	11.41	11.45			
7.15	Waldo		f 4.44	f 5.45	f 11.45	f 11.50			
12.27	Brooks	D	s 5.10	s 5.55	s 11.55	s 12.10			
14.07	Forbes		5.15	6.00	11.59	12.15			
18.47	Knox		f 5.25	f 6.10	f 12.07	f 12.25			
21.40	Thorndike	D	s 5.40	s 6.20	s 12.13	s 12.40			
24.95	Unity	D	s 6.00	s 6.35	s 12.28	s 1.00			
29.44	Winnecook		f 6.05	f 6.40	f 12.35	f 1.05			
33.07	Burnham Junction	D	6.20	6.50	12.45	1.15			
			A. M.	A. M.	P. M.	P. M.			

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 1, No. 3, and No. 27, mixed, passenger and freight.

## SPECIAL INSTRUCTIONS

## REFERENCE

- D Day train order office.  
 f Flag stop to receive or discharge passengers or freight.  
 N Day and night train order office.  
 s Regular stop.

## STANDARD CLOCK

Belfast Freight Office

## WATCH INSPECTORS

Belfast W. G. Stover

## REGISTERING STATIONS

Belfast Burnham Jct.

## BULLETIN BOARDS

Belfast, freight office, engine house

## SPEED RESTRICTIONS

Unity, State Road Crossing, either direction, not to exceed 6 miles per hour.

Wescott Stream Bridges (2), either direction not to exceed 10 miles per hour.

Waldo, Crossing at Waldo Station, either direction, not to exceed 6 miles per hour.

## EASTWARD TRAINS—FIRST CLASS

## SECOND CLASS

Miles from Burnham Jct.	Passing Sidings. Capacity Cars	STATIONS	2		4		6		28	
			Ex. Sun. and Mon.		Monday Only		Ex. Sun.		Sun. only	
0.00		Burnham Junction	D	A. M. 7.35		A. M. 7.40		P. M. 1.55		P. M. 2.45
3.63	E. 14	Winnecook		f 7.40		f 7.45		f 2.00		f 2.50
8.12	16	Unity	D	s 8.10		s 8.05		s 2.10		s 3.05
11.67	17	Thorndike	D	s 8.25		s 8.20		s 2.20		s 3.20
14.60	4	Knox		f 8.35		f 8.30		f 2.27		f 3.30
19.00		Forbes		8.45		8.35		2.37		3.40
20.80	21	Brooks	D	s 9.05		s 8.50		s 2.41		s 3.50
25.92	11	Waldo		f 9.20		f 9.00		f 2.55		f 4.05
27.91	11	Sargents		9.25		9.05		2.58		4.10
30.91		City Point		f 9.30		f 9.10		f 3.04		f 4.15
33.07		Belfast	D	9.35		9.20		3.10		4.25
				A. M.		A. M.		P. M.		P. M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, UNLESS OTHERWISE PROVIDED.

No. 2, No. 4, and No. 28, mixed, passenger and freight.

## WHISTLING RULES

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

Enginemen must sound whistle signals accurately and when whistling for crossings the crossing whistle signal (Rule 14 (L) revised) shall be given, beginning the first long blast at the whistle post, cut off each blast sharply and make the long and short blasts of the whistle with interval of time between, using a minimum of three seconds for each long blast and one second for each short blast with a perceptible time between the blasts.

In case of fast moving trains the one crossing signal, two long and two short blasts of the whistle, shall be prolonged until engine is on the grade crossing. In case of slow moving train the crossing signal shall be repeated, the last short blast to be prolonged until engine is on the grade crossing.

Enginemen shall exercise extra care to comply with the revised Rule 14 (L).

Enginemen of trains approaching Burnham Jct. will sound two long blasts of whistle.

## SPECIAL RULES

The Standard Code of Train Rules will govern the movement of all trains.

Train orders will be issued over the initial signature of the General Manager.

All trains will obtain clearance, form 108, before leaving Belfast or Burnham Jct.

Trains and engines of this road will under no circumstances enter on or occupy main line of Maine Central R. R. at Burnham Jct. without train orders issued by that Company.

Trainmen must see that all derrails are locked when not in use, no excuse will be accepted for violation of this rule.

Passenger trains will wait for connecting trains at Burnham Jct. unless otherwise ordered.

W. L. BOWEN, GENERAL MANAGER,  
Belfast, Maine

