

SAFETY FIRST

NEW ENGLAND CENTRAL RAILROAD



TIMETABLE NO. 9

**EFFECTIVE 0001
EASTERN STANDARD TIME
SUNDAY JUNE 20, 2010**

**PETER TOUESNARD
REGIONAL VICE-PRESIDENT**

**STEVE COOMES
GENERAL MANAGER**

**GENERAL OFFICE
1 DEPOT STREET
PALMER, MASSACHUSETTS 01069**



A RailAmerica Company

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

It is the policy of RailAmerica that its operations be conducted in a safe manner. As an integral part of this policy, the management of RailAmerica believes that:

- All injuries can be prevented.**
- We are committed to provide a safe work environment for all employees.**
- Employees of all levels are accountable for their own safety and the safety of their co-workers, preventing injuries and accidents, and displaying safe work behavior.**
- Remember: No job is so important, no service so urgent that we cannot take time to perform all work safely.**
- Working safely is a condition of employment.**

TIMETABLE CHARACTERS

- A** – Automatic Interlocking
- O** – General Orders, General Notices
- C** – Standard Clock
- B** – Radio Base Station
- T** - Wye (Turning Facility)
- Y** –Yard Limits
- X** – Railroad Crossing At Grade
- D** – Hot Box and Dragging Equipment
Detector equipped with verbal indicator
- M** – Manual Interlocking
- G** – Gate – Normal Position Against Conflicting Route
- g** – Gate – Normal Position Against This Route
- g*** - Gate – May be left as last used
- J** – Junction with another Railroad

ROXBURY SUBDIVISION

	AMTRAK 55 M-F & 57 S&S	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	AMTRAK 56 M-F & 54 S&S	METHOD OF OPERATION	
S O U T H W A R D ↓	0830		132.0	ST. ALBANS 5.0	OCY MTB	2125	YARD LIMITS
		5040	127.0	OAKLAND 8.0			
			119.0	MILTON 10.9			TWC
			108.1	JCT. SW BURLINGTON SUBDIVISION 0.1	J		
	0900		108.0	ESSEX JCT. 9.0	TJ	2044	
			99.0	RICHMOND 5.6			TWC
		4630	93.4	BOLTON 8.4			
	0928		85.0	WATERBURY 8.6		2016	
	0942	4672	76.4	MONTPELIER JCT. 15.4		2002	
		5236	61.0	ROXBURY 15.0			TWC/ ABS
	1017	4344	46.0	RANDOLPH 7.0		1927	
		3944	39.0	BETHEL 7.0			
		4894	32.0	S. ROYALTON 17.2			
	1105	7400	14.8	WHITE RIVER JCT. 1.4	○	1845	
			13.4	BANK 8.4	J		TWC/ ABS
			5.0	HARTLAND 5.0			
1123		0.0	WINDSOR		1820		

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**ROXBURY SUBDIVISION
SPECIAL INSTRUCTIONS**

1. MAXIMUM AUTHORIZED SPEED

Passenger.....59 MPH
Freight.....40 MPH

2. PERMANENT SPEED RESTRICTIONS

BETWEEN		PASSENGER	FREIGHT
MP	MP	MPH	MPH
132.0	LAKE ST***	15	15
131.2	132.0***	30	-
122.0	122.3	40	-
113.4	114.9	50	
107.7	108.3	20	20
89.3	90.4	45	-
83.4	84.4	45	-
79.3	81.1	50	-
76.6	76.8	45	-
73.8	75.3	50	-
69.5	70.4	50	-
67.8	68.1	50	-
62.1	65.2	50	-
59.0	59.6	50	-
56.9	57.2	50	-
48.9	49.5	50	-
37.6	39.7	45	35
33.2	34.4	45	-
28.1	28.6	50	-
26.3	27.9	50	-
20.6	21.7	30	25
19.1	19.7	50	-
15.5	16.5	40	30
14.5	15.5	30	25
11.1	12.0	40	-
9.9	10.4	50	-
4.1	4.5	30	30
0.0	1.0	30	30

Between MP 86.3 and 86.2 overhead bridge at Waterbury, trains handling tri-level auto cars: Do not exceed 10 mph until tri-level have cleared the restriction and until crossing is occupied.

***Permanent speed restriction signs not posted.

3. MAIN TRACK AUTHORIZATION

MP 130.9 to MP 132.0..... Yard Limits
MP 14.2 to MP 130.9..... TWC
MP0.0 to MP 14.2..... TWC/ABS

ARDC Dispatcher St. Albans must be notified prior to any movement entering Yard Limits St. Albans, VT.

4. JOINT OPERATIONS

MP 132.0 to MP 130.9..... CN
MP 132.0 to MP 0.0 Amtrak
MP 13.4 to MP 0.0 Pan-Am-Southern
MP 17.0 to MP 10.0 CCRR
MP 17.0 to MP 11.0 WACR

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

Manual interlocking: St. Albans MP 0.1 (Swanton Subdivision):

Instructions:

- A) Contact ARDC Dispatcher St. Albans for signal to proceed.
- B) Northward controlled signal at MP 131.7 governs northward approach to St. Albans manual interlocking.

Manual Interlocking: Burlington, VT MP 108.1: Burlington Jct.:

Instructions:

- A) Contact ARDC Dispatcher St. Albans for signal to proceed.
- B) If ARDC Dispatcher cannot give a proceed indication, then it must be verified that no conflicting movement exists before giving permission past the stop indication (GCOR 9.12.2).

Non-interlocked railroad crossing at grade: Montpelier Jct. Yard:

The Crossing is protected by Gates with Stop signs. The normal position of the gates is lined and locked in the position last used.

6. INDUSTRIAL SPURS

DCP Midstream may use tracks 338, 339, 340 & 341 at Montpelier Jct. Railroad Personnel working in the Montpelier Jct. Yard must expect the movement of trains, engines cars or other equipment at any time, on any track and in any direction.

Track 333, South Leg of Wye, is controlled by DCP Midstream and equipped with private locks at East and West Switch to protect Trackmobile movements over Diamond Crossing. Trains and engines requiring access to track 333 must notify NECR Customer Service in advance. Customer Service will notify DCP Midstream and private locks will be removed to allow railroad access.

7. FRA EXCEPTED TRACK

NONE

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	99 CHANNEL AAR #	CHANNEL NUMBER
NECR	87 – 87	1
NECR	73 – 73	2
NECR	44 – 44	3

Channel 2 will be used for contacting the NECR Dispatcher.

All trains use and monitor channel 2

NECR Yard crews use channel 1 & 3.

9. SPECIFIC SWITCH INSTRUCTIONS

NONE

10. DEFECT DETECTOR LOCATIONS

NONE

11. LOCATIONS NOT LISTED AS STATIONS

Track	MP	NAME	SWITCH OPENS
P270	109.8	STEVENS GAS	SOUTH
P280	111.0	SHELburnE LIMESTONE	SOUTH
T290	107.6	ESSEX JCT. STRAIGHT	SOUTH
T301	98.8	RICHMOND AUXILIARY	SOUTH
P329	77.0-77.3	MONTPELIER JCT. DUBOIS	BOTH
T337	75.9-76.3	MONTPELIER JCT. & WACR	BOTH
T363	46.7	RANDOLPH HOUSE	NORTH
P374	39.3	BETHEL HOUSE	BOTH
P383	35.4	NORTH PACIFIC LUMBER	NORTH
P393	17.1	RSD WAREHOUSE	NORTH
T420	13.4	BANK SWITCH	SOUTH

12. FREE ROLLING EQUIPMENT RESTRICTIONS

THE PRACTICE OF KICKING CARS AND MAKING GRAVITY SWITCH MOVES IS PROHIBITED.

Kicking cars is defined as free rolling equipment where the movement is initiated by a locomotive.

Gravity drops are defined as free rolling equipment where movement is not initiated by a locomotive. Movement is initiated by releasing a hand brake or bleeding the air from the brake cylinder.

13. OTHER SPECIFIC INSTRUCTIONS

A. At Green Mountain Power Company private crossing, Montpelier Jct., GCOR rule 6.32.4 applies on track N337. Cars must not be left south of the clearance post. GCOR 6.32.4 does not apply on tracks N338 and N339. Equipment must not be left south of this crossing. Tracks N337, N338 and N339 have island circuits only. GCOR rule 6.32.2 applies.

B. At White River Jct., Track 406 is designated siding.

C. CLOSE CLEARANCES:

Location of Restricted Clearances which may not be marked or indicated by restricted clearance signs:

STATION	LOCATION	STRUCTURE	SIDE OF TRACK
ST. ALBANS IM	ALL TRACKS	GUY WIRES/POLES	EAST & WEST
ESSEX JCT	P287	PLATFORM	EAST
MONTPELIER JCT	N340-N341	GATE AND FENCE	EAST & WEST
BETHEL	HOUSE TRACK	PLATFORM	EAST

There may be other locations where permanent or temporary close clearances exist which are not listed.

D. MP 132/0 marks the transition from Roxbury Subdivision and Swanton Subdivision immediately North of Lake Street in St. Albans.

E. TEST MILE

MP 125 to MP126
 MP 97 to MP 98
 MP 25 to MP 26
 MP 10 to MP 11

F. TEMPORARY SPEED RESTRICTION POLICY

Do not exceed the following speeds between 12:00 and 2000 when notified by DOB, Track Bulletin or proper authority that a heat restriction is in effect.

PASSENGER: 30 MPH FREIGHT: 25 MPH

Roxbury Sub

MP 0-18.5	MP 114-115
MP 23-24	MP 119-120
MP 29-40	
MP 45-56	
MP 62-75	
MP 89-90	
MP 105-108	

PALMER SUBDIVISION

	AMTRAK 55 M-F & 57 S&S	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATION	AMTRAK 56 M-F & 54 S&S	METHOD OF OPERATION	
S O U T H W A R D ↓	1123		169.4	WINDSOR 7.4	1820	CTC	N O R T H W A R D ↑
	1134	10366	162.0	CLAREMONT JCT. 16.0	J 1808		
		8887	146.0	WALPOLE 1.2			
	1156		144.8	BELLOW FALLS 1.0	XMJ 1745		
			143.8	S. BELLOW FALLS 13.3			
		9731	130.5	PUTNEY 8.3			
			122.2	WEST RIVER 2.5		TWC	
	1231	5190	120.7	BRATTLEBORO 5.0	TO 1710		
			115.7	VERNON 5.2		ABS/TWC	
			110.5	E. NORTHFIELD 25.2	MJ		
	1319	3620	85.3	AMHERST 10.7	1620	TWC	
			74.6	BELCHERTOWN 9.8		YARD LIMITS	
	1405		64.8	PALMER 9.1	OXA YJ 1550		
		5106	55.7	STATE LINE 12.0		TWC	
		2040	43.7	W. WILLINGTON 14.2			
			29.5	WILLIMANTIC 5.6	J		
		22.9	LEBANON 10.5				
	2707	12.5	THAMESVILLE 11.1	O			
		1.4	NEW LONDON 0.3 END NECR Track	Y	YARD LIMITS		

