

The background of the page is a dark grey, low-poly geometric pattern. A thick red diagonal line runs from the top right towards the bottom left. A solid red triangle is located in the bottom left corner.

Midcoast Railservice

Rockland Branch

Timetable No. 3

Effective: February 27, 2023

TABLE OF CONTENTS

CONTACT NUMBERS.....	1
EMERGENCY CONTACT NUMBERS.....	1
SPECIAL INSTRUCTIONS.....	2
LEGEND - SAMPLE LINE SEGMENT.....	7
LOWER ROAD – CPL 17 TO MP 30.22.....	9
ROCKLAND LINE – ROCK JCT TO BAYVIEW.....	11
ROCKLAND LINE – BAYVIEW TO P 63.00.....	13
ROCKLAND LINE – P 63.00 TO ROCKLAND.....	15
ROCKLAND YARD.....	17
SPEED TABLE.....	19
TERRITORY AND RULES QUALIFICATION RECORDS.....	20

CONTACT NUMBERS

MCRI Train Dispatcher	207-910-0454
Customer Service	207-910-0022

EMERGENCY CONTACT NUMBERS

Brunswick Police	207-725-5521
Cumberland County Sheriff	207-774-1444
Bath Police	207-443-5563
Sagadahoc County Sheriff	207-443-9711
Lincoln County Sheriff	207-832-4000
Knox County Sheriff	207-594-5656

SPECIAL INSTRUCTIONS

1.0 NORAC 11th Edition Rule Modifications

1.1 Terminology, Definitions, and Authorized Abbreviations

Additions:

END OF TRACK (EOT)

Head End Restriction (HER)

Out of Service (OOS)

1.2 Rule M – Corrective Lenses

Item 6 is no longer in effect on MCRI.

1.3 Rule 1 – Reporting for Duty: General Orders, Bulletin Orders, Division Notices

i. Delete:

“...then sign employee register”

ii. Add:

If a new timetable page is not issued, additions, deletions and corrections to the timetable must be made on the appropriate page. A notation must follow the change showing the GO that specified the change and the date issued.

1.4 Rule 2 – Standard Clock

MCRI Dispatcher will maintain the standard clock to the correct time.

Employees must obtain the correct Eastern Time daily from an atomic clock. If an atomic clock is not available, contact the Dispatcher for the correct time.

Effective 0200 on the second Sunday in March, Eastern Standard Time must be advanced one hour.

Effective 0200 on the first Sunday in November, Eastern Standard Time must be set back one hour.

Employees advancing or setting back clocks must, as soon as practical, compare time with the Dispatcher.

1.5 Rule 80 – Movement at Restricted Speed, Item C

Change:

Movement must not exceed 10 MPH. This restriction applies to the leading end of movement only.

1.6 Rule 93 – Yard Limits

The entire rule shall read as follows:

Yard limits are designated by Timetable and indicated by yard limit signs.

Within yard limits, train crews and roadway workers must receive verbal permission from the Dispatcher to occupy any track within yard limits. A brief description of the task(s) to be performed must be given to the Dispatcher before permission can be granted. Train crews will be identified by train symbol and considered as one occupant. Roadway workers, and any equipment in their charge, will be identified by the Roadway Worker in Charge and considered as one occupant.

The Dispatcher must keep a record of all occupants within each yard limit area. When other occupants receive permission, the Dispatcher must inform the new occupant of other occupants within the yard limit area.

If other occupants exist, the new occupant must conduct a job briefing with each of the occupants prior to fouling any track. Additional job briefings must be conducted as conditions warrant.

Movements within yard limits must operate at Restricted Speed unless operating on a block signal indication more favorable than Approach. Such movement must be prepared to stop at the next signal within yard limits.

Verbal permission to occupy track within yard limits does not relieve occupants from the need to establish train protection.

Occupants must report clear of yard limits when duties no longer require them to foul any track within yard limits or travel more than 1 mile from work area unless otherwise allowed by Dispatcher.

If an occupant is unresponsive after reasonable attempts, the Dispatcher must be informed. The Dispatcher must contact occupant's Supervisor who may clear occupant of yard limits based on affirmation that occupant is clear.

Exception: This rule change does not apply to foreign railroads

1.7 Rule 104(f) – Hand-operated Derails

Addition:

Exception: On unoccupied tracks, derail(s) may be left in the non-derailing position and locked (if equipped) unless stated otherwise.

1.8 Rule 138 – Highway Crossing Warning, Part B

Addition:

Equipment must not be allowed to block public highway crossings for longer than 5 minutes, unless:

- Train is disabled or in motion not involving switching
- No highway traffic is seen waiting to use the crossing

Exercise good judgment when blocking highway crossings periodically allowing vehicular traffic to clear.

1.9 Rule 138 - Highway Grade Crossing, Part C

Addition:

When there is no dispatcher on duty, movement over any highway grade crossings must not exceed 20 MPH

1.10 Rule 138 – Highway Crossing Warning, Part C, Item 1

Addition:

If providing on-ground warning at highway crossing is required, but a qualified employee can confirm the highway crossing warning system is working as intended and direct communication with the qualified employee is maintained, trains may proceed without providing on-ground warning. The movement may proceed without stopping not exceeding 15 MPH. If no direct communication has been established with employee in charge, NORAC rule 138(c) applies.

1.11 NORAC Rule 165 – Movement Permit Form D, Part B

Change:

Dispatchers will use their initials whenever dispatcher identification is required.

2.0 General Instructions

2.1 Re-crews

Trains must be re-crewed by two qualified crewmen. One qualified crewman may re-crew an outlawed train if the leading locomotive is equipped with an operative alerter and brake pipe pressure is verified by a qualified individual at rear of train or operative telemetry.

2.2 Struck Bridge Procedure

When a railroad bridge has been struck by a motor vehicle, the dispatcher must hold all train traffic over the bridge. A maintenance of way or other designated employee must collect necessary information of the incident and photographs of bridge to forward to bridge engineer. Bridge may be returned to service after bridge engineer has determined structure is safe for movement.

2.3 Special Equipment Restrictions

Pivoting or rotating equipment:

- On tangent track – 20 MPH
- On curves – 15 MPH

Six axle locomotives:

- Diverging movements through hand-operated turnouts – 5 MPH

Weight and Dimensional Restrictions:

Maximum speed for dimensional equipment – 10 MPH.

Equipment with one or more of the following characteristics require clearance:

- Exceeds maximum weight and dimensions specified for the line to be traversed
- Cars less than 42 feet outside length
- Cars with more than four axles
- Overhangs the end(s) of a car or is bolstered on two or more cars

- Locomotives, cranes, work equipment, passenger cars, track inspection cars, or similar types of rolling stock moving on their own wheels over bridges that are foreign to MCRI

Train crews must ensure that the dispatcher has received the required clearance information for all trains carrying dimensional equipment.

2.4 Obstruction Banner

Engineer stop testing will be simulated with a banner (seen here) or other signal and/or obstruction requiring a train to stop. Testing is required to ensure compliance with restricted speed.

When confronted with a simulated stop test, the Engineer must:

- Stop movement consistent with good train handling
- Upon stopping, acknowledge the simulation via radio or other form of communication (horn)
- Notify train dispatcher



Movement may continue after simulation has been removed.

2.5 Operating on Customer Tracks

- **Speed** – Movement on all customer tracks must be made at restricted speed, unless further restricted by special instruction.
- **Walking hazards** – When operating on customer sidings, watch for poor walking conditions due to but not limited to; spilled commodities, uneven ground, washouts, unloading pits, spouts, pipes, and hoses. Report unusual conditions to the dispatcher.
- **Structures** – Employees are prohibited from riding movements along customer or other structures, i.e., docks, buildings. Movement must be stopped, and employees must precede the movement until structure is cleared. Dock walkways should be used where provided unless otherwise restricted.

2.6 Tie Down Locations

If a crew is to outlaw, tie down location will be determined by the Dispatcher.

2.7 Dropping or Drifting Cars

Drops of more than six cars are prohibited. Use the following procedure when "Dropping" or "Drifting" cars:

- 1.) Shove the cars to be dropped well into the clear and in proper position for the drop.
- 2.) Apply a full-service application and minimum of two handbrakes before cutting away from the cars to be dropped. Ensure the cars remain stationary.
- 3.) Ensure the locomotive and other equipment are completely in the clear and properly secured against movement, all derails are properly positioned, and switches are lined prior to commencing the drop.
- 4.) After the route to be taken has been determined to be properly prepared, bleed pistons on the cars to be dropped and attend the handbrake. While dropping the cars, use the handbrake to stop where necessary.
- 5.) After drop is completed, re-secure the dropped cars and commence switching as needed.

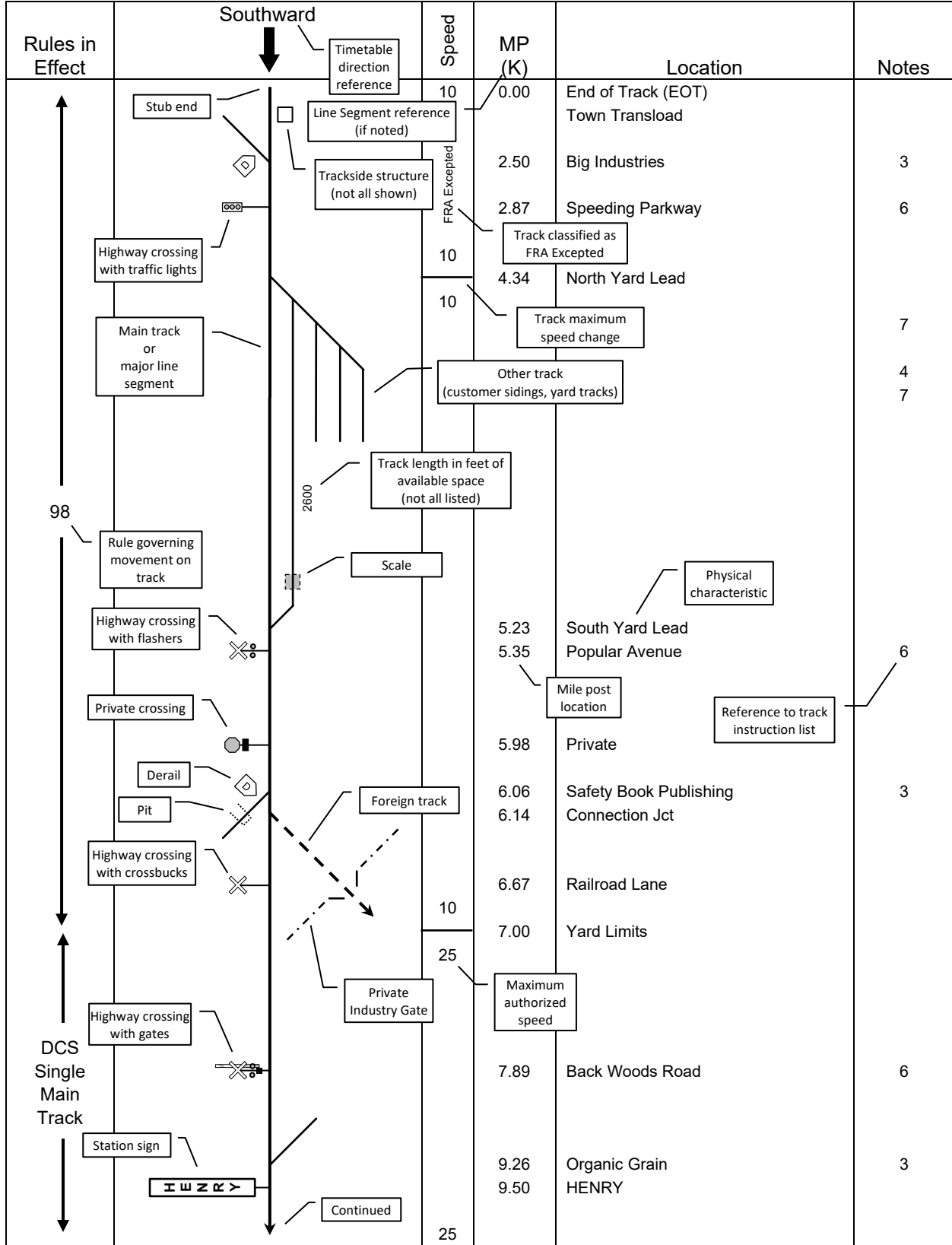
2.8 Private Lease Tracks

Private leased tracks will be identified on Bulletin. To access privately leased tracks, notification must be made to the Dispatcher at time of entry. Upon completion of work on the track, the Dispatcher must be notified.

The Dispatcher must record job symbol, crew member, time, and track accessed. When notified the work is complete, ensure switches and/or derails are restored and record the same information.

A private leased track or portion of track may only be used for storing and/or switching of the lessee's cars.

LEGEND - SAMPLE LINE SEGMENT



LEGEND – SAMPLE TIMETABLE

1.) Radio Frequencies

Channel		TX	RX
2	FGLK	94	94
8	CSXT	58	58

List of radio channels commonly used on line segment along with channels of adjoining lines.

Special instructions will be noted below chart.

2.) Equipment Restrictions

Segment (MP-MP)	Max Height	Max Width	Max Weight (lbs)
EOT - 8	20'-00"	12'-00"	315,000

List of dimensional restrictions of equipment on line segment. If blank, contact track supervisor for information.

Other restrictions may be listed below chart.

3.) Close Clearances

Location	Remark
Big Industries	Along building on west side of track
Safety Book Publishing	Along loading dock on west side of track
Organic Grain	Along building on east side of track

List of close clearance locations with the general area of danger. All locations may not be listed.

4.) Other Instructions

List of operational restrictions on line segment and/or instructions on a customer's siding.

5.) Highway Crossings

Highway Crossing	MP	DOT #
Speeding Parkway	2.87	100000Z
Popular Avenue	5.35	110000Y
Railroad Lane	6.67	111000X
Back Woods Road	7.89	111100W

List of road crossings that require rule 19(b) unless otherwise indicated.

6.) Highway Crossing Notes

List of special instructions for crossings.

Speeding Parkway – Highway traffic light signals must be complied with by MCRI trains. Do not occupy crossing until a yellow traffic light is displayed for train movement.

Popular Avenue – All movements must activate automatic crossing warning device for 20 seconds or gates must be fully lowered prior to occupying crossing.

Back Woods Road – Crossing in established Quiet Zone, comply with NORAC Rule 19(A).

7.) Miscellaneous

List of other information that does not directly affect the movement of trains.

LOWER ROAD – INTERCHANGE TRACK

Rules in Effect	Eastward ↓	Speed	MP	Location	Notes
		10	29.40	CPL 17	4
	10			Jordan Avenue UG	4
	10	FRA Excepted			
	10		30.22	Androscoggin River UG	
	Out of service				

LOWER ROAD – INTERCHANGE TRACK

1.) Radio Frequencies

Channel		TX	RX
1	MCRI	66	66
2	CSXT	34	34

*MCRI – DSPR tone 315

**CSXT – District 1

2.) Equipment Restrictions

Segment (MP-MP)	Max Height	Max Width	Max Weight (lbs)
All			263,000

3.) Close Clearance

Location	Remark

4.) Other Instructions

CPL 17 to Jordan Avenue UG – Cars may not be left standing on main unless otherwise authorized by Manager of Maintenance of Way or Assistant Manager of Maintenance of Way.

5.) Highway Crossings

Crossing	MP	DOT#

6.) Highway Crossing Notes

None.

7.) Miscellaneous

None.

ROCKLAND LINE – ROCK JCT TO BAYVIEW

Rules in Effect	Eastward ↓	Speed	MP (P)	Location	Notes	
DCS Single Main Track		25	29.40	ROCK Jct – CPL 17		
			30.53	CPL 17 Interlocking Approach		
			31.50	Merry Meeting Plaza	6	
			31.74	Cooks Corners	6	
			33.38	Harding Runaround West		
			33.46	Harding Plant Circle		
			33.54	Harding Runaround East		
			33.60	Harding Plant		
			34.53	ASA West	3	
			34.81	ASA East	3	
			35.10	WEST BATH		
			25			
			10	37.00	P 37.00	
				37.15	York Street	6
				37.34	North Street	6
				37.35	BATH – Bath Interlocking	7
				33.70	Bath Interlocking Approach	
				37.75	Center Street	6
				37.85	Water Street	6
				37.92	Bath Runaround West	7
		n/a	Bath Stub			
		38.00	Bath RAR East – Carleton Bridge West	7		
		38.10				
		38.15				
		10				
		25	38.30	Carleton Bridge East		
			39.08	Bayview Runaround West	7	
			39.10	Bath Interlocking Approach		
			39.30	Bayview Runaround East	7	
		25	39.40	BAYVIEW – Bath Interlocking	7	

ROCKLAND LINE – ROCK JCT TO BAYVIEW

1.) Radio Frequencies

Channel		TX	RX
1	MCRI	66	66
2	CSXT	34	34

*MCRI – DSPR tone 315

**CSXT – District 1

2.) Equipment Restrictions

Segment (MP-MP)	Max Height	Max Width	Max Weight (lbs)
All			263,000

3.) Close Clearance

Location	Remark
Mainline – All	Along rock cuts on both sides of track in various locations
ASA	At building on north side of track
Mainline – Bath	On both sides of track due to heavy vegetation

4.) Other Instructions

None

5.) Highway Crossings

Crossing	MP	DOT#
Jordan Avenue	30.81	364925S
Dragon Crossing	30.92	365926Y
Merry Meeting Plaza	31.50	365839Y
Cooks Corners	31.74	364929U
Old Bath Road	32.22	364930N
Harding Plant Circle	33.46	364931V
New Meadow Road	34.46	364934R
Private	34.66	930560Y
Sanford Xing Road	35.03	364936E
Iron Pants Road	35.99	364938T
York Street	37.15	364942H

North Street	37.34	364944W
Center Street	37.79	364947S
School Street	37.84	364948Y
Washington Street	37.86	364949F
Leeman Highway	37.89	365819M
Water Street	37.91	364951G
Route 127	38.55	913380G

6.) Highway Crossing Notes

Merry Meeting Plaza – Approach crossing at 20 MPH. Restriction begins at approach circuit. Train may resume track speed after the leading end of movement has occupied the crossing.

Cooks Corners – Approach crossing at 20 MPH. Restriction begins at approach circuit. Train may resume track speed after the leading end of movement has occupied the crossing.

York Street – Crossing is part of a Quiet Zone, comply with NORAC Rule 19(A)

North Street – Crossing is part of a Quiet Zone, comply with NORAC Rule 19(A)

Center Street to Water Street – Approach crossings at 6 MPH. Restriction begins at approach circuit of first crossing. Train may resume track speed after the leading end of movement has occupied the last crossing.

7.) Miscellaneous

Bath Interlocking – Interlocking is for the protection of trains over the Carleton Bridge. DCS rules apply for track occupancy.

Bath Runaround – Normal position of derail is in the derailing position whether track is occupied or clear of equipment.

Bayview Runaround – Normal position of derail is in the derailing position whether track is occupied or clear of equipment.

ROCKLAND LINE – BAYVIEW TO P 63.00

Rules in Effect	Eastward ↓	Speed	MP (P)	Location	Notes	
↑ DCS Single Main Track ↓		25	39.40	BAYVIEW		
			46.62	Yankee Stub	4	
				47.72	Mason Stub	4
				48.90	Water Street	4
				49.10	Main Street	6
				49.93	Long Trestle	4
				56.32	Newcastle Runaround West Newcastle Stub	4
				56.54	Newcastle Runaround East	
				62.03	Muscongus Bay Stub	
			25	63.00	P 63.00	

ROCKLAND LINE – BAYVIEW TO P 63.00

1.) Radio Frequencies

Channel		TX	RX
1	MCRI	66	66

*MCRI – DSPR tone 315

2.) Equipment Restrictions

Segment (MP-MP)	Max Height	Max Width	Max Weight (lbs)
All			263,000

3.) Close Clearance

Location	Remark
Mainline – All	Along rock cuts on both sides of track in various locations

4.) Other Instructions

Yankee Stub – Track out of service.

Mason Stub – Track out of service.

Water Street – 10 MPH head end restriction

Long Trestle – Speed restriction 10 MPH

Newcastle Stub – Track out of service.

5.) Highway Crossings

Crossing	MP	DOT #
Meadow Road	42.34	364963B
Private road	45.10	364966W
Rte. 144 Old Ferry Road	45.55	364967D
Two Bridge Road	46.94	364968K
Birch Point Road	47.97	364969S
Private Road	48.18	364970L
Pleasant Street	48.75	364971T
Water Street	48.90	364972A
Main Street	49.10	364974N
Sewer Plant Road	49.31	364975V
Private Road	52.07	364982F
Island Road	52.22	364983M
Sheepscot Road	54.56	364985B
Academy Hill Road	56.22	364986H
Mills Road	57.77	364990X
Pedestrian Pathway	58.10	930561F
Pedestrian Pathway	58.37	930562M
Private Road	58.52	364991E
Bayview Road	58.63	364992L
Lower Cross Road	59.77	364993T
East Neck Road	60.92	364994A
Vannah Road	62.26	364995G

6.) Highway Crossing Notes

Main Street – Approach crossing at 10 MPH. Restriction begins at approach circuit. Train may resume track speed after the leading end of movement has occupied the crossing.

7.) Miscellaneous

None

ROCKLAND LINE – P 63.00 TO ROCKLAND

Rules in Effect	Eastward ↓	Speed	MP (P)	Location	Notes
↑ DCS Single Main Track ↓		25	63.00	P 63.00	
	67.75	Waldoboro Stub			
	68.78	Allen Runaround West			
	68.97	Allen Runaround East			
	74.39	Warren Stub	4		
	79.17	Georges River UG	4		
	81.35	Green Street	6		
	81.45	Elliott Street	6		
	81.80	Thomaston Stub			
	82.46	Dragon Cement	3,7		
	83.77	Dicaperl Minerals	3		
	↓ ROCKLAND	25	85.00	ROCKLAND	

ROCKLAND LINE – P 63.00 TO ROCKLAND

1.) Radio Frequencies

Channel		TX	RX
1	MCRI	66	66

MCRI – DSPR tone 315

2.) Equipment Restrictions

Segment (MP-MP)	Max Height	Max Width	Max Weight (lbs)
All			263,000

3.) Close Clearance

Location	Remark
Mainline – All	Along rock cuts on both sides of track in various locations
Dragon Cement	Through Silos
Dicaperl Minerals	On north and south side of track near building

4.) Other Instructions

Warren Stub – Track out of service.

Georges River UG – Speed restriction 10 MPH

5.) Highway Crossings

Crossing	MP	DOT #
East Pond Road	63.28	364998C
Phillips Crossing (pvt)	65.34	930563U
Winslow Mills Road	65.86	365001R
Cross Street	66.09	365002X
Depot Street	67.67	365003E
Washington Road	68.45	365004L
Coles Hill Road	68.98	365006A
Goshen Road	71.49	365007G
Private Road	72.29	365008N
Private Road	73.10	365010P

Finntown Road	73.80	365009V
Station Lane	74.50	365011W
Private Road	75.26	365012D
Private Road	75.66	930564B
Sandy Shores Road	76.41	365013K
Cushing Road	78.91	365014S
Toll Bridge Road	79.34	365015Y
Green Street	81.35	365017M
Elliott Street	81.45	365019B
Knox Street	81.59	365020V
Saint George Road	82.39	365021C
Marsh Road	83.58	913383C
Buttermilk Lane	83.63	365022J
Pleasant Street	84.83	365023R

6.) Highway Crossing Notes

Green Street – Approach crossing at 20 MPH. Restriction begins at approach circuit. Train may resume track speed after the leading end of movement has occupied the crossing. Crossing is part of a Quiet Zone, comply with NORAC Rule 19(A)

Elliott Street – Approach crossing at 20 MPH. Restriction begins at approach circuit. Train may resume track speed after the leading end of movement has occupied the crossing. Crossing is part of a Quiet Zone, comply with NORAC Rule 19(A)

7.) Miscellaneous

Dragon Cement – Employees must wear hard hats in addition to required MCRI PPE while on industry property.

Dragon Cement – Ring bell continuously when operating on Track 30, North Track, South Track, through silos or when approaching industry crossings.

ROCKLAND YARD

Rules in Effect	Eastward ↓	Speed	MP (P)	Location	Notes
<div style="display: flex; align-items: center; justify-content: center;"> <div style="margin-right: 10px;"> ↑ 93 ↓ </div> </div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ROCKLAND</div>	25	85.00	ROCKLAND – Rockland Yard Limits	
	25	85.14	Track 2 West		
	10	85.16	Track 1 West		
	85.30	Track 2 East			
	85.31	Track 3 East			
	85.35	Engine House Lead	3,4		
	85.36	New County Road	6		
	85.42	O'Hara	3		
	85.43	Passenger Stub Switch	4		
	10	86.57	Atlantic Street		
86.60	Dragon Wharf Gate	3			

ROCKLAND YARD

1.) Radio Frequencies

Channel		TX	RX
1	MCRI	66	66

MCRI – DSPR tone 315

2.) Equipment Restrictions

Segment (MP-MP)	Max Height	Max Width	Max Weight (lbs)
All			263,000

3.) Close Clearance

Location	Remark
Track 6	Along building on north side of track
Roundhouse	At building on both sides of all tracks
O'Hara	Along loading dock on south side of track
Wharf Runaround	Along pipes on south side of track

4.) Other Instructions

Engine House Stub – Track out of service.

Passenger Stub Switch – Approach switch prepared to comply with switch position indicator.

5.) Highway Crossings

Crossing	MP	DOT #
New County Road	85.36	365025E
Broadway St (Main)	85.48	365026L
Broadway St (Pass)	n/a	365026L
Pleasant Street	85.60	365029G
Berkeley Street	85.64	365030B
Prescott Street	85.67	365031H
Holmes Street	85.79	365032P
Lovejoy Street	85.87	365033W
South Main Street	86.03	365034D
Mechanic Street	86.43	365035K
Atlantic Street	86.57	365036S

6.) Highway Crossing Notes

All Crossings – Crossings are part of a Quiet Zone, comply with NORAC Rule 19(A)

7.) Miscellaneous

None

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Secs.		Mins.	Secs.	
0	45.0	80	1	30	40
0	46.2	78	1	35	38
0	48.0	75	1	43	35
0	50.0	72	1	52	32
0	51.4	70	2	00	30
0	52.9	68	2	12	27
0	55.4	65	2	24	25
0	58.1	62	2	36	23
1	00	60	3	00	20
1	02	58	3	20	18
1	06	55	4	00	15
1	09	52	5	00	12
1	12	50	6	00	10
1	15	48	7	30	8
1	20	45	12	00	5
1	24	42			

Employee # _____

TERRITORY AND RULES QUALIFICATION RECORDS

Rules Class Dates			Locomotive Engineer Performance Test		
NORAC	ABTH	Haz Mat	Year	Testing Officer	Date

Qualified Territories			
Territory	Date	Territory	Date

Hand-Held Air Gauge Verification Record			
Date	Location	Locomotive	Difference

Continued next page

