# MAINE DEPARTMENT OF TRANSPORTATION

# MAINE WOODS TO WATER RAIL CONNECTION PROJECT

CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) 2022

# ATTACHMENT 9 TIMETABLE

# Maine Northern Railway Timetable No. 02 SUPPLEMENT NO. 1.1



Taking effect at 00:01, November 9, 2022

lan Simpson General Manager NBSR

## MILLINOCKET SUBDIVISION

Train Standby Channel RTC Call-in Channel	Emergency Call-in Code	Tower Codes	Utility Channel	Maintenance of Way Channel	Cationary Limits	Subdivision Mileage	<ul><li>▲ &lt; NORTHWARD</li></ul>	MILLINOCKET SUBDIVISION	SOUTHWARD	Main Track(s)	Method of Control	DOB Limits	Siding Capacity in Feet	Station Number
	1/*77	1*77			Ļ	72.43		BROWNVILLE Jct. with CPRS	BCD					589
	16*77	1.11			79.0			14.97			79.0			
						87.40		PACKARD						87
13			67	07				13.3			OCS -			
012-012			007-067	007-007		100.70		NORTH TWIN		1	00-	DOB		100
10	2*05		007	001				4.07			•			
		1*05			104.0	104.77		MILLINOCKET	CD		104.0			104
				I				4.23						
						109.00	M	AINE NORTHERN J Jct. with MNR	CT.			•		

## 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

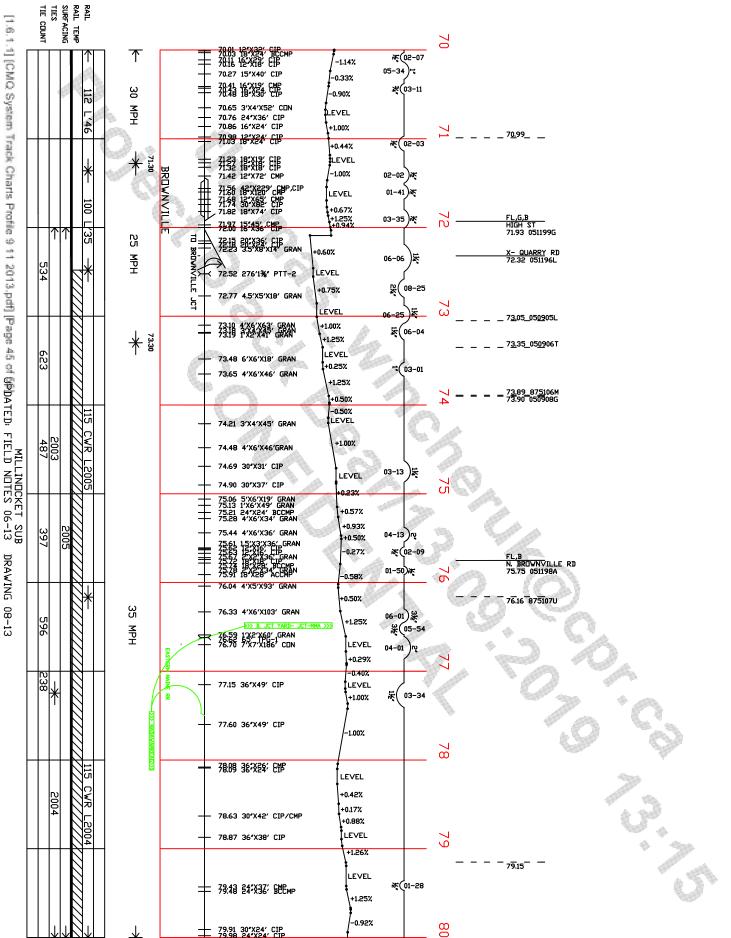
- 2.1. Trains and Engines: Maximum Authorized Speed North Cautionary Limit Sign Brownville to South Cautionary Limit Sign Millinocket: 25 MPH
- 2.2. 6 axle units must not exceed 10 MPH over bridge MP 72.52

# 2. NON-MAIN TRACKS

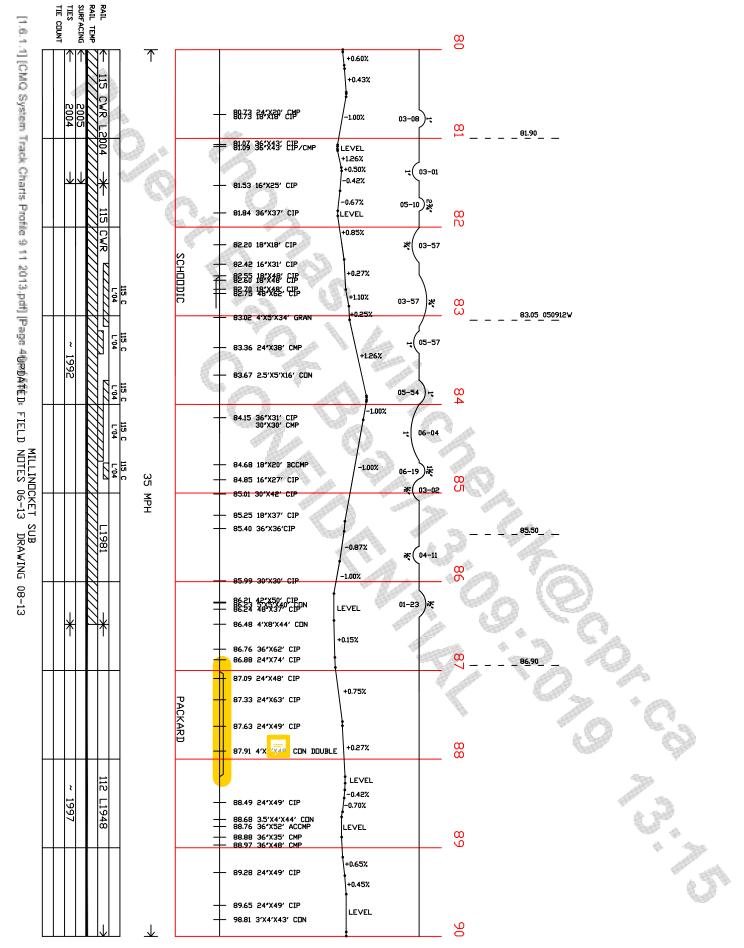
2.1. Air brakes must be in service when switching industrial and customer tracks.

# 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.



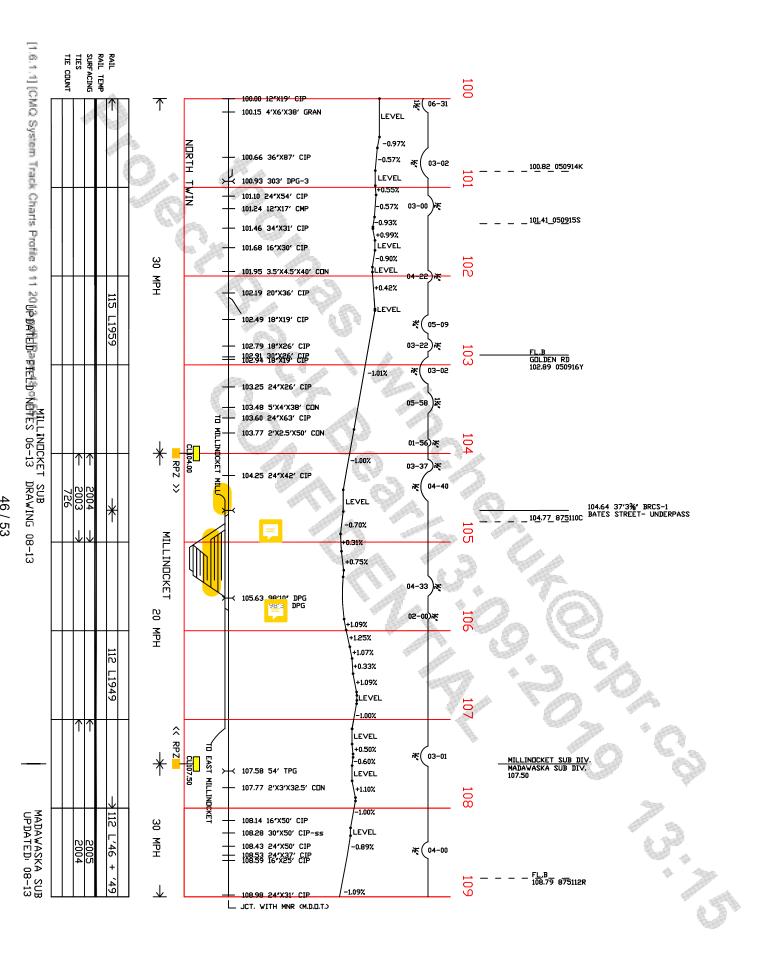
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RAIL RAIL TEMP SURFACING TIES TIE COUNT [1.6.1.1] [CMO System Track Charls Profile 9 11 2013.pdf] [Page 47 of 66bATED: FIELD NOTES 06-13 90 个 90.07 16"X43' CIP 90.24 24"X73' CIP WEST SEBONIS +0.07% 90.44 2.5'X3'X90' CON 90.63 18"X90' CIP 淹(01-06 SER∨ICE RD 90.78 051322D <sup>06-44</sup>∕≅ +0.25% 91 90.91 45' DPG-1 +1.25% 91.20 24"X30' CMP LEVEL 91.39 30"X30' ACCMP 91.50 18'X24' ACCMP +1.10% 91.88 24"X31' CIP 92 03-02 92.01 18\*X25' ACCM 92.10 18\*X20' CMP 92.18 18\*X24' CMP 92.25 18\*X24' CIP 92.32 24\*X25' CIP LEVEL ¥ -0.18% \_ \_\_\_\_92<u>.22\_\_87510</u>8B LEVEL +0.14% 92.44 24"X31' CIP +1.01% +0.11% 苓(03-17 92.71 30"X37' CIP +0.73% 83 92.89 2.5'X4'X28' CON +1.00% 93.16 24"X25" BCCMP 93.24 2.5"X2"X23" CON 03-00 +0.78% ł 5 LEVEL 1997 L1948 01-58 93.58 18"X24" CIP )ざい -1.00% 93.76 24"X25' CIP 93.85 24"X31' CIP +0.17% 94 94.05 2'X2.5'X31' CON 0.88% 94.25 16"X24' CIP +0.29% 02-58 Ъ, \_94.38\_050913D -1.00% 94.68 2'X2.5'X31' CON ± 34:88 양(X35) 대문 03-00 ω LEVEL 전 D J 0.43% MPH 95.17 24:024; EMB 95.14 24:025; EMB 95.25 36"X25" CIP ≢ LEVEL +0.17% 95.70 24"X31' CIP DRAWING 95.83 30"X30' CIP -0.80% 02-08)× 96.17 18"X40' ACCMP 08-13 -0.58% 96.30 24"X41' CIP 96.39 18"X40' CIP æ 01-00 -0.40% 96.62 24"X30' CIP -0.72% 96.74 24"X36' CMP 96.82 18"X27' CMP 04-00)茨 96.98 24"X68' CMP 天 04-04 -0.72% ∦ 97.39 12"X13' CIP 233 97.57 1'X1.5'X40' GRAN -0.29% -1.00% 97.80 6'X8'X35' GRAN 01-53) 🏹 LEVEL 86 98:89 18:X24; EIP +0.70% 98.15 24\*X20' CMP 98.21 16\*X31' CIP -0.58% 01-00)~ 98.31 24"X34', BCCMP 98.34 24"X34', CIP 98.50 24"X40', BCCMP ភ 2003 664 LEVEL 1961 01-15 98.70 98.70 24"X52' CIP +0.75% 66 98.94 20"X19' CIP ₩(06-13 -1.00% 39:15 18"X44" BECMP 03-07 Ň **T** -0.35% X- MAIN LINE 99.40 051323K -0.39% 99.45 24"X38' CIP 03-00 3 ň LEVEL 03-53 99.84 24"X57' CIP 100 Ņ,  $\downarrow$ 100.00 12"X19' CIP

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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	<ul><li>▲ ▲ ▲ NORTHWARD</li></ul>	BANGOR SUBDIVISION (Subdivision No 130) TrAM Area 1 STATIONS	SOUTHWARD	Main Track(s)	Method of Operation	TGBO / DOB Limits	Siding Capacity in Feet	Station Number
							0.69 2.30		SEARSPORT 1.61 KIDDERS 0.70			GCO 6.28	-		3733 3735
010-010 010-010	See Footnote 0.1	911911	No Utility	' System	096-096	28.00 ↓ 31.00 64.00 ♦ 66.00	3.00 13.32 20.90 29.00 35.04 45.40 53.69 65.45 71.67 74.60 75.07		Begin Main Track 10.32 MOSQUITO MOUNTAIN 7.58 FOLEY PIT 8.10 NORTHERN MAINE JCT Connection to Pan Am 6.04 NORTH BANGOR 10.36 HUDSON 8.29 SOUTH LAGRANGE 11.76 DERBY 6.22 BROWNVILLE Jct Millinocket Sub 2.93 End Main Track 0.47 BROWNVILLE JCT	J T T BT	1	DAL AL A		Yard	3738 3739 3678 3679 3680 3684 3660 1328

# **BANGOR SUBDIVISION FOOTNOTES**

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

#### 1.0 HOT BOX DETECTOR SYSTEM

1.1		NORTHWARD		LOCA	TION	SOUTHWARD				
	INSPECTION POINT	SET-OFF POINT	GOI SEC 5 ITEM 27.0	MP	DTMF CODE	GOI SEC 5 INSPECTION SET-C ITEM 27.0 POINT 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				Southward Movements
MPH		MPH		
25	3.0	to	28.9	05
★5	28.9	to	29.0	- 25
10	29.0	to	29.1	★5
10	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
10	72.3	to	72.4	10
25	72.4	to	75.0	25

**\star** 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