

SAFETY FIRST



Central Maine & Quebec Railway
TIMETABLE NO. 4

**EFFECTIVE 0001
EASTERN DAYLIGHT SAVINGS TIME
May 10, 2015**

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President & CEO**

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Chief Operating Officer**

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**GENERAL OFFICE
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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.

Please join me in this commitment.

John E. Giles
President & Chief Executive Officer

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SEARSPORT SUBDIVISION								
N O R T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	TRACK DIAGRAM		METHOD OF CONTROL	↑ S O U T H W A R D	
		0.7	SEARSPORT 1.6			Cautionary Limits		
		2.3	KIDDERS 11.0			OCS		
		13.3	MOSQUITO MOUNTAIN 7.6					
	968	20.9	FOLEY PIT 5.5					
		26.4	HAMPDEN 2.6			Cautionary Limits		
		29.0	No. Maine Junction					

SEARSPORT SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 0.0 TO MP 29.0.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 0.8 TO MP 2.5 10 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	Southbound – 250 Feet	6

3. METHOD OF CONTROL

MP 0.8 TO 3.0 Cautionary Limits

MP 3.0 TO 26.0 OCS

MP 28.0 TO 31.0 Cautionary Limits

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

4. JOINT OPERATIONS

Pan AM Railway crews operate within cautionary limits No. Maine Junction for purposes of interchange.

5. INDUSTRIAL SPURS

None

6. EXECPTED TRACK

Spur "F", Searsport is designated excepted track.

7. RADIO CHANNEL INSTRUCTIONS

Tower Location	DTMF CODE
Searsport	203203
Hermon	204204

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

8. SPECIFIC SWITCH INSTRUCTIONS

None

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. All non-main track at Mosquito Mountain is out of service

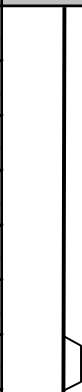
12. DESIGNATED CREW CHANGE LOCATIONS – TRAINS HANDLING HAZARDOUS MATERIALS

MP or LOCATION	DIRECTION
6.0	Both
8.8 - Sorey	Both
Mosquito Mountain	Both

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP-20 & B-23	SD 40-2
0 TO 29	NORTH	3700 3000	N/A
0 TO 29	SOUTH	5700 4600	N/A

NOTE: Bold numbers are winter ratings

MILLINOCKET SUBDIVISION							
N O R T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION			TRACK DIAGRAM	METHOD OF CONTROL	↑ S O U T H W A R D
		29.0	No. MAINE JUNCTION			Cautionary Limits	
			6.0				
		35.0	NORTH BANGOR				
			10.4				
		45.4	HUDSON			OCS	
			7.4				
		52.8	SOUTH LAGRANGE				
			12.7				
		65.5	DERBY			Cautionary Limits	
			1.7				
		67.2	MILO				
			4.5				
	2914 Trk 2	71.7	BROWNVILLE				
			0.4				
		72.1	S. WYE SWT BROWNVILLE				
			0.3				
		72.4	N. WYE SWT BROWNVILLE			OCS	
			5.1				
		77.5	N. BYPASS SWT				
			9.9				
		87.4	PACKARD				
			13.3				
		100.7	NORTH TWIN				
			4.1				
		104.8	MILLINOCKET			Cautionary Limits	
			4.2				
		109.0	MILE 109			OCS	

MILLINOCKET SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 29.0 TO MP 109.0.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 29.0 TO MP 30.0 10 MPH

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

3. METHOD OF CONTROL

MP 26.0 TO 31.0 Cautionary Limits

MP 31.0 TO 64.0 OCS

MP 64.0 TO 66.0 Cautionary Limits

MP 66.0 TO 104.0 OCS

MP 104.0 TO 107.5 Cautionary Limits

MP 107.5 TO 109.0 OCS

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

NOTE: Due to computer assisted dispatching system the RTC will refer to the OCS portion of main track between MP 107.5 and MP 109.9 as “Madawaska Sub” when issuing track authority.

4. JOINT OPERATIONS

Pan AM Railway crews operate within cautionary limits No. Maine Junction for purposes of interchange.

Eastern Maine Railway (EMR) trains may operate between MP 70.0 and Mile 109.

Maine Northern Railway trains may operate between Mile 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.

6. EXECPTED TRACK

Tracks 92, 22.

Tracks 1 and 3 at Farm.

Track 1 – South Lagrange. No placarded car may be moved or stored on this track
All yard tracks at Derby

7. RADIO CHANNEL INSTRUCTIONS

Tower Location	DTMF Code	Telephone Number
Charleston	205205	207 285-7797
Millinocket	206206	207 723-4785
Patten	207207	207 528-2204

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

Six Axle Units must not operate on track 51, No. Maine Jct.

11. OTHER SPECIFIC INSTRUCTIONS

- a. No. Maine Jct. – Track 51 diamond/railroad crossing. Movements between Farm and Hermon have right over movements on Track 51. Movements on track 51, intersecting route, must stop at stop signs and before fouling crossing. Proceed only when route is seen to be clear.
- b. 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
109.0	North
108.8 (Huber)	South
102.9	North
N. Wye Swt Brownville	South
N Sdg Swt Brownville	North
31.0 TO 64.0	Both

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP-20 & B-23	SD 40-2
29.0 to 52.8	North	3564 2851	5544 4435
29.0 to 52.8	South	4356 3484	6732 5385
52.8 to 71.7	North	3330 2664	4640 3712
52.8 to 71.7	South	3180 2544	4400 3520
71.7 to 104.8	North	2950 2360	4120 3296
71.7 to 104.8	South	2790 2232	3890 3112

NOTE: Bold numbers are winter ratings

KI SUBDIVISION						
N O R T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION			TRACK DIAGRAM	METHOD OF CONTROL
		0.9	N WYE SWT BROWNVILLE			OCS
			0.3			
		1.1	WEST WYE SWT BROWNVILLE			
			2.7			
		3.8	BROWNVILLE JCT			Cautionary Limits
The KI Subdivision connects the Millinocket Sub with the Moosehead Sub						
↑ S O U T H W A R D						

KI SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 0.0 TO MP 3.8.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

N leg of wye - Brownville 10 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
0.9	Route 11	Northbound – 250 Feet	6
0.9	Route 11	Southbound – 250 Feet	6

3. METHOD OF CONTROL

MP 0.9 TO 3.2 OCS

MP 3.2 TO 3.8 Cautionary Limits

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

4. JOINT OPERATIONS

EMR/NMR Light engine moves permitted.

5. INDUSTRIAL SPURS

None

6. EXCEPTED TRACK

None

7. RADIO CHANNEL INSTRUCTIONS

See Millinocket Subdivision Radio instructions

8. SPECIFIC SWITCH INSTRUCTIONS

None

9. DEFECT DETECTOR LOCATIONS & INSTRUCTION

None.

10. SIX AXLE RESTRICTIONS

None

11. OTHER SPECIFIC INSTRUCTIONS

- a. The south leg of the wye at Brownville is non-main track

**12. DESIGNATED CREW CHANGE LOCATIONS – TRAINS HANDLING
HAZARDOUS MATERIALS**

MP or LOCATION	DIRECTION
Van Horn Ave. Brownville Jct	North

13. TONNAGE RATINGS

MILE POST	DIRECTION	GP-20 & B-23	SD 40-2
0 TO 4	BOTH	2660 2128	3680 2944

NOTE: Bold numbers are winter ratings

MOOSEHEAD SUBDIVISION							
WESTWARD ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION		TRACK DIAGRAM	METHOD OF CONTROL	EASTWARD ↑	
		0.0	BROWNVILLE JCT		Cautionary Limits		
			13.1		OCS		
		13.1	BENSON				
			17.7				
		30.8	KYLETON				
			2.6				
		33.4	GREENVILLE				Cautionary Limits
			10.0				
	8360	43.4	MOOSEHEAD		OCS		
			30.2				
	7382	73.6	JACKMAN				
	N Siding		12.7		OCS		
	5744	86.3	HOLEB				
			15.5				
		101.8	BOUNDARY		Cautionary Limits		
		12.2					
6470	114.0	VACHON					
		3.1	OCS				
	117.1	MEGANTIC					
			Cautionary Limits				

MOOSEHEAD SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 0.0 TO MP 117.1.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 114.0 TO 117.1 10 MPH

Vachon – 5 MPH in siding

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 wye 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 at 1900 daily 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
3*57	RTC – Hermon
7*57	Farnham Office
5*57	Megantic Office

NOTE – Jackman tower is equipped with MRAN. To reach the RTC, choose channel 9, and dial 1*1.

8. SPECIFIC SWITCH INSTRUCTIONS

None

9. DEFECT DETECTOR LOCATIONS

DETECTOR	SET OUT – WESTWARD	SET OUT EASTWARD	Special Dangerous Inspection
36.0	Moosehead	Kyleton	
106.6	Vachon	Holeb	Westward

- 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 must not operate on the Brownville Jct wye.

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

Six axle units may use the Tasfisa 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. Unattended trains must not be left on the main track west of the east siding switch, Vachon.
- h. 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-20 & B-23	SD 40-2
0 TO 117	WEST	1940 1552	2660 2128
0 TO 117	EAST	1860 1488	2640 2112

NOTE: Bold numbers are winter ratings

SHERBROOKE SUBDIVISION					
	LENGTH OF SIDING IN FEET	MILE POST LOCATION		TRACK DIAGRAM	METHOD OF CONTROL
WESTWARD ↓		0.0	MEGANTIC		Cautionary Limits
			7.4		OCS
	7160	7.4	NANTES		
			23.6		
	6878	31.0	GOULD		
			7.4		
		38.4	BURY		
			9.0		
		47.4	COOKSHIRE		
			5.2		
		52.6	BIRCHTON		
			8.5		
		61.1	RACEY		
			4.3		
		65.4	LENNOXVILLE +		Cautionary Limits
			3.1		
		68.5	SHERBROOKE		OCS
			2.4		
		70.9	LANDERS		
			9.7		
	5963	80.6	SHANKS		
			6.2		
	1296	86.8	MAGOG		
			5.5		
		92.3	MOUNT ORFORD		
			13.3		
		105.6	FOSTER		
			8.6		
	6001	114.2	BROMONT		
			11.4		
		125.6	JCT SWT BROOKPORT		

SHERBROOKE SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

MP 0.0 TO MP 125.6.....25 MPH

2. PERMANENT SPEED RESTRICTIONS

MP 0.0 TO MP 3.0 10 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
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 67.8 TO 125.6 OCS
DOB in effect at 1900 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
2*(code)	RTC Farnham
3*(code)	RTC Hermon
5*(code)	Megantic Station
7*(code)	Farnham Office

8. SPECIFIC SWITCH INSTRUCTIONS

The Junction Switch Brookport may be left locked in any position without line 6 clearance authority. 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 – WESTWARD	SET OUT EASTWARD	Special Dangerous Inspection
13.3	Gould	Nantes	Eastward
33.5	Bury	Gould	
54.9	Sherbrooke	Birchton	
75.0	Shanks	Sherbrooke	Both directions
98.0	Bromont	Magog	Both directions
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 Tasfisa 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. Automatic railway crossing at grade with the SLQ Railway. Timing circuits of 5 minutes for both directions. Movements are governed by rule 611. Westward movements encountering a stop and proceed on the advance signal to the interlocking must stop before fouling Lennoxville public crossings. Movement may proceed after contacting the SLQ Railway RTC (514 307-1619) to determine that there is no conflicting movement. MOW personnel be governed by Rule 840.3 if required to perform track within interlocking limits and Rule 806 (b) for procedures for protecting track units through the interlocking.
- 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, EKA-Nobel, MP 84.3 – Stop before occupying the public crossing at the entrance to the plant. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing as directed by that crew member. Do not exceed 5 MPH in customer tracks, EKA-Nobel.
- e. A special derail on the main track at the EAST end of the yard at Sherbrooke.

12. TONNAGE RATINGS

MILE POST	DIRECTION	GP-20 & B-23	SD 40-2
0 TO 68.5	BOTH	1580 1265	2270 1816
68.5 TO 125.6	BOTH	2376 1900	3575 2860

NOTE: Bold numbers are winter ratings

ADIRONDACK SUBDIVISION						
N O R T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	TRACK DIAGRAM		METHOD OF CONTROL
		0.0	JCT SWT BROOKPORT 1.0			OCS
		1.0	BROOKPORT 5.3			
		6.3	FARNHAM 11.0			Cautionary Limits
	4500	17.3	IBERVILLE 2.7			+ OCS
		20.0	ST-JEAN			

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 19.8 10 MPH

MP 19.8 TO MP 20.0 over public crossings 10 MPH

3. METHOD OF CONTROL

MP 0.0 TO 4.0 OCS

MP 4.0 TO 10.0 Cautionary Limits

MP 10.0 TO 20.0 OCS

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

4. JOINT OPERATIONS

CP trains may operate from St-Jean to Iberbville 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
2*(code)	RTC Farnham
3*(code)	RTC Hermon
5*(code)	Megantic Station
7*(code)	Farnham Office
15*(code)	CCF CP
17*(code)	CN RTC

8. SPECIFIC SWITCH INSTRUCTIONS

The Junction Switch Brookport may be left locked in any position without line 6 clearance authority. 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	Special Dangerous Inspection
11.6	MP 12.8	Farnham	Both directions

10. SIX AXLE RESTRICTIONS

Farnham – Six axle units are prohibited from operating tracks 5 through 11 and Shop track 3. .

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.

- MOW 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 tracks 5 and 6; and between the siding and Jumbo lead. Employees must not ride the side of equipment between these tracks at these locations.
 - 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.
 - f. Through trains destined to CP must not be authorized beyond the N. Sdg switch Iberville until arrangements have been made with the CP RTC.

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-20 & B-23	SD 40-2
0 TO 20	NORTH	2010 1608	3520 2816
0 TO 20	SOUTH	2500 2000	4350 3480

NOTE: Bold numbers are winter ratings

ST-GUILLAUME SUBDIVISION						
N O R T H W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	TRACK DIAGRAM		METHOD OF CONTROL
		0.0	FARNHAM			Cautionary Limits
			5.5			OCS
	959	5.5	CANROBERT			
			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 27.0 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
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 1900 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-20 & 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	TRACK DIAGRAM	METHOD OF CONTROL
		0.0	JCT SWT BROOKPORT		OCS
			7.0		
	2568	7.0	COWANSVILLE		
			12.2		
		19.2	SUTTON		
			8.2		
	5422	27.4	RICHFORD		
			14.1		
	2947	41.5	HIGHWATER		Cautionary Limits
			16.9		
		58.4	NEWPORT		

NEWPORT SUBDIVISION SUBDIVISION FOOTNOTES

1. MAXIMUM AUTHORIZED SPEED

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

2. PERMANENT SPEED RESTRICTIONS

MP 57.0 TO MP 58.4 (curves only) 15 MPH

All tracks Richford yard..... 5 MPH

MP 58.8 TO MP 60.4 15 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
58.3	Main Street	500 Feet	10

3. METHOD OF OPERATION

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 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
2*(code)	Farnham RTC
3*(code)	Hermon RTC

8. SPECIFIC SWITCH INSTRUCTIONS

The Junction Switch Brookport may be left locked in any position without line 6 clearance authority. 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

- 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.
- 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-20 & B-23	SD 40-2
0 TO 58.4	BOTH	1452 1161	N/A

NOTE: Bold numbers are winter ratings

RAILROAD SPECIFIC INSTRUCTIONS

1. COMPANY OFFICERS

Name	Title	Phone
Ryan Ratledge	Chief Operating Officer	207 943-7327
Chad Mowery	General Manager – Transportation & Mechanical	207 631 4348
Ron Marshall	General Manager - Engineering	207 745-5242
David Jankow	Trainmaster - US	207 745-5137
David Baker	Director – Safety & Operating Practices	207 631-4332
Ben Boone	Roadmaster - Maine	207 745-0840
	Roadmaster - Vermont	802 334-6030
Daniel Aube	Roadmaster - Quebec	819 679-0450
Michel Langlois	Manager Field Operations QC	514 951-9513
Chris Rhoda	Car Shop Foreman	207 943-3205

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
Chemtrec	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 - Hermon	800 635-9449
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 effected in any way by the rules must provide themselves with and have available for reference:

US EMPLOYEES

Canadian Rail Operating Rules	December 26, 2013
CMQ General Special Instructions	February 1, 2015
Air Brake & Train Handling Rules	February 1, 2015
Transportation Safety Rules	February 1, 2015
Engineering Safety Rules	February 1, 2015
Mechanical Safety Rules	February 1, 2015
RWP – MOW Rules	February 1, 2015
US Hazardous Materials Instructions for Rail	March 15, 2011

CANADIAN EMPLOYEES

Canadian Rail Operating Rules	May 10, 2015
Transportation Safety Rules	May 10, 2015
Transportation General Operating Instructions	May 10, 2015
Engineering Safety Rules	May 10, 2015
Mechanical Safety Rules	May 10, 2015
Transportation Dangerous Goods	May 10, 2015
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 Searsport, Millinocket, Newport and KI Subdivisions are controlled by the RTC Rutland, Vermont (RailTerm).

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

RTC Dorval (RailTerm) controls SNS Boundary to Megantic.

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

GOOD FAITH CHALLENGE

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.