

MAINE DEPARTMENT OF TRANSPORTATION  
MAINE WOODS TO WATER RAIL CONNECTION PROJECT  
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY  
IMPROVEMENTS (CRISI) 2022

ATTACHMENT 9  
TIMETABLE

# Maine Northern Railway Timetable No. 02

SUPPLEMENT No.1.1



**Taking effect at 00:01, November 9, 2022**

**Ian Simpson  
General Manager  
NBSR**

## MILLINOCKET SUBDIVISION

Train Standby Channel RTC Call-in Channel	Emergency Call-in Code	Tower Codes	Utility Channel	Maintenance of Way Channel	Cautionary Limits	Subdivision Mileage	▼▼ NORTHWARD	MILLINOCKET SUBDIVISION	▲▲ SOUTHWARD	Main Track(s)	Method of Control	DOB Limits	Siding Capacity in Feet	Station Number	
012-012	16*77	1*77	007-067	007-007	79.0	72.43		BROWNVILLE BCD Jct. with CPRS		1	OCS 79.0 104.0	DOB		589	
						87.40		14.97							87
						100.70		13.3	PACKARD						100
		104.77				4.07	NORTH TWIN						104		
		104.77				4.23	MILLINOCKET CD								
		109.00					MAINE NORTHERN JCT. Jct. with MNR								

### 1. METHOD OF OPERATION

- 1.1. OCS Rules in effect between North Cautionary Limit Sign Brownville and South Cautionary Limit Sign Millinocket on the Millinocket Subdivision.
- 1.2. Rules 41 and 94(b) apply in all cautionary limits on the Millinocket Subdivision. Unless otherwise specified, maximum speed within cautionary limits is 10 MPH. Track Foremen will be governed by Rule 841.
- 1.3. MNR Bypass Switch (MP 77.56 Millinocket Sub) may be left lined and locked in reverse position.
- 1.4. Non-main track switches may be left lined and locked in reverse position, unless otherwise directed.

### 2. SPEEDS

- 2.1. Trains and Engines: Maximum Authorized Speed North Cautionary Limit Sign Brownville to South Cautionary Limit Sign Millinocket: 25 MPH
- 2.2. 6 axle units must not exceed 10 MPH over bridge MP 72.52

## 2. NON-MAIN TRACKS

2.1. Air brakes must be in service when switching industrial and customer tracks.

## 3. MILLINOCKET

### 3.1. Millinocket Radio Tower

- Base Station: 207-723-6048
- Disconnect: Dispatcher Hang up, and mobile user pushes #05

### 3.2. Spurs and Other Tracks

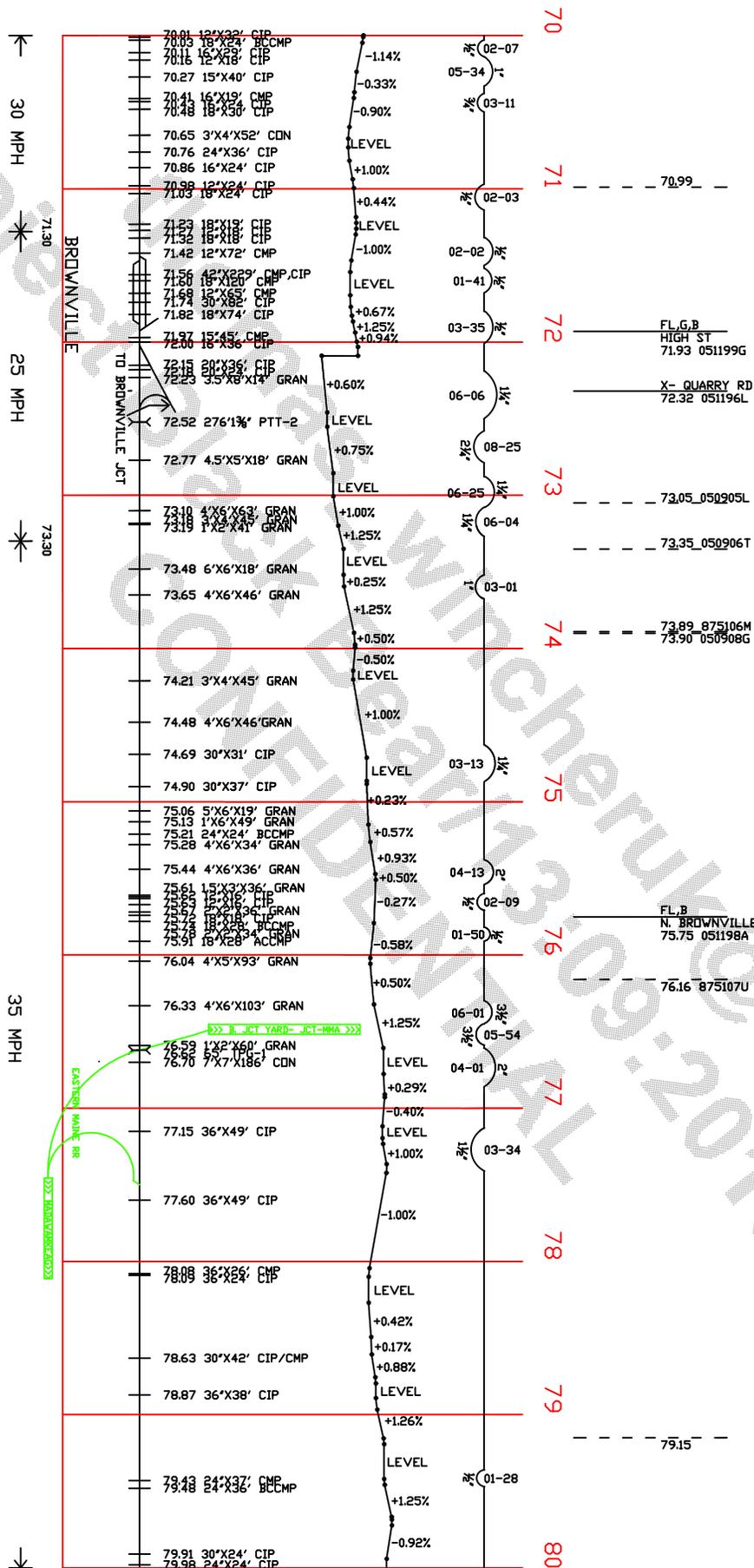
**3.2.1. R Spur** – Extends southward 1.2 miles from Millinocket (MP 104.65) to end of track.

- All public crossings at grade must be manually protected.

**3.2.2. East Millinocket Industrial Spur** – Extends eastward 7.72 miles from north end of Millinocket Yard Lead (MP 0.0) to end of track.

- All public crossings at grade must be manually protected.
- Movements are prohibited east of MP 2.0 except as authorized by Maintenance of Way Supervisor.

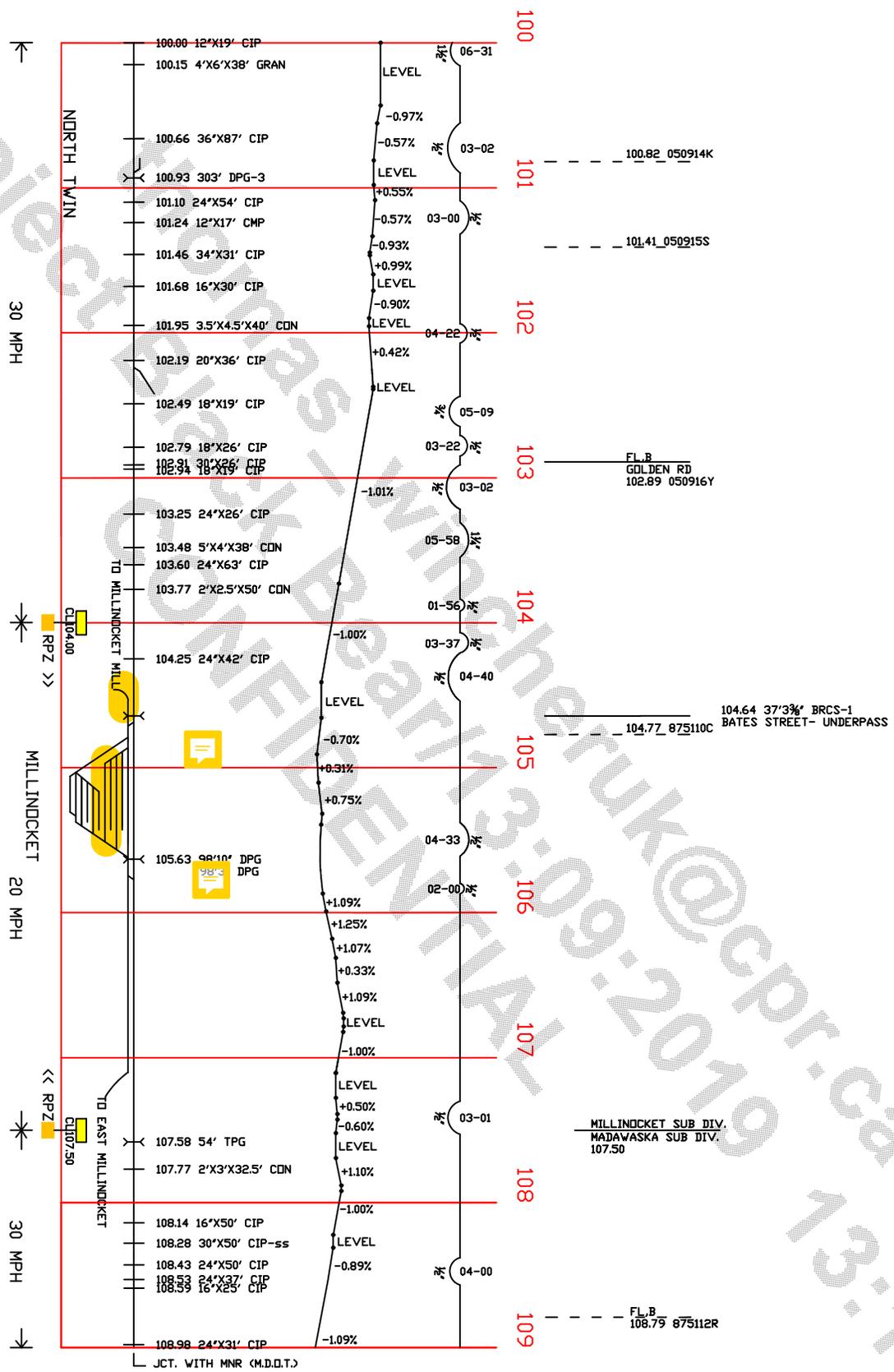
RAIL	RAIL TEMP	SURFACING	TIES	TIE COUNT
112 L'46				
100 L'35				
534			623	
115 CVR L2005			2003	
			487	
			397	
			596	
			238	
115 CVR L2004			2004	







RAIL	RAIL TEMP	SURFACING	TIES	TIE COUNT
←	115 L1959			
←		2004	→	
←		2003	→	
←		726		
←	112 L1949			
←		2004	→	
←		2005	→	
←	112 L'46 + '49			
←		2004	→	



**East Division Time Table No 12, Module 18 Bangor Subdivision – Effective at date indicated in Special Instructions**

Train Standby Channel	Train Dispatcher Call-in Channel and Code	Point to Train Tower Code	Emergency Call-in Code	Utility Channel and Train Dispatcher Call-in Code	Utility Tower Code	Maintenance of Way Channel	Yard Limits	Milepost	NORTHWARD ▼▼▼	BANGOR SUBDIVISION (Subdivision No 130) TrAM Area 1		SOUTHWARD ▲▲▲	Main Track(s)	Method of Operation	TGBO / DOB Limits	Siding Capacity in Feet	Station Number	
										STATIONS								
010-010	010-010	See Footnote 0.1	911911	No Utility System	096-096		28.00 ↕ 31.00  64.00 ↕ 66.00	0.69	SEARSPORT 1.61	GCOR 6.28							3733	
								2.30									KIDDERS 0.70	
								3.00	Begin Main Track		1	TWC	TGBO	Yard	3738			
								10.32	MOSQUITO MOUNTAIN									3739
								13.32	7.58 FOLEY PIT									
								20.90	8.10 NORTHERN MAINE JCT						J	YL		3678
								29.00	Connection to Pan Am									
								35.04	6.04 NORTH BANGOR									3679
								45.40	10.36 HUDSON							TWC		3680
								53.69	8.29 SOUTH LAGRANGE									3684
								64.00	11.76 DERBY						T	YL		3660
								65.45	6.22 BROWNVILLE						T			1328
								71.67	Jct Millinocket Sub							TWC		
								74.60	2.93 End Main Track									
								75.07	0.47 BROWNVILLE JCT						BT			GCOR 6.28

**BANGOR SUBDIVISION FOOTNOTES**

**0.0 RADIO**

0.1	Tower Location	DTMF
	Searsport	203203
	Hermon	204204
	Charleston	205205
	Millinocket	206206
	Patten	207207

**1.0 HOT BOX DETECTOR SYSTEM**

1.1	NORTHWARD			LOCATION		SOUTHWARD		
	INSPECTION POINT	SET-OFF POINT	GOI SEC 5 ITEM 27.0	MP	DTMF CODE	GOI SEC 5 ITEM 27.0	INSPECTION POINT	SET-OFF POINT
No Wayside Detection Systems in use.								

**2.0 EQUIPMENT RESTRICTIONS**

- 2.1 Diesel Units**  
 — 6 axle units prohibited south of MP 28.0.

## BANGOR SUBDIVISION FOOTNOTES

### 4.0 SPEEDS

4.1	Northward Movements	MP		Southward Movements
	MPH			MPH
	25	3.0	to 28.9	25
	★5	28.9	to 29.0	
	10	29.0	to 29.1	★5
		29.1	to 30.0	10
	25	30.0	to 72.1	25
	★6	72.1	to 72.2	10
	10	72.2	to 72.3	★6
		72.3	to 72.4	10
	25	72.4	to 75.0	25

★ From 250 feet, until crossing fully occupied.

### 5.0 TGBO / DOB LIMITS

5.1 TGBO applicable on main track between MP 3.0 and MP 74.6.

### 7.0 TRACK WARRANT CONTROL SYSTEM

7.1 TWC Rules apply between:  
 — Begin/End Main Track Sign MP 3.0 and Yard Limit Sign MP 28.0,  
 — Yard Limit Sign MP 31.0 and Yard Limit Sign MP 64.0, and  
 — Yard Limit Sign MP 66.0 and Begin/End Main Track Sign MP 74.6.

7.2 GCOR 14.4.1 (Radio Blocking) applies in TWC limits.

### 11.0 GENERAL FOOTNOTES

11.1 **FRA Excepted Tracks**  
 The following tracks are designated as FRA Excepted Track in the application of GCOR 6.12:  
 — Spur F at Searsport, and  
 — all non-main tracks at Derby.

### 12.0 SPURS AND OTHER TRACK

12.1 **Derby Shops**

- A. Maximum speed 5 MPH.
- B. All tracks west of the main track are designated Mechanical servicing tracks.
- C. High cube cars prohibited south of the north wye switch.

12.2 **Station Numbers**

MP 5.22 (Cape Jct)..... 3736  
 MP 26.36 (Hampden) ..... 3799