

SAFETY FIRST



Central Maine & Quebec Railway

TIMETABLE NO. 6

**EFFECTIVE 00:01
EASTERN DAYLIGHT SAVINGS TIME
March 25, 2019**

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JOB BRIEFING

Prior to performing any task requiring the coordination of two or more employees, those employees involved must hold a “job briefing” to ensure all have a clear understanding of the task to be performed and their individual responsibility and must discuss the following:

1. The job(s) to be done or move(s) to be made.
2. The responsibility of each employee.
3. Any additional instructions due to an unusual condition.
4. Any specific reminder due to a hazardous condition or unusual practice.
5. When on or near track, discuss how you are protected, what your limits are, what type and time given. If necessary, an additional briefing should be held as the work progresses or the situation changes.

STATEMENT OF SAFETY POLICY

OUR COMMITMENT

Knowledge vigilance and caring are the foundation to any successful safety process. An older and wiser mentor of mine said to me many years ago;

"People don't care how much you know until they know how much you care."

At Central Maine and Québec Railway, one of our highest priorities will be to create an environment that is conducive to continuous learning and continuous improvement. It will also incorporate safety, not as a slogan or phrase on a calendar, but as essential to how we conduct our business.

Safety will be a condition of employment for all of us.

High standards and relentless follow-up are two of the key pillars of a successful safety process. Central Maine & Québec Railway will foster an environment with the highest of standards in the area of safety as well as classic railway operations.

Central Maine & Québec Railway will strive to demonstrate these high standards to our employees, customers, and the public.

Central Maine & Québec Railway emphatically believes that each injury and human factor incident can be avoided. The leadership team at Central Maine & Québec Railway will provide each member of its team with the training, tools and time necessary to complete each task safely. Our highest expectation of our entire team that we **WILL** complete each task safely.

Our success depends entirely on our team - as a team. The team will only attain our goals if each individual attains their goal. We are committed to creating and maintaining an environment that allows us to obtain our goals.

Ryan Ratledge
President & Chief Executive Officer

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ROCKLAND SUBDIVISION						
E A S T W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	CAUTIONARY LIMITS	METHOD OF CONTROL	↑ W E S T W A R D
		29.4	BRUNSWICK	29.4 – 30.0	Cautionary Limits	
	1000	33.5	HARDINGS			
			4.5			
	500	38.0	BATH			
			1.2			
	1200	39.2	BAYVIEW			
			7.5			
		46.7	YANKEE			
			1.0			
		47.7	MASON			
			1.2			
		48.9	WISK			
			0.4			
		49.3	WISCASETT			
			7.0			
	1000	56.3	NEWCASTLE			
			5.6			
		61.9	MUSCONGUS BAY			
			5.8			
		67.7	WALDOBORO			
			1.1			
	600	68.8	ALLENS			
			1.6			
		70.4	WARREN			
			11.4			
		81.8	THOMASTON			
			4.0			
	85.8	ROCKLAND	85.0 – 86.5	Cautionary Limits		

ROCKLAND SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 29.4 TO MP 85.0.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 37.0 TO MP 38.5 10 MPH

MP 37.7 TO MP 37.9 6 MPH*

MP 48.9 TO MP 49.2 10 MPH

BRIDGE MP 53.04 10 MPH

MP 79.1 TO MP 79.4 10 MPH

MP 81.0 TO MP 81.6 20 MPH

MP 85.0 TO END OF TRACK..... 10 MPH

* Head end restriction – applies until leading end of movement has cleared the last crossing

The following crossings have warning devices with non-standard approach circuits. Approach these crossings at the speed indicated, within the distance specified. Normal speed may be resumed when the crossing is fully occupied.

MILE	NAME	APPROACH DISTANCE	SPEED
RSIS	Broad Street	Westbound – 250 Feet	5

3. METHOD OF CONTROL

MP 29.4 TO 30.0 Cautionary Limits
 MP 30.0 TO 85.0 OCS
 MP 85.0 TO 86.5 (end of track) Cautionary Limits
 DOB in effect at 1900 daily and applies on all tracks.

4. JOINT OPERATIONS

CMQ trains may operate over Pan Am Railway tracks west of MP 29.4 for purposes of interchange. Pan Am Rules and Special Instructions apply.

5. INDUSTRIAL SPURS

Rockland Station Industrial Spur – Extends eastward from switch located at MP 85.4 to end of track.

6. EXECPTED TRACK

None

7. RADIO CHANNEL INSTRUCTIONS

Tower Location	DTMF CODE
Rockland – Benner Hill	215215
Carlton Bridge	216216

Main Line & Dispatcher – AAR 010 - 010
 Yard Switching & Customer Service – AAR 023 - 023
 MOW Channel – AAR 096 - 096

8. SPECIFIC SWITCH INSTRUCTIONS

A dual controlled switch leading to the Rockland Station Industrial Spur is located at MP 85.4. Approach this switch prepared to comply with the switch position indicator.

9. DEFECT DETECTOR LOCATIONS & INSTRUCTION

None.

10. SIX AXLE RESTRICTIONS

None

11. BATH DRAWBRIDGE AND INTERLOCKING – CARLTON DRAW BRIDGE MP 37.5 to 39.4

The Bath drawbridge and interlocking is designated an Automatic Interlocking. CROR Interlocking rules apply.

There are two control modes available for the control of BATH INTERLOCKING designated “Local” and “Auto” which are selected by the Master Key Switch on the Local Control Panel in the Bath CIL House.

The “Local” mode provides for manual operation of the interlocking by a railroad signal maintainer from the Local Control panel. Signal and Call-On control is provided for the L1 signal (westbound home signal) and the R1 signal (eastbound home signal).

Bridge unlocking (releasing to the bridge operator for lift operation) and locking is provided by the “Bridge Request” and “Request Cancel” controls respectively. Indication of track occupancy and interlocking device status is available at all times, regardless of control mode, on the Local Control Panel.

The “Auto” mode provides for automatic operation of the interlocking in conjunction with the Wayside Push-Buttons and the Bridge Request panel located in the Bridge Operator Room.

In “Auto” mode, with the bridge down and locked and with all track circuits in advance unoccupied, the appropriate home signal home signal is automatically cleared upon approach of a train.

A train establishes direction in the interlocking logic, similar to typical grade crossing warning operation, such that the opposing (trailing) signal is not normally requested behind a train movement.

The Wayside Push-Buttons provide a means for train crews to cancel and re-clear signals, and to clear reverse (trailing) signal back across the bridge, where required for specific operating situations.

In addition, since the signals are approach-lit based on track occupancy, the Wayside Push-Buttons also provide a means for drivers of non-shunting Track Units to request a signal across the bridge. Details of specific Wayside Push-Button operation is described separately below.

With no trains on the approach and signals displaying stop or locking effective, a Bridge Request from the Bridge Request Panel in the Bridge Operator Room will release the bridge for bridge lift operation and disables automatic railroad operation. Upon seating the bridge, the Bridge Request Cancel returns the bridge for automatic railroad operation. ***The normal control mode for Bath Interlocking shall be “Auto”.

BATH INTERLOCKING WAYSIDE SIGNAL PUSH-BUTTON OPERATION

The wayside push-buttons are only operational when the interlocking is in the "Auto" control mode. They have no effect and will not return a "request" indication when the interlocking is in "Local" control mode. The function and operation of the Wayside Push-Buttons is as follows:

Signal Request Button

This Push-Button is utilized to request a reverse (trailing) signal back across the bridge, request the clearing of a signal for which an automatically cleared signal had been previously canceled, and to request a signal when the signal did not automatically clear. The green light under this button will light to indicate that the request has been established in the interlocking logic. Train movement shall be made in accordance with signal indication. The signal request Push-Button at Bath performs the same function, however no indication is provided at this location and is provided specifically for reverse movements back across the bridge for trains turning at the station.

Signal Cancel Button

The cancel push-button is utilized to cancel a signal across the bridge and is used to avoid unnecessarily locking the bridge when a train does not intend to proceed. Canceling the signal will place the signal back to STOP, and following expiration of the interlocking time locking [*insert time interval*], will release the route in advance. The signal may be re-requested to clear at any time using the previously described "Signal Request" Push-Button.

Track Unit Request Button [TUR]

The [TUR] Push-Button is utilized by Track Units to request a Track Unit Call-On signal, which provides for a track unit bridge locking (which locks the bridge for railroad traffic) and for the display of a signal, since the approach-lit home signal would otherwise be dark for a non-shunting Track Unit. The Track Unit Call-On can only be requested with both interlockings at STOP. It is required that the indicator below the Track Unit Route Cancel button change from dark to red (and/or the external side light display and/or BOTIS indicator be seen to change to a white indication), indicating that Track Unit locking has been established by the request. Track Unit movement shall be made in accordance with signal indication. Track Unit locking is effective until canceled at either of the east or west Wayside Push-Button locations (Track Unit Route [TUR] Cancel Button, see below), which shall be done ***only by the Track Unit driver that originally requested the route.***

Track Units that intermittently shunts may automatically clear a regular signal across the bridge. In order for a Track Unit to establish the Track Unit bridge locking under these circumstances, the regular signal must first be canceled, after which the Track Unit Call-On can be requested as above.

Track Unit Route Cancel Button

An illuminated red light below the Track Unit Route Cancel Button, in conjunction with an illuminated white indication of the external side light display, indicates that the Track Unit locking is effective, which locks the bridge for railroad traffic as described above. When Track Unit locking is effective, these indications will be simultaneously displayed at both the east and west Wayside Push-Button locations.

The Track Unit Route Cancel button shall be utilized to cancel an established Track Unit Call-On route by the Track Unit driver that originally requested the route. The red light below the Track Unit Route Cancel Button and the illuminated white external side light display indication will go dark to indicate that the Track Unit locking has been released.

Bridge Operator Transit Indicators (BOTIS),

Bridge Operator Transit Indicators consist of white strobe lights, the indicators are located at the west and east ends of the Carlton Bridge. The locked control boxes are located at west end of the Carlton Bridge and at the track-level stairway to the bridge house.

The purpose of BOTIS is to provide indication to approaching trains and equipment that the bridge operator is transiting bridge between the west end parking lot and the bridge stairway to the control house. Trains, engines, or other track equipment, encountering illuminated BOTIS must stop before passing BOTIS location.

Train movement must not be made while BOTIS is illuminated.

Train and engine crews are required to call out **BOTIS** indication (illuminated or dark), and as a bulb-out protection look for illumination on both ends of bridge preparatory to transiting from either direction.

NOTE: Bridge Operator Transit Indicator must be used solely by bridge operators preparing to transit the bridge and may not be used for any other function, or in conjunction with, or in lieu of Roadway Worker Protection or any other form of protection that may be provided.

CROR 611 is modified as follows:

When a movement is stopped by an automatic interlocking signal indicating Stop:

When no other movement or track work is evident;

- (i) A train crew member, signalman or track foreman must visually verify that rail seats are properly mated and that span locks are inserted into the receiving sockets in the bridge structure.
- (ii) The inspecting employee may authorize movement past the signal.
- (iii) A movement so authorized must move at restricted speed to the end of the interlocking limits.
- (iv) Notify the RTC that the Automatic Interlocking did not clear.

CROR 840.3 PROTECTION OF TRACK WORK AT AUTOMATIC INTERLOCKINGS

Special Instruction – Track work on the Carlton Bridge will only be performed when the Foreman is in possession of a Track Occupancy Permit covering the interlocking.

12. AVERAGE GRADIENT – HANDBRAKE APPLICATION

LOCATION	GRADIENT
Rockland Warf	0.2
Rockland Yard	0.2

13. TONNAGE RATINGS

MILE POST	DIRECTION	B-23
29 – 85	East	1400 - 1200
85 - 29	West	1300 - 1000

NOTE: Bold numbers are winter ratings

14. QUIET ZONES

Within designated whistle quiet zones, whistle signal 14-L must not be sounded approaching public crossings at grade except when:

- Necessary to provide warning in an emergency.
- Notified automatic warning devices are malfunctioning.
- Notified automatic warning devices are out of service.

The following public crossings at grade are designated Quiet Zones:

York Street MP 37.15
North Street MP 37.34
Green Street MP 81.35
Elliot Street MP 81.45

All crossings east of MP 85.0 including the Rockland Station Industrial Spur

15. OTHER SPECIFIC INSTRUCTIONS

- a. Dragon Products – Thomaston. Ring bell continuously when operating on Track 30, North Track, South Track, through silos or when approaching industry crossings.
- b. Dragon Products – Thomaston. Employees must wear hard hats in addition to required CMQ PPE while on industry property.
- c. Permission of a railway manager is required in order to handle a car exceeding 263,000 lbs. or exceeding AAR “Plate C” dimensions.

ROCKLAND SUBDIVISION EMERGENCY CONTACT NUMBERS

Brunswick Police	725-5521
Cumberland County Sheriff	774-1444
Bath Police	443-5563
Sagadahoc County Sheriff	443-9711
Lincoln County Sheriff	832-4000
Knox County Sheriff	594-5656

16. HEAT RESTRICTION

Reduce speed to 10 MPH within the following limits when notified by the Rail Traffic Controller that a Heat Restriction Order (HRO) is in effect. Normal Speed may be resumed when the RTC informs the movement that the HRO is no longer in effect.

MP 29.4 – MP 85.0

BANGOR SUBDIVISION							
N O R T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION		CAUTIONARY LIMITS	METHOD OF CONTROL	↑ S O U T H W A R D
		0.7	SEARSPORT			CROR 105	
			1.6				
		2.3	KIDDERS				
			11.0			OCS	
		13.3	MOSQUITO MOUNTAIN				
			7.6				
	968	20.9	FOLEY PIT		28.0 – 31.0	Cautionary Limits	
			5.5				
		26.4	HAMPDEN				
			2.6			OCS	
		29.0	No. Maine Junction				
			6.0				
		35.0	NORTH BANGOR			OCS	
			10.4				
		45.4	HUDSON				
		7.4		64.0 – 66.0	Cautionary Limits		
	52.8	SOUTH LAGRANGE					
		12.7					
	65.5	DERBY			OCS		
		1.7					
	67.2	MILO					
		4.5			OCS		
2914	71.7	BROWNVILLE					
Trk 2		0.4					
	72.1	S.WYE SWT BROWNVILLE			Cautionary Limits		
		0.3					
	72.4	WEST WYE SWT BROWNVILLE					
		2.6		74.6 – 75.0	Cautionary Limits		
	75.0	BROWNVILLE JCT					

BANGOR SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 3.0 TO MP 75.0.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 29.0 TO MP 30.0.....10 MPH

MP 72.1 TO MP 72.4.....10 MPH

Derby Shops – All tracks west of the mainline are designated Mechanical Servicing Tracks and are restricted to 5 MPH.

The following crossings have warning devices with non-standard approach circuits. Approach these crossings at the speed indicated, within the distance specified. Normal speed may be resumed when the crossing is fully occupied

MILE	NAME	APPROACH DISTANCE	SPEED
29.0	Coldbrook Road	250 Feet	5
72.2	Route 11	250 Feet	6

3. METHOD OF CONTROL

End of Track TO MP 3.0 CROR 105
 MP 3.0 TO 28.0 OCS
 MP 28.0 TO 31.0 Cautionary Limits
 MP 31.0 TO 64.0 OCS
 MP 64.0 TO 66.0 Cautionary Limits
 MP 66.0 TO 74.6 OCS
 MP 74.6 TO 75.0 Cautionary Limits

DOB in effect at 1900 daily and applies on all tracks.

4. JOINT OPERATIONS

Eastern Maine Railway (EMR) trains may operate between MP 70.0 and MP 75.0

5. INDUSTRIAL SPURS

None

6. EXECPTED TRACK

Spur "F", Searsport.
 All yard tracks at Derby

7. RADIO CHANNEL INSTRUCTIONS

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

Dial 911 - 911 from a DTMF pad to reach the RTC in an emergency.

8. SPECIFIC SWITCH INSTRUCTIONS

Normal position of West Wye Switch Brownville is lined for movement on the Bangor Subdivision.

9. DEFECT DETECTOR LOCATIONS & INSTRUCTION

None.

10. SIX AXLE RESTRICTIONS

Six Axle Units are prohibited south of MP 28.0

11. OTHER SPECIFIC INSTRUCTIONS

- a. Kidders – Whistle posts indicate three separate crossings
- b. Equipment spotted on south end of track 4 will not clear movements on track 2
- c. Derby - High cube cars are restricted from operation south of the North Wye Switch

12. DESIGNATED CREW CHANGE LOCATIONS – TRAINS HANDLING HAZARDOUS MATERIALS

MP or LOCATION	DIRECTION
6.0	Both
8.8 - Sorey	Both
Mosquito Mountain	Both
N Sdg Swt Brownville	North
31.0 TO 64.0	Both
Van Horn Ave. Brownville Jct	North

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP-38	SD 40-2
0.7 to 75.0	Both	2660 2128	3680 2944

NOTE: Bold numbers are winter ratings

14. TRACK GRADIENT

LOCATION	GRADIENT
Searsport	0.5%
Mosquito Mountain	0.2%
Foley Pit	0.1%
Hermon Yard	0.1%
Farm	0.1%
Brownville	0.5%

MILLINOCKET SUBDIVISION						
N O R T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	CAUTIONARY LIMITS	METHOD OF CONTROL	↑ S O U T H W A R D
		72.2	W.WYE SWT BROWNVILLE		OCS	
			0.2			
		72.4	N. WYE SWT BROWNVILLE			
			5.1			
		77.5	N. BYPASS SWT			
			9.9			
		87.4	PACKARD	104.0 – 109.0	Cautionary Limits	
			13.3			
		100.7	NORTH TWIN			
			4.1			
		104.8	MILLINOCKET			
			4.2			
		109.0	MP 109			

MILLINOCKET SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 72.2 TO MP 109.0.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 72.2 TO MP 72.4.....10 MPH

MP 72.5 – Six axle units must not exceed 10 MPH over bridge

The following crossings have warning devices with non-standard approach circuits. Approach these crossings at the speed indicated, within the distance specified. Normal speed may be resumed when the crossing is fully occupied.

MILE	NAME	APPROACH DISTANCE	SPEED
72.3	Route 11	Northbound – 250 Feet	6
72.3	Route 11	Southbound – 250 Feet	6

3. METHOD OF CONTROL

MP 72.2 TO 104.0 OCS

MP 104.0 TO 109.0 Cautionary Limits

DOB in effect at 1900 daily and applies on all tracks.

4. JOINT OPERATIONS

Eastern Maine Railway (EMR) trains may operate between MP 72.2 and MP 109.0

Maine Northern Railway trains may operate between MP 109 and Millinocket.

5. INDUSTRIAL SPURS

The East Millinocket industrial spur extends from Millinocket (MP 0.0) to East MP 7.0. Non-main track rules apply. The East Millinocket Industrial Spur is out of service east of MP 2.0 Permission of a manager is required prior to operating over this segment.

The following Automatic Warning devices are defective. Stop prior to fouling the crossing and provide protection by a crew member until the crossing is fully occupied.

Poplar Street – R Spur MP 104.77A
J M Huber Corp MP E1.88
Maine Route 1/Dolby MP E2.47
Mill Road MP 6.8

6. EXECPTED TRACK

None

7. RADIO CHANNEL INSTRUCTIONS

Tower Location	DTMF Code
Charleston	205205
Millinocket	206206
Patten	207207

911 - 911 – will reach the RTC in an emergency

8. SPECIFIC SWITCH INSTRUCTIONS

RTCs will not issue authority to leave the junction switch at N. Bypass Swt. MP 77.5 unattended in reverse position.

9. DEFECT DETECTOR LOCATIONS & INSTRUCTION

None.

10. SIX AXLE RESTRICTIONS

None.

11. OTHER SPECIFIC INSTRUCTIONS

None

12. DESIGNATED CREW CHANGE LOCATIONS – TRAINS HANDLING HAZARDOUS MATERIALS

MP or LOCATION	DIRECTION
109.0	North
108.8 (Huber)	South
102.9	North
N. Wye Swt Brownville	South

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP 38	SD 40-2	AC44CW
72.2 to 104.8	North	2950 2360	4120 4300	3500 3500
104.8 to 72.2	South	2790 2230	3890 3110	3500 3500

NOTE: Bold numbers are winter ratings

14. TRACK GRADIENT

LOCATION	GRADIENT
Millinocket	0.4%

15. HEAT RESTRICTION

Reduce speed to 10 MPH within the following limits when notified by the Rail Traffic Controller that a Heat Restriction Order (HRO) is in effect. Normal Speed may be resumed when the RTC informs the movement that the HRO is no longer in effect.

MP 72.2 – MP 86.7

MOOSEHEAD SUBDIVISION						
W E S T W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	CAUTIONARY LIMITS	METHOD OF CONTROL	↑ E A S T W A R D
		0.0	BROWNVILLE JCT C	0.0 – 1.7	Cautionary Limits	
			13.1			
		13.1	BENSON		OCS	
			17.7			
		30.8	KYLETON			
			2.6			
		33.4	GREENVILLE			
			10.0			
	8360	43.4	MOOSEHEAD	71.0 – 75.0	Cautionary Limits	
			30.2			
	7382	73.6	JACKMAN C			
	N. Siding		12.7			
	5744	86.3	HOLEB		OCS	
			15.5			
		101.8	BOUNDARY			
		12.2				
6470	114.0	VACHON				
		3.1				
	117.1	MEGANTIC BYC	116.4 – 0.8 (Sherbrooke Sub)	Cautionary Limits		

MOOSEHEAD SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 0.0 TO MP 117.125 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 114.0 TO 117.110 MPH

Greenville – 5 MPH on non-main track

Bridge MP 17.2 - Trains handling cars shorter than 44 feet weighing more than 220,000 pounds are restricted to 10 MPH

Brownville Jct Wye5 MPH

Brownville Jct Van Track5 MPH

Brownville Junction tracks 10 and 13 are designated Mechanical Servicing Tracks and are restricted to 5 MPH.

3. METHOD OF CONTROL

MP 0.0 TO 1.7 Cautionary Limits

MP 1.7 TO 71.0 OCS

MP 71.0 TO 75.0 Cautionary Limits

MP 75.0 TO 116.4 OCS

MP 116.4 TO 0.8 (Sherbrooke Sub) Cautionary Limits

DOB in effect east of Boundary at 1900 daily and at 0300 west of Boundary and applies on all tracks.

4. JOINT OPERATIONS

Brownville Jct – Joint with Eastern Maine Railway (EMR). Trackage east of the east lead switch to the “bridge” is owned by CMQ and designated non-main track. Crews operating east of the bridge must comply with EMR rules and special instructions.

5. INDUSTRIAL SPURS

None

6. EXCEPTED TRACK

None

7. RADIO CHANNEL INSTRUCTIONS

Tower Location	DTMF CODE
Brownville	211211
Greenville	212212
Long Pond	213213
Jackman	214214

Trudel Tower – 819 583-1656

SPEED DIAL	CONTACTS
9*57	Emergency Dorval RTC
1*57	RTC Dorval
2*57	RTC Rutland

8. SPECIFIC SWITCH INSTRUCTIONS

None

9. DEFECT DETECTOR LOCATIONS

DETECTOR	Special Dangerous required Inspection	Set out point – westward	Set out point eastward
36.0		Moosehead	Kyleton
106.6	Westward	Vachon	Holeb

- Detector, MP 106.0 – When an eastward train receives notice of a defect, and nothing is found, the train must be stopped at MP 79.0 and the train inspected for the defect again, including 20 axles ahead and behind the reported defect.
- Detector, MP 36.0 – When a westward train receives notice of a defect, and

nothing is found, the train must be stopped at MP 65.5 and the train inspected for the defect again, including 20 axles ahead and behind the reported defect.

10. SIX AXLE RESTRICTIONS

Six axles units may be turned on the Brownville Jct Wye, not exceeding walking speed.

Six Axle Units may be turned on the wye at Megantic, not exceeding 5 MPH.

Six axle units may use the Tafisa lead for only the distance needed to clear the wye switch.

11. OTHER SPECIFIC INSTRUCTIONS

- a. United States Customs Instructions – Crew members of trains en route to the US must complete declaration forms prior to entering the US.
- b. Trains entering the US from Canada require US Customs permission to move east of the customs scanner or to detrain from the locomotive.
- c. Canadian Customs – Prior to departure from the US, the conductor is responsible for completing the “Rail Crew Report” for Canadian Customs, listing all individuals on the train. Fax the report to 819 544-9180.
- d. Trains handling 40 foot empty tank cars must place the cars within the last 20 cars of the train
- e. Trains entering Brownville Jct Yard must contact customer service prior to arrival.
- f. LMS – Jackman customer restrictions:
 - Do not spot open top or open sided equipment beneath overhead high tension electrical lines on spots 5 and 6. Spots 5 and 6 are identified by yellow signs and orange paint on the rail.
 - Place a chain or wooden wedge on loaded cars left in the customer or on the siding.
 - Lumber flats must not be spotted at the west end of the track. Spot lumber flats at least one car back from the extreme west end.
- g. Unm trains must not be left on the main track west of the east siding switch, Vachon.
- h. Lac Megantic - Arena Crossing MP 117.1 – Operation and restrictions
 - Main track – stop prior to passing stop sign and proceed only when automatic warning devices have been operating and gates have been lowered for 20 seconds.
 - Yard and switching movements can activate automatic warning devices by utilizing DTMF feature of radio; Channel 1 – 11721# to activate and 11720# to deactivate.
 - Equipment must not be left standing on main track within crossing circuitry for more than 60 minutes as timeout feature will expire and automatic warning devices will reactivate.

12. DESIGNATED CREW CHANGE LOCATIONS – TRAINS HANDLING HAZARDOUS MATERIALS

MP or LOCATION	DIRECTION
7.0	Both
30.8 - Kyleton	Both
43.4 - Moosehead	Both
58.8 – Demo Road	Both
65.8 – Long Pond	Both
73.6 – Jackman	Both
86.3 – Holeb	Both

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP-38	SD 40-2	AC44CW
0 TO 117	WEST	1415 1275	2530 2277	3500 3500
0 TO 117	EAST	1600 1440	2900 2610	3500 3500

NOTE: Bold numbers are winter ratings

14. TRACK GRADIENT

LOCATION	GRADIENT
Brownville Jct	1.0%
Jackman	1.0%
Holeb	0.4%
Vachon	1.4%

15. Heat Restriction

Reduce speed to 10 MPH within the following limits when notified by the Rail Traffic Controller that a Heat Restriction Order (HRO) is in effect. Normal Speed may be resumed when the RTC informs the movement that the HRO is no longer in effect.

MP 6.1 – MP 6.8
 MP 13.6 – MP 14.9
 MP 15.9 – MP 16.4
 MP 18.8 – MP 19.1
 MP 34.0 – MP 35.2
 MP 45.5 – MP 117.0

The following crossings have warning devices with non-standard approach circuits. Approach these crossings at the speed indicated, within the distance specified. Normal speed may be resumed when the crossing is fully occupied.

MILE	NAME	APPROACH DISTANCE	SPEED
18.7	Rte. 214	1440 Feet	20
39.4	Rte. 108	1130 Feet	20
65.4	College Street	385	10

3. METHOD OF CONTROL

MP 0.0 TO 0.8 Cautionary Limits
 MP 0.8 TO 67.8 OCS
 MP 67.8 TO 69.8 Cautionary Limits
 MP 69.8 TO 125.6 OCS
 DOB in effect at 0300 daily and applies on all tracks.

4. JOINT OPERATIONS

None

5. INDUSTRIAL SPURS

None

6. EXCEPTED TRACK

None

7. RADIO CHANNEL INSTRUCTIONS

Tower Location	Mile Post	Channel	Code	Phone Number
Nantes	8.4	12	56	819 547-3743
Bury	38.4	12	54	819 872-1129
Sherbrooke	68.5	12	53	819 566-0851
Eastman	95.4	12	52	450 297-4036
Bromont	114.2	12	51	450 534-0761

Speed Dial	Connects To
9*(code)	Emergency Dorval
1*(code)	RTC Dorval

8. SPECIFIC SWITCH INSTRUCTIONS

The Jct Swt Brookport may be left locked in either position. All movements must approach this switch prepared to stop. When possible, leave the switch lined and locked for movement from the Sherbrooke subdivision to the Adirondack Subdivision.

Special Derail located at the east end of Birchton Siding.

Special Derail located at the east end of Gould Siding.

9. DEFECT DETECTOR LOCATIONS & INSTRUCTION

DETECTOR	Special Dangerous required Inspection	Set out westward	Set out eastward
13.3	Eastward	Gould	Nantes
33.5		Bury	Gould
54.9	Westward	Sherbrooke	Birchton
74.7	Both directions	Shanks	Sherbrooke
98.0	Both directions	Bromont	Magog
119.1		Farnham	Bromont

10. SIX AXLE RESTRICTIONS

Six Axle Units may be turned on the wye at Megantic, not exceeding 5 MPH.

Six axle units may use the Tafisa lead for only the distance needed to clear the wye switch.

Magog – Six axles are prohibited from EKA-Nobel owned tracks.

11. OTHER SPECIFIC INSTRUCTIONS

- a. **Interlocking MP 66.0. (Jct with SLQ).** Automatic railway crossing at grade. Maximum speed 25 mph. Interlocking limits between **signal 65.90** and **signal 66.20**. No advance signals. Movements must approach interlocking limits prepared to comply with a signal indicating Stop (rule 606) and be governed by rule 611 if necessary.

Switches to and from SLQ are hand operated switches. CMQ crews must be in possession of an OCS “work” clearance for the SLQ subdivision prior to operating the hand operated switches within the interlocking limits.

MOW personnel be governed by Rule 840.3 if required to perform track or prior to reversing a hand operated switch(s) within the Interlocking limits. Rule 806 (b) must be respected in order to protect track units travelling through the interlocking.

EMERGENCY TELEPHONE SLQ RTC 1-888-641-2177. Tel : (514 307-1619).

- b. Unattended trains must not be left on the main track east of the west siding switch, Nantes.
- c. Gould Street MP 30.3 – eastward trains operating on the siding must not pass the yellow post 300 feet west of the east siding switch until operating authority allows main track occupancy. When movement is authorized, do not foul Gould Street until automatic warning devices have been operating for at least 20 seconds. Reversing the east switch Gould will interrupt the operation of the automatic warning devices.
- d. Magog, Nouryon, MP 84.3 Do not exceed 5 MPH in customer tracks.

- e. CMQ Equipment and Track Units must not be left on Orford Express track, Magog.
- f. Magog Mile 0.08 Nouryon Spur: public crossing at grade St-Patrice street in Magog. Movements can activate automatic warning devices by utilizing DTMF feature of radio; Channel 91/91 - *00080 to activate and #00081 to deactivate.
- g. All trains and/or equipment left unattended within cautionary limits at Sherbrooke, must be left west of the special derail at the east end of the cautionary limits.
- h. Unattended trains must not be left on the main track or siding at Shanks unless authorized by a CMQ manager.
- i. Rainville MP 122.2 – When switching, do not leave more than 4 cars on the main track between customer switch and Highway 139 crossing.

12. TONNAGE RATINGS

MILE POST	DIRECTION	GP-38 & B-23	SD 40-2	AC44CW
0 TO 68.5	BOTH	1580 1265	2270 1816	3500 3500
68.5 TO 125.6	BOTH	2376 1900	3575 2860	3500 3500

NOTE: Bold numbers are winter ratings

13. TRACK GRADIENT

LOCATION	GRADIENT
Nantes	1.2%
Bury	0.4%
Gould	1.4%
Birchton	1.2%
Shanks	0.6%
Magog	0.2%
Foster	1.0%
Bromont	0.8

14. HEAT RESTRICTION

Reduce speed to 10 MPH within the following limits when notified by the Rail Traffic Controller that a Heat Restriction Order (HRO) is in effect. Normal Speed may be resumed when the RTC informs the movement that the HRO is no longer in effect.

MP 0.0 – MP 45.0

ADIRONDACK SUBDIVISION						
N O R T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	CAUTIONARY LIMITS	METHOD OF CONTROL	↑ S O U T H W A R D
		0.0	JCT SWT BROOKPORT			
			1.0			
		1.0	BROOKPORT		OCS	
			5.3			
		6.3	FARNHAM BYC	4.0 – 10.0	Cautionary Limits	
			11.0			
					OCS	
		17.3	IBERVILLE C	16.0 – 19.0	Cautionary Limits	
			2.7			
		20.0	ST-JEAN		OCS +	

ADIRONDACK SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 0.0 TO MP 20.0.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 4.0 TO MP 10.0.....20 MPH

Six axle locomotives operating on drawspan MP 19.810 MPH

MP 19.8 TO MP 20.0 over public crossings10 MPH

MP 5.5 - Southward movements must not exceed 10 MPH entering crossing.
Normal speed may be resumed when crossing is fully occupied.

Farnham Yard shop tracks 1, 2 and 3 are designated Mechanical Servicing
Tracks and are restricted to 5 MPH.

Six axle locomotives must not exceed 5 MPH through all switches at the south
end of Farnham Yard.

3. METHOD OF CONTROL

MP 0.0 TO 4.0OCS

MP 4.0 TO 10.0 Cautionary Limits

MP 10.0 TO 16.0OCS

MP 16.0 TO 19.0 Cautionary Limits

MP 19.0 TO 20.0 OCS

DOB in effect at 0300 daily and applies on all tracks.

4. JOINT OPERATIONS

CP trains may operate from St-Jean to Iberville for purposes of interchange.

5. INDUSTRIAL SPURS

The Stanbridge Industrial Spur extends from Farnham (MP 0.0) to Stanbridge (MP 12.6). Non-main track rules apply.

NOTE – The Stanbridge Industrial Spur is out of service. Permission of a manager is required prior to operating on this industrial spur.

6. EXCEPTED TRACK

Tracks 5 through 12 – Farnham Yard

7. RADIO CHANNEL INSTRUCTIONS

Tower Location	Mile Post	Channel	Code	Phone Number
Farnham	6.3	12	50	450 293-0740

Speed Dial	Connects To
9*(code)	Emergency Dorval
1*(code)	RTC Dorval
15*(code)	RTC CP

8. SPECIFIC SWITCH INSTRUCTIONS

The Jct Swt Brookport may be left locked in either position. All movements must approach this switch prepared to stop. When possible, leave the switch lined and locked for movement from the Sherbrooke subdivision to the Adirondack Subdivision.

9. DEFECT DETECTOR LOCATIONS & INSTRUCTION

DETECTOR	Special Dangerous required Inspection	Set out – northward	Set out – southward
11.6	Both directions	MP 12.8	Farnham

10. SIX AXLE RESTRICTIONS

Farnham – Six axle units are prohibited from operating on shop track 3 and tracks 5 through 12, north end only.

Six axle locomotives are prohibited from operating on the Wye at Farnham unless authorized by a transportation manager. When so authorized, movement must be made with extreme caution, not exceeding 2 mph.

Do not exceed 5 MPH through all switches and turnouts at the south end of Farnham Yard with six axle locomotives.

11. OTHER SPECIFIC INSTRUCTIONS

- a. **Interlocking located at mile 19.8.** Locally controlled drawbridge. Movements are governed by Rule 609.
Special Instructions for movements: When no bridgetender or signalman is present, movements may only pass the stop signal after a crewmember ascertains that bridge is locked in position by observing that the rail wedges are in place. Movements proceeding under this rule must observe restricted speed within Interlocking limits. Movement must not occupy public crossings between MP 19.8 and 20.0 until the automatic warning devices have been operating for at least 20 seconds.
Track maintenance personnel be governed by Rule 808
- b. Farnham, Collin and Aikman - Stop before fouling public crossing at the entrance to the plant and provide manual protection by a crew member until crossing fully occupied
- c. Farnham – Restricted clearance exists between the siding and Jumbo lead. Employees must not ride the side of equipment between these tracks.
- d. Farnham: shop track secure equipment with a chain or chock in addition to required handbrakes.
- e. The public crossing at MP 17.8, 3rd Range Road is equipped with a push button to deactivate the crossing. Trains stopping on the approach circuit may utilize the feature to deactivate the crossing protection. Notify the RTC if the light above the deactivation button does not illuminate and stay on when the crossing is deactivated with equipment in the circuit.

12. WHISTLE PROHIBITIONS

Except in case of emergency, engine whistle signal 14L is prohibited at the following public crossings at grade:

CROSSING	MILEPOST
Main Street	5.5
St. Andre Street	6.3
St. Alphonse Street	6.4
Jacques-Carter Street	6.5
Normandie Street	6.9
Highway 104	7.1
Rue Croisetiere Street	18.3
Highway 104	18.8

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP-38 & B-23	SD 40-2	AC44CW
0 TO 20	NORTH	2010 1608	3520 2816	3500 3500
0 TO 20	SOUTH	2500 2000	4350 3480	3500 3500

NOTE: Bold numbers are winter ratings

14. TRACK GRADIENT

LOCATION	GRADIENT
Farnham Yard	0.6%
Iberville	0.6%

15. HEAT RESTRICTION

Reduce speed to 10 MPH within the following limits when notified by the Rail Traffic Controller that a Heat Restriction Order (HRO) is in effect. Normal Speed may be resumed when the RTC informs the movement that the HRO is no longer in effect.

MP 0.0 – MP 20.0

ST-GUILLAUME SUBDIVISION							
N O R T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION		CAUTIONARY LIMITS	METHOD OF CONTROL	↑ S O U T H W A R D
		0.0	FARNHAM S		0.0 – 1.0	Cautionary Limits	
			5.5				
	959	5.5	CANROBERT			OCS	
			10.9				
		16.4	ST-PIE				
			8.3				
	1030	24.7	ST-HYACINTHE				
			1.7				
		26.4	ST-ROSALIE JCT				

ST-GUILLAUME SUBDIVISION FOOTNOTES

The St. Guillaume Subdivision is out of service from MP 0.5 to MP 25.0. Permission of a manager is required prior to operating on this segment.

1. MAXIMUM AUTHORIZED SPEED

MP 0.0 TO MP 26.4.....10 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 26.7 TO MP 27.05 MPH

The following crossings have warning devices with non-standard approach circuits. Approach these crossings at the speed indicated, within the distance specified. Normal speed may be resumed when the crossing is fully occupied.

MILE	NAME	APPROACH DISTANCE	SPEED
0.2	Principale Street	Northbound – 325 Feet	5
0.2	Principale Street	Southbound – 810 Feet	10

3. METHOD OF CONTROL

MP 0.0 TO 1.0 Cautionary Limits

MP 1.0 TO 26.4 OCS

DOB in effect at 0300 daily and applies on all tracks.

4. JOINT OPERATIONS

Joint with CN at St-Rosalie for purposes of interchange.

5. INDUSTRIAL SPURS

None

6. EXCEPTED TRACK

N/A

7. RADIO CHANNEL INSTRUCTIONS

See Adirondack Subdivision radio instructions

8. SPECIFIC SWITCH INSTRUCTIONS

None

9. DEFECT DETECTOR LOCATIONS & INSTRUCTION

None.

10. SIX AXLE RESTRICTIONS

Six Axle Units are prohibited on the entire subdivision.

11. OTHER SPECIFIC INSTRUCTIONS

- a. Automatic Warning Devices are defective on entire subdivision. Stop before fouling all public crossing at grade equipped with automatic protection devices and provide manual protection by a crewmember until crossing fully occupied
- b. Dangerous goods may be handled between MP 24.7 and 26.4, and on CN connection track.
- c. A derail is located on the main track at MP 26.2. The switch at Comax Cooperative, MP 26.4 is spiked for the industry. Operation north of this switch requires permission of a manager.
- d. Maximum tonnage on this subdivision is 1700 tons, inclusive of the locomotives.
- e. F. Menard, MP 16.3 when handling cars 60 feet or longer, movement is restricted to 4 MPH under observation of a crewmember when operating on curves.

12. WHISTLE PROHIBITIONS

Except in case of emergency, engine whistle signal 14L is prohibited at the following public crossings at grade:

CROSSING	MILEPOST
Rue Morisette	26.9
Rue de l'Église	27.3

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP-38 & B-23	SD 40-2
0 TO 26.4	BOTH	2000 1600	N/A

NOTE: Bold numbers are winter ratings

NEWPORT SUBDIVISION						
S O U T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	CAUTIONARY LIMITS	METHOD OF CONTROL	↑ N O R T H W A R D
	2568	0.0	JCT SWT BROOKPORT		OCS	
			7.0			
	5422	7.0	COWANSVILLE			
			12.2			
	2947	19.2	SUTTON			
			8.2			
	5422	27.4	RICHFORD			
		14.1				
2947	41.5	HIGHWATER				
		16.9				
	58.4	NEWPORT	S	58.3 – 58.4	Cautionary Limits	

NEWPORT SUBDIVISION SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 0.0 TO MP 58.4.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 5.1 TO MP 5.2 (Bridge) 10 MPH
 MP 6.6 TO MP 7.0 (Southbound only).....10 MPH
 MP 10.3 TO MP 10.4 (Bridge) 10 MPH
 MP 57.0 TO MP 58.4 (curves only) 15 MPH
 All tracks Newport and Richford yards.....5 MPH
 MP 58.8 TO MP 60.45 MPH

See additional Weight and Dimensional restrictions listed in item

The following crossings have warning devices with non-standard approach circuits. Approach these crossings at the speed indicated, within the distance specified. Normal speed may be resumed when the crossing is fully occupied.

MILE	NAME	APPROACH DISTANCE	SPEED
58.3	Main Street	500 Feet	10

3. METHOD OF CONTROL

MP 0.0 TO 58.3 OCS
 MP 58.3 TO 58.4 Cautionary Limits
 MP 58.4 TO 60.4 Non-Main Track
 DOB in effect at 1900 daily south of MP 26.0 and at 0300 north of MP 26.0 and applies on all tracks.

4. JOINT OPERATIONS

Washington County Railroad crews may operate in Newport Yard for purposes of interchange.

5. INDUSTRIAL SPURS

None

6. EXCEPTED TRACK

Newport MP 58.8 to 60.4

7. RADIO CHANNEL INSTRUCTIONS

Tower Location	Mile Post	Channel	Code	Phone Number
Farnham	0.0	6	41	450 293-8871
Sutton	19.2	6	42	450 538-3893
Glenton	35.6	6	43	450 538-4170
Newport	58.4	6	202202	802 334-1973

Speed Dial	Connects To
9*(code)	Emergency Rutland
1*(code)	Rutland RTC

8. SPECIFIC SWITCH INSTRUCTIONS

The Jct Swt Brookport may be left locked in either position. All movements must approach this switch prepared to stop. When possible, leave the switch lined and locked for movement from the Sherbrooke subdivision to the Adirondack Subdivision.

9. DEFECT DETECTOR LOCATIONS & INSTRUCTION

DETECTOR	SET OUT – NORTHWARD	SET OUT SOUTHWARD
20.7	Cowansville	Richford

10. SIX AXLE RESTRICTIONS

Six Axle Units are prohibited on the Newport Subdivision

11. OTHER SPECIFIC INSTRUCTIONS

- a. Movements operating on non-main track at MP 7.0, South Main Street must stop before fouling the public crossing and provide manual protection by a crew member until crossing fully occupied.

- b. Movements operating on non-main track at MP 27.3, Province Street: Stop before fouling the public crossing and provide manual protection by a crewmember until crossing fully occupied.
- c. Movements operating on non-main track at MP 41.7 Route 243 must stop before fouling public crossing and provide manual protection by a crew member until crossing fully occupied.
- d. Canadian Customs – Prior to departure from the US, the conductor is responsible for completing the “Rail Crew Report” for Canadian Customs, listing all individuals on the train. Fax the report to 450 538-1342.
- e. Northward trains must notify the RTC on departure from Newport. The RTC must contact the US Border Patrol of the train’s departure.

12. WHISTLE PROHIBITIONS

Except to provide warning in an emergency, do not sound whistle signal 14l at the following public crossings at grade:

CROSSING	MILEPOST
Fordyce Road	3.3
Maple Dale Road	3.9
Route 139	4.4

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP-38 & B-23	SD 40-2
0 TO 58.4	BOTH	1452 1161	N/A

NOTE: Bold numbers are winter ratings

14. TRACK GRADIENT

LOCATION	GRADIENT
Cowanville	0.8%
Richford	0.9%
Highwater	0.5%
Newport	1.0%

HANNIBAL SUBDIVISION						
S O U T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION		METHOD OF CONTROL	↑ N O R T H W A R D
		60.5	POWATAN POINT			
			11.2			
		71.7	LONG RIDGE			
			1.0			
		72.7	OMAL			

HANNIBAL SUBDIVISION SPECIAL INSTRUCTIONS

1. MAXIMUM AUTHORIZED SPEED

MP 60.5 TO MP 72.710 MPH

2. PERMANENT SPEED RESTRICTIONS

None

3. METHOD OF OPERATION

MP 60.5 TO 64.0 Yard Limits

MP 64.0 TO 70.0 Track Warrant Control

MP 70.0 TO 72.7 Yard Limits

5. JOINT OPERATIONS

Norfolk Southern Railway between MP 60.5 and 64.0

OTRC – Entire Subdivision

6. INDUSTRIAL SPURS

None.

7. EXECPTED TRACK

None

8. RADIO CHANNEL INSTRUCTIONS

AAR Channel Number	Designation
62 - 62	Main Line & Switching

9. SPECIFIC SWITCH INSTRUCTIONS

None

10. DEFECT DETECTOR LOCATIONS & INSTRUCTION

None.

11. SIX AXLE RESTRICTIONS

None

12. INTERLOCKINGS

None

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP-38-2	SD-40-2
60.5 – 72.7	Both	3600	6650

14. OTHER SPECIFIC INSTRUCTIONS

The General Code of Operating Rules is in effect on the Hannibal Subdivision.

HANNIBAL SUBDIVISION EMERGENCY CONTACT NUMBERS

Monroe County Sheriff	740 472-1612
Police, Fire or other Emergency	911

RAILROAD SPECIFIC INSTRUCTIONS

1. COMPANY OFFICERS

Name	Title	Phone
Ryan Ratledge	President / Chief Executive Officer	207 659-3053
Chad Mowery	Vice President Operations	207 631-4348
Ron Marshall	Vice President Engineering	207 745-5242
Mike Taylor	Chief Mechanical Officer	207 217-5206
Dan Fransen	Vice President Safety & Transportation	207 745-2976
Mike Goad	General Manager	207 478 2917
David Jankow	Trainmaster – U.S.	207 745-5137
Ben Boone	Roadmaster – Maine	207 745-0840
Tom Tardif	Director Environmental & Compliance	207 745-9704
Eric Trucott	Manager Operations – Vermont	802 334-6540
Marty Fitzpatrick	Assistant Roadmaster	207 745-4586
Glen Arnold	Manager Signals – U.S.	207-659-1935
Robert Asselin	Manager Signals – Canada	450 522-1804
Simon Tetreault	Trainmaster – Farnham	450-521-4919
Pascal Plante-Hebert	Trainmaster – Farnham	450-531-8091
Pascal Veilleux	Trainmaster – Sherbrooke	819-571-1596
Daniel Aube	Roadmaster – Quebec	819 679-0450
Gilles Roy	Assistant Roadmaster - Quebec	819 570-6021

2. EMERGENCY TELEPHONE NUMBERS – 911 OR

Maine	Number
Aroostook County	800 432-7842
Penobscot County	800 432-7911
Piscataquis County	800 432-7372
Somerset County	877 200-9070
Waldo County	207 338-2040
Augusta - State Police	800 452-4664
Orono – State Police	800 432-7381
Houlton- State Police	800 924-2261
Vermont	Number
Caledonia County	802 748-6666
Franklin County	802 524-2121
Orleans County	802 334-3333
Orange County	802 685-4875
State Police	802 524--5993

Federal, Provincial & State Agencies	Number
Customs – Stanhope, QU	888 355-0511
Customs – Abercorn, QU	450 538-2334
Customs – Woburn, QU	819 544-4051
Canada – Transportation Security	866 827-3287
Canada – TSB	819 997-7887
Canada - Environmental	866 283-2333
Canutec	613 996-6666
Chemtec	800 424-9300
Maine DEP	800 482-0777
US National Response Center	800 424-8802
US TSA Freedom Center	866 615-5150
US Marshalls	207 780-3355
US Secret Service	207 780-3493
US Customs – Jackman	207 668-4032
US Customs - Richford	802 848-7786

3. RAILROAD CONTACT NUMBERS

Hermon General Office	207 848 4200
Customer Service – Bangor	800 635-9449
Customer Service – Weekend on call cell	207 478-9854
Brownville Yard	207 965-2861
RTC Dorval - EMERGENCY	514 420 0920 888 641 2177
RTC – Rutland -- EMERGENCY	877-247-9979
RTC Rutland	802-774-7996
RTC Dorval	514 420-0767
Brownville MOW	207 745-0926
Derby	207 943-7327
Jackman FAX	207 668-4131
Lennoxville MOW	819 823-5495
Millinocket Station and FAX	207 723 9782
Newport Station	802 334-2155
No. Maine Jct Train Crews	207 848-0965
Sherbrooke	819 566-7411

4. Rules in Effect

Employees whose duties are affected in any way by the rules must provide themselves with and have available for reference:

US EMPLOYEES

Canadian Rail Operating Rules March 25, 2019
Air Brake & Train Handling RulesMarch 25, 2019
Transportation Safety Rules March 25, 2019
Engineering Safety RulesMarch 25, 2019
Mechanical Safety Rules March 25, 2019
RWP – MOW Rules..... April 16, 2018
US Hazardous Materials Instructions for RailJune 30, 2015
General Code of Operating Rules (Hannibal Sub)..... April 1, 2015

CANADIAN EMPLOYEES

Canadian Rail Operating Rules	March 25, 2019
Transportation Safety Rules	March 25, 2019
Transportation General Operating Instructions.....	March 25, 2019
Engineering Safety Rules	March 25, 2019
Mechanical Safety Rules	March 25, 2019
Transportation Dangerous Goods	March 25, 2019
General Engineering Instructions	May 10, 2015

Employees are under the jurisdiction of the supervisors of the railroad they are operating on. When operating on another railroad, unless otherwise instructed, employees will be governed by:

- Safety rules, air brake and train handling rules, Dangerous Goods and hazardous materials instructions of the railroad they are employed by.
- The operating rules, timetable and special instructions of the railroad they are operating on.

5. Dispatching Districts

The Hannibal, Bangor, Rockland and Millinocket Subdivisions are controlled by the RTC Rutland, Vermont (RailTerm).

The Moosehead Subdivision is controlled by the RTC Rutland from Brownville Jct to SNS Boundary.

The Newport Subdivision is controlled by the RTC Rutland from MP 26.0 to Newport.

RTC Dorval (RailTerm) controls SNS Boundary to Megantic (Moosehead Subdivision) and Jct Swt Brookport to MP 26.0 (Newport Subdivision).

The Sherbrooke, Adirondack and St-Guillaume Subdivisions are controlled by the RTC Dorval (RailTerm)

6. AAR Radio Channels

NAME	AAR CHANNEL NUMBER
CMQ US Mainline	010 – 010
CMQ Yard	023 – 023
MOW/Customer Service	096 – 096
MOW Repeater	030 – 096
CP	091 - 091
SLQ	057 - 057
Boundary to Megantic and Richford to Newport	071 - 071
Megantic to Iberville	035 - 093

7. Rules Changes & Additions

Add CROR General Rule Z

GOOD FAITH CHALLENGE (US Only)

1. Right to Challenge

Employees have the right to challenge any directive which, based upon the employee's good faith determination, would violate a railway operating rule relating to:

- Shoving Cars
- Leaving Equipment Foul of an Adjacent Track
- Handling of Hand-Operated Switches or Fixed Derails
- Ensuring the route is clear

2. Good Faith Challenge Procedure

An employee may inform a supervisor issuing a directive that a good faith determination has been made that the directive would violate a railway operating rule or special instruction relating to any of the four categories listed in Item 1 above.

The supervisor will not require the employee to comply with the directive until the challenge is resolved. The supervisor may:

- require the challenging employee to perform other tasks not related to the challenge until the challenge is resolved, or
- direct an employee, other than the challenging employee, to perform the challenged task before the challenge is resolved. The other employee, so directed, will be informed of the challenge, and determine that the challenged task does not violate the rules.

3. Resolved Good Faith Challenge

A challenge may be resolved by one of the following:

- The supervisor's acceptance of the employee's request.
- An employee's acceptance of the directive.
- An employee's agreement to a compromise solution acceptable to the person issuing the directive.

If the challenge cannot be resolved between the supervisor and employee the challenge will be escalated as soon as possible to a higher level CMQ manager for review. If the reviewing manager determines that the employee's challenge:

- has not been made in good faith, or
- does not have a reasonable alternative to the direct order, and
- would not cause the employee to violate any requirement of the involved rules;

The reviewing manager's decision is final and shall not be subject to further challenge by the employee.

In addition:

If the reviewing manager's final decision concludes that the challenged directive does not cause the employee to violate any requirement of the operating rules or special instructions pertaining to the four categories listed in Item 1, the employee will be directed to perform the challenged order. The reviewing manager will inform the employee that federal law may protect the employee from retaliation, if the employee refusal to do the work is a lawful, good faith act.

The employee making the challenge will be afforded an opportunity to document, in writing or electronically, any protest to the review manager making the final decision before the employee's tour of duty is complete. The employee will be afforded the opportunity to retain a copy of the protest. (Form GFC-2 may be used to record the Good Faith Challenge)

4. Request for Review and Verification of Decision

Upon written request, at the time of the challenge, the employee has the right for further review by the "Designated Review Manager". Within 30 days after the expiration of the month during which the challenge occurred, the "Designated Review Manager" will verify the proper application of the rule in question. The verification decision shall be made in writing to the employee. The following positions may act as "Designated Review Manager": Director Operating Practices or General Manager Transportation.

5. Employees Rights and Remedies

The Good Faith Challenge is not intended to abridge any other rights of the employee.