

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FY 23-24 CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY
IMPROVEMENTS “CRISI”
GRANT APPLICATION**

**Driving Maine's Rural Economy through
Freight Rail Efficiency Project**

RAILROAD TIMETABLES

Eastern Maine Railway Timetable No. 9

NEW BRUNSWICK SOUTHERN RAILWAY - EASTERN MAINE RAILWAY



Taking effect at 00:01, Feb. 15th 2022

Refer to inside front cover for effective time and other upcoming time changes.

Ian Simpson
General Manager
NBSR

Eastern Maine Railway Timetable No. 9

TAKING EFFECT AT: FEB. 15TH 2022

GOVERNED BY: EASTERN STANDARD TIME (EST)
COMMENCING 02:00 ON THE FIRST SUNDAY IN NOVEMBER OF EACH YEAR.

EASTERN DAYLIGHT SAVING TIME (EDT)
COMMENCING 02:00 ON THE SECOND SUNDAY IN MARCH OF EACH YEAR.

Note: THIS TIMETABLE IS FOR THE INFORMATION AND GUIDANCE OF
EMPLOYEES AND OTHERS WHO HAVE BEEN AUTHORIZED TO USE
IT.
NOT FOR PUBLIC USE.

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RAILTERM RAIL TRAFFIC CONTROL CENTRE

EMERGENCY TELEPHONE: 1-877-247-9979

EMERGENCY RADIO PROCEDURES: the following procedures are in addition to Rule 125 of the CROR

1. Employees must broadcast an emergency radio call on the stand-by channel for main line followed by the same emergency call to the RTC.
2. The EMERGENCY call must be followed by the name, designation, location, nature of emergency and assistance required. An example is shown below:

"Emergency, Emergency, Emergency, this is NBSR Locomotive Engineer Peverett on 9802 West at crossing mile 65.1 McAdam sub. We have struck a vehicle at the crossing and need emergency assistance for the injured."
3. To make the same call to the RTC, press the appropriate number for emergency RTC for specific location as indicated in the radio tower chart column.
4. Wait for RTC to respond
5. When RTC answers, repeat the emergency call in the same way it was broadcast on the stand-by channel. Employees will be governed by the instructions of the RTC.

EMERGENCY NUMBER:

POLICE, AMBULANCE, FIRE, POISON & DEPT. OF NATURAL RESOURCES - 911

EMERGENCY RESPONSE TELEPHONE

CANUTEC	1-613-996-6666
CHEMTREC	1-800-424-9300
CHEM-TEL, INC.	1-800-979-0626
NATIONAL RESPONSE CENTER (NRC)	1-613-424-8802

RAILTERM RAIL TRAFFIC CONTROL CENTRE

EMERGENCY:	1-877-247-9979
OFFICE TELEPHONE:	1-802-774-7997
OFFICE FAX NUMBER:	1-802-774-2903
TIME SIGNAL:	1-800-363-5409
EMR PLANNER	1-506-632-5805

RAIL TRAFFIC CONTROLLERS

Joseph Plude- JMP	Tyler Richardson - TSR
Robin Bohn - REB	Stefcia Dziubek - SFD
Jim Davis - JPD	Dennis Phillip - DAP
Lance Bridgmon - LRB	Emeline Litts - EKL
Colby Newton - CBN	Lennon Philo - LJP

CANADIAN PACIFIC DISPATCHER

CP DISPATCHER	1-612-851-5739
CP DISPATCHER EMERGENCY	1-800-716-9132

RADIO CHANNEL CHART

The following radio channels are used on NBSR:

Portable		Spectra
1	Main Line/RTC	091 091
14	MOW	071 071
15	Utility	015 071

The following phone numbers may be used to contact trains or maintenance of way employees by radio in the field: Employees are reminded that all radio rules apply i.e. positive identification etc.

LOCATION	MAINTENANCE	OPERATIONS
FOREST	1-207-448-2013	1-207-448-3212
MATTAWAMKEAG	1-207-736-2234	1-207-736-2107
BROWNVILLE JCT	1-207-965-8531	1-207-965-8531
STICKNEY	1-207-	1-207-

SPEED TABLE

Time per mile	MPH	Time per mile	MPH
36 sec	100	1 min 43 sec	35
38 sec	95	2 min	30
40 sec	90	2 min 25 sec	25
42 sec	85.7	3 min	20
45 sec	80	4 min	15
48 sec	75	6 min	10
51 sec	70.6	12 min	5
55 sec	65.5	15 min	4
1 min 5 sec	55.4	20 min	3
1 min 12 sec	50	30 min	2
1 min 20 sec	45	1 hr	1
1 min 30 sec	40		

EMR SPECIAL INSTRUCTIONS

1. NBSR/EMR employees working in the covered service of movement of trains and engines must be in possession of document "Work Rest Rules" and "Fatigue Management Plan".
2. FRA "EXCEPTED TRACK" GENERAL SPECIAL INSTRUCTION: MOVEMENT ON EXCEPTED TRACK
 - 2.1. EMR may designate a segment of track as excepted track provided that:
 - The railroad conducts operations on the identified segment of track under the following conditions:
 - No train shall be operated at speeds in excess of 10 MPH;
 - No occupied passenger train shall be operated;
 - No freight train shall be operated that contains more than five cars required to be placarded by the Hazardous Materials Regulations (49 CFR, part 172)
3. SYSTEM SPECIAL INSTRUCTIONS: ALL SUBDIVISIONS
 - 3.1. EMR employees working in the covered service of movement of trains and engines must be governed by CFR 49, part 228 – Hours of Service of Railroad Employees.
 - 3.2. While on duty train crews are to be in possession of, and governed by CFR 49, part 229.21- Daily Inspections.
5. SPECIAL INSTRUCTIONS TO ON DUTY OPERATING EMPLOYEES CONTROLLING A MOVEMENT ON ANY CP RAIL TRACK

Operating employees MUST be in possession of and governed by all current CP required rule books and documents while operating on CP controlled track.

MATTAWAMKEAG SUBDIVISION

Train Standby Channel	RTC Call-in Channel	Emergency Call-in Code	Tower Codes	Utility Channel	Maintenance of Way Channel	Cautionary Limits	Subdivision Mileage	WESTWARD ▼▼▼	MATTAWAMKEAG SUBDIVISION	EASTWARD ▲▲▲	Main Track(s)	Method of Control	DOB Limits	Siding Capacity in Feet	Station Number			
091-091	091-091	16*75	1*75	015-071	071-071	↓ 1.9	0.0		0.0	MCADAM BCYD	1	CL	DOB	Yard	484			
							5.6		5.6	ST. CROIX								
							5.9		5.9	VANCEBORO								
							32.0		32.0	DANFORTH								
							42.3		42.3	BANCROFT								
							62.0		62.0	MATTAWAMKEAG								
			63.1			16*76	1*76		63.1			63.1	KIRBY					
			90.3						90.3	HARDY POND								
			104.9						104.9	BROWNVILLE JCT BCYD								
						16*77	1*77		↑ 103.8						CL		Yard	589

To contact the Main Line Planner replace the first digit of the tower code with an 8. Example: 8*71 instead of 1*71

DETECTOR LOCATION	DIRECTION	INSPECTION POINT	SET OFF POINT
2.98	EASTWARD	MCADAM	MCADAM
	WESTWARD	VANCEBORO	VANCEBORO
26.7	EASTWARD	Mle 24.0	Spur Mile 22.32
	WESTWARD	Mle 29.0	DANFORTH
52.7	EASTWARD	Mle 50.8	BANCROFT
	WESTWARD	Mle 59.3	MATTAWAMKEAG
72.5	EASTWARD	Mle 70.0	KIRBY
	WESTWARD	Mle 76.0	HARDY POND
99.3	EASTWARD	Mle 95.3	HARDY POND
	WESTWARD	Mle 102.0	BROWNVILLE JCT

MATTAWAMKEAG SUBDIVISION FOOTNOTES

SPECIAL INSTRUCTIONS

NB Southern Railway operates main track, beginning the East Cautionary Limit Sign, mile 4.6 (Saint John, NB), McAdam Sub to mile 5.6 (St Croix, NB), Mattawamkeag Sub with running rights granted to Eastern Maine train crews to enter Canada and yard their trains at McAdam. All applicable rules and operating procedures apply.

1.0 CANADIAN RAIL OPERATING RULES

- 1.1 Rules 41 and 94(b) apply in all cautionary limits on EMR territory. Unless otherwise specified, maximum speed within cautionary limits is 15 MPH. Track Foreman will be governed by Rule 841
- 1.2 Rule 104 (o) the main track switch located at mile 0.0 St.Stephen Sub (west end of the fuel track), must always be left lined and locked for the St Stephen main track
- 1.3 The following non-main track switches may be left lined and locked in reverse position:
 McAdam: All non main track switches.
 West and East M28 Switches

2.0 SPEEDS

- 2.1 Trains and engines: - 40MPH
 Mattawamkeag:
 - Do not exceed 10 MPH when switching in Pan Am yard
 - Do not exceed 5 MPH on track 3 and 5. Pan Am yard
- 2.2 Permanent Speed Restrictions

Mile	Location	Permissible Speed Miles Per Hour
0.7 to 1.7		20
1.7 to 5.6		30
5.6 to 5.9	Crossing	*10/20
31.8 to 32.4		30
40.0 to 41.1	On Curves	35
49.5 to 50.8	Drew Bog	30
56.5 to 58.0		30
61.8 to 62.6		20
*10MPH Eastward, 20MPH Westward - Until crossing is fully occupied		

3.0 SPECIAL DANGEROUS COMMODITIES

- 3.1 When handling a Key Train or Higher Risk Key Train, do not exceed 25 MPH on Mattawamkeag Subdivision.

4.0 NON-MAIN TRACKS

- 4.1 McAdam Cars left on tracks M28 - M30 - M31 - M32, must have hand brakes applied on low end of tracks
- 4.2 Designated Tie-up Tracks for Unattended Locomotives
McAdam: Track M19 - Fuel Pad on West side of shop.
Southline next to shop.
- 4.3 Restricted Clearance Not Marked or Indicated by Restricted Clearance Signs
Employees must not ride the sides of cars between PAR tracks 3 and 5 account restricted clearance.
- 4.4 Mattawamkeag - Junction with Pan Am Railway
 - 4.4.1 The Chief Traffic Controller of the Pan Am Railway will relay any operating bulletin information that pertains to EMR movements working in Mattawamkeag Yard. This information will be relayed to the EMR crew by the NBSR Planner office.
- 4.5 Kirby - When making set offs at the East end of Kirby, drop clear of the east back track switch when practicable.
- 4.6 Hardy Pond - When making set offs at the East end of Hardy Pond, drop clear of the east back track switch when practicable.
- 5.0 PUBLIC CROSSINGS AT GRADE
 - 5.1 Mile 61.71 - Westward trains switching at Mattawamkeag will leave train east of Stewart's Crossing before proceeding to station with locomotive.
 - 5.2 Mile 62.37 - Military Road, movements on other than main track must use push button.
 - 5.3 Mile 31.97 - Station Crossing: Due to rusty rail conditions, movements over public crossing at grade on non-main track at Danforth must be manually protected unless or until it is known that warning devices have been operating for at least 20 seconds (Rule 103.1 (f)).
 - 5.4 Mile 32.07 - County Road, Danforth. If entering the main track at Danforth, the County Road must be manually protected.
- 6.0 INTERNATIONAL BORDER CROSSING
 - 6.1 New Brunswick and Maine International border located at mile 5.6. (Station Name Sign St Croix)
 - 6.2 Canada Customs, St. Croix N.B. request that Eastward EMR trains approaching Vanceboro must give a 2 hour prior notice and a 30 minute "notice of arrival" through the Saint John planner for their train and has been accepted by Canada

Customs computer system. Eastward trains cannot leave Vanceboro without this confirmation.

7.0 EQUIPMENT RESTRICTIONS

- 7.1 When handling loaded crude cars, do not exceed 25 MPH between West Cautionary Limit McAdam and Station Name Sign Saint Croix Mattawmkeag Subdivision.
- 7.2 While handling EMPTY chip cars, do not exceed 35 MPH between West Cautionary Limit Sign McAdam and East Cautionary Limit Sign Brownville Jct.
- 7.3 While handling occupied passenger Equipment do not exceed 30 MPH between West Cautionary Limit Sign McAdam and East Cautionary Limit Sign Brownville Jct.
- 7.4 While performing switching operations in Pan Am yard at Mattawamkeag, 6 axle units are only permitted on main line and only 300 feet west of Military Crossing. While making movements on any other track a sufficient number of buffer cars must be held onto to ensure that a 6 axle unit does not leave the main track.
- 7.5 While making movements on the following tracks, a sufficient number of buffer cars must be held onto to ensure a 6-axle unit does not enter the track:
 - 7.6.1 Vanceboro – back track Mile 5.9
 - 7.6.2 Kirby - back track Mile 63.1
- 7.6 6 axle units are restricted on the following tracks.
 - 7.7.1 Woodard Spur Mile 75.2
 - 7.7.1 Kingman Spur Mile 53.6

8.0 SUBDIVISION GRADE CHART

Subdivision	Location	Max. Grade	Train Direction
Mattawamkeag	MP 4.4-6.4	1.03%	Westbound
Mattawamkeag	MP 13.3-11.3	1.06%	Eastbound
Mattawamkeag	MP 22.3-20.3	1.12%	Eastbound
Mattawamkeag	MP 53.1-55.0	1.00%	Westbound
Mattawamkeag	MP 59.4-62.2	1.13%	Westbound
Mattawamkeag	MP 87.5-84.0	1.13%	Eastbound
Mattawamkeag	MP 90.9-92.9	1.00%	Westbound
Mattawamkeag	MP 102.4-104.2	1.06%	Westbound

9.0 BROWNVILLE Jct.

- Trains entering cautionary limits or operating in Brownville Jct. Yard must be on CP channel 1.
- Operating employees MUST be qualified in CP rules and special instructions and be in possession of and governed by all current CP required rule books and documents while operating on CP controlled track.

CALAIS INDUSTRIAL SPUR

Train Standby Channel	RTC Call-in Channel	Emergency Call-in Code	Tower Codes	Utility Channel	Maintenance of Way Channel	Cautionary Limits	Subdivision Mileage	◀◀◀ NORTHWARD	CALAIS INDUSTRIAL SPUR	▶▶▶ SOUTHWARD	Main Track(s)	Method of Control	DOB Limits	Siding Capacity in Feet	Station Number
091-091	1*70	16*70	1*70	015-071	071-071		10.80		END OF TRACK		105				
								0.1							
							10.70		WOODLAND						
								8.0							
							2.70		CAMPBELL						
								0.2							
							2.90		ST. CROIX JCT						
								2.1							
0.8		SALMON FALLS INTERCHANGE													
	0.3														
	0.5			SALMON FALLS END OF TRACK											

To contact the Main Line Planner replace the first digit of the tower code with an 8. Example: 8*71 instead of 1*71

CALAIS INDUSTRIAL SPUR FOOTNOTES

1.0 CANADIAN RAIL OPERATING RULES

Rule 41 and Rule 105 apply on the Calais Industrial Spur.

Light engines, track machines and train movements are controlled by the Saint John office and are governed by CROR Rule 105 between mileage 0.5 and 10.8 Calais Spur.

2.0 SPEEDS

2.1 Mile 0.5 to Mile 10.8 Maximum Speed 10 MPH.

3.0 EQUIPMENT RESTRICTIONS

- 3.1 Heaviest standard 4-axle car permitted 263,000 Lbs – Calais Industrial Spur.
- 3.2 6 axle units restricted on Calais Industrial Spur

4.0 CALAIS INDUSTRIAL SPUR

- 4.1 Calais Industrial Spur Track in Canada is classified a No.1 Track, 10 MPH.
- 4.2 Calais Industrial Spur Track in the USA is classified as excepted track.
- 4.3 Calais Industrial Spur, End of Main Track is Mileage 10.8, Paper Mill Security Gate.
- 4.4 Main Track to Paper Mill is protected by a Derail at Millage 10.8.
- 4.5 Designated Tie-up Tracks for Unattended Locomotives
Woodland Station - Track No.9
- 4.6 Train Crews report on and off duty at Woodland Station
- 4.7 When travelling southward from Woodland Yard, South leg of Wye, Mileage 10 is lined for Calais Industrial Spur, points facing South.
- 4.8 North leg of Wye Mileage 10 runs 2 miles to end of track, Stud Mill.
- 4.9 Canada is entered at Mileage 9.9, International Bridge over St.Croix River.
- 4.10 When travelling southward USA Territory is entered at Mileage 4.8 International Bridge over St.Croix River.
- 4.11 Train Crews must stop at Mill Town Crossing or North Street for US Customs Inspection Mileage 1.5 Calais Industrial Spur.
- 4.12 NBSR Interchange point is at Salmon Falls 0.8 Mill Town Spur.
- 4.13 Gate on the Salmon Falls Bridge must be closed and locked at all times when not in use.
- 4.14 End of Calais Industrial Spur is Mileage 0.5.
- 4.15 Campbell Station has two tracks, TR3 1937' and TR4 1921'

5.0 EMERGENCY CALLS

- 5.1 In USA dial 911.

5.2 Toll free Saint John Office 1-888-645-1600.

5.3 The emergency phone number Saint John 506-632-4692.

VAN BUREN SUBDIVISION

Information for the Van Buren Subdivision will be found in the Maine Northern Railway 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 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	PACKARD					87	
						100.70	13.3	NORTH TWIN					100	
		104.77			4.07	MILLINOCKET CD		104						
					4.23									
		109.00				MAINE NORTHERN JCT. Jct. with MNR								
	2*05	1*05			104.0									

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.

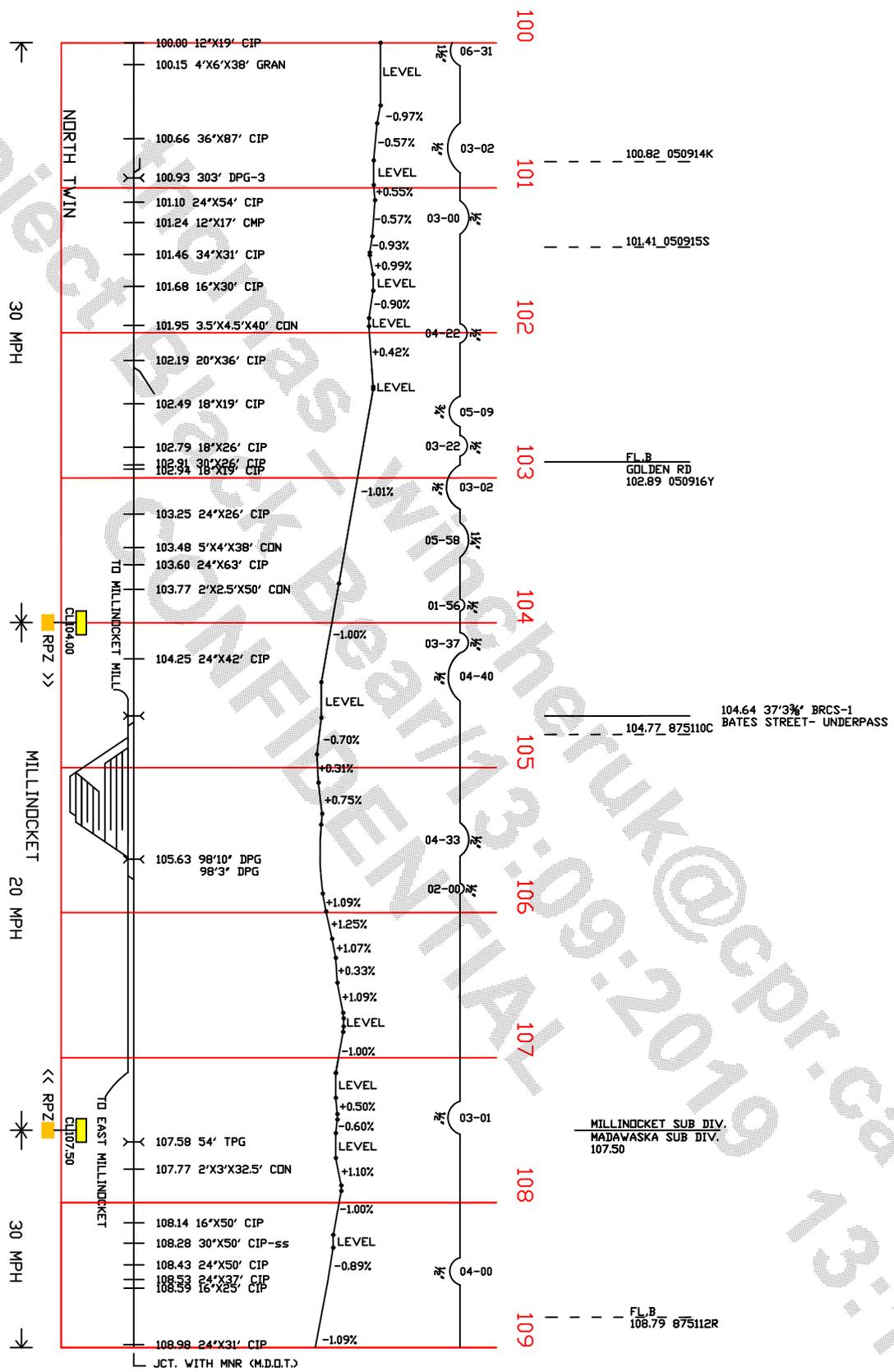
3.2.2. East Millinocket Industrial Spur – Extends eastward 7.72 miles from north end of Millinocket Yard Lead (MP 0.0) to end of track.

- 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.

MILLINOCKET SUB

MADAWASKA SUB
UPDATED: 08-13

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								3735									
								3.00		Begin Main Track			1	TGBO													
								13.32		MOSQUITO MOUNTAIN 7.58					TWC											3738	
								20.90		FOLEY PIT 8.10																3739	
								29.00		NORTHERN MAINE JCT Connection to Pan Am					J										Yard	3678	
								35.04		NORTH BANGOR 10.36																	3679
								45.40		HUDSON 8.29																	3680
								53.69		SOUTH LAGRANGE 11.76																	3684
								65.45		DERBY 6.22					T										Yard	3660	
								71.67		BROWNVILLE Jct Millinocket Sub					T												1328
								74.60		End Main Track 2.93																	
								75.07		BROWNVILLE JCT 0.47					BT									GCOR 6.28			1325

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