

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.**

TABLE OF CONTENTS

Timetable Characters.....	page 5
Swanton Subdivision.....	page 6
Roxbury Subdivision.....	page 10
Palmer Subdivision.....	page 15
Burlington Subdivision.....	page 23
NECR Map	page 26
NECR Specific Instructions.....	page 27
Company Officers.....	page 27
Emergency Phone Numbers.....	page 27
NECR Block and Signal Indication.....	page 33
RailAmerica System Special Instructions.....	page 34
NECR Grade Crossing	page 41

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							
S O U T H W A R D ↓	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	N O R T H W A R D ↑
	0830		132.0	ST. ALBANS 5.0	2125	YARD LIMITS	
		5040	127.0	OAKLAND 8.0		TWC	
			119.0	MILTON 10.9			
			108.1	JCT. SW BURLINGTON SUBDIVISION 0.1			
	0900		108.0	ESSEX JCT. 9.0	2044		
			99.0	RICHMOND 5.6			
		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			
	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		TWC/ ABS	
			5.0	HARTLAND 5.0			
	1123		0.0	WINDSOR	1820		

ROXBURY SUBDIVISION **SPECIAL INSTRUCTIONS**

1. MAXIMUM AUTHORIZED SPEED

Passenger59 MPH
Freight40 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
MP 0.0 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

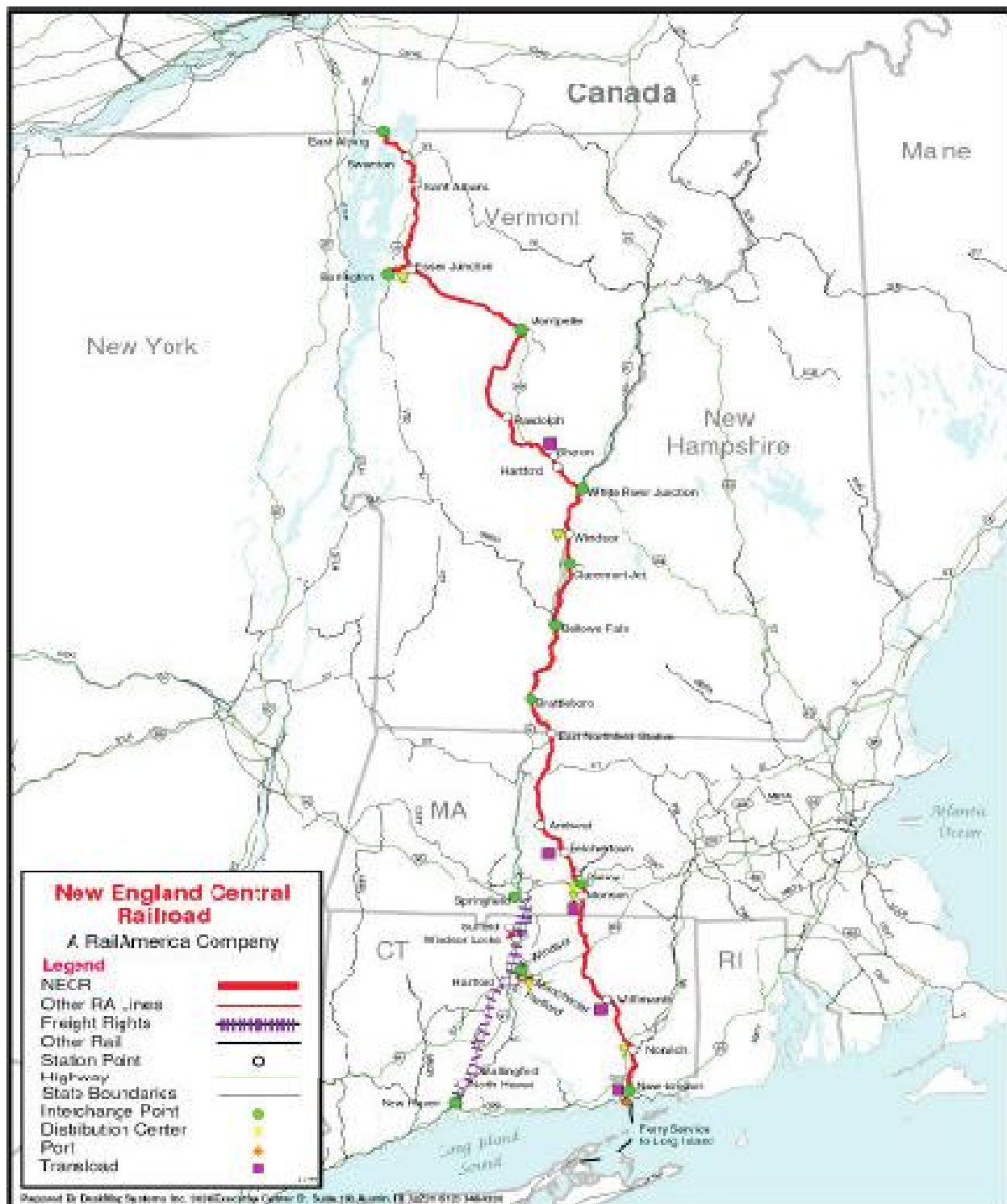
Do not exceed the following speeds between 12:00 and 2000 when notified by DOB, Track Bulletin or proper authority that a heat restriction is in effect.

PASSENGER: 30 MPH FREIGHT: 25 MPH

Roxbury Sub

**MP 0-18.5
MP 23-24
MP 29-40
MP 45-56
MP 62-75
MP 89-90
MP 105-108**

**MP 114-115
MP 119-120**



RAILROAD SPECIFIC INSTRUCTIONS

1. COMPANY OFFICERS

New England Central Railroad	
<u>Name</u>	<u>Title</u>
Peter Touesnard	Regional Vice President
Steve Coomes	General Manager
Bob Richardson	Assistant General Manager
Doug Low	Marketing Manager
Ron Bocash	Manager Communication & Signals
Steve Wichmann	Chief Mechanical Officer
Rick Boucher	Roadmaster

2. EMERGENCY TELEPHONE NUMBERS

<u>New England Central Railroad</u> <u>Emergency Response Telephone Numbers</u>			
<u>Station/County</u>	<u>Contact</u>	<u>MP Location</u>	<u>Phone number</u>
Alburgh	State Police	MP 15.5 – 18.0	802-524-5993
Swanton	Police/Fire/Ambulance	MP 3.6 – 15.5	802-868-4100
Franklin City Sheriff	Sheriff		802-524-2121
St. Albans Town	Police/Fire/Ambulance	MP 1.0 – 3.6	802-524-5993
St. Albans City	Police/Fire/Ambulance	MP 0.0 – 1.0	802-524-2166
ROXBURY SUBDIVISION			
St. Albans Town	State Police/Fire/Ambulance	MP 129.8 – 132.0	802-524-5993
Georgia	State Police/Fire/Ambulance	MP 121.5 – 129.8	802-524-5993
Milton	Police/Fire/Ambulance	MP 114.7 – 121.5	802-893-6171
Colchester	Police/Fire/Ambulance	MP 111.0 – 114.7	802-655-1412
Essex Jct.	Police/Fire/Ambulance	MP 106.0 – 111.0	802-878-8331
Williston	Police/Fire/Ambulance	MP 101.4 – 106.0	802-878-7111
Richmond	Police/Fire/Ambulance	MP 95.7 – 101.4	802-434-2153
Bolton	Police/Fire/Ambulance	MP 90.2 – 95.7	802-434-3497
Waterbury	Police/Fire/Ambulance	MP 83.5 – 90.2	802-244-8611
Middlesex	Police/Fire/Ambulance	MP 76.9 – 83.5	802-229-9191
Montpelier	Police/Fire/Ambulance	MP 76.5 – 76.9	802-223-3445
Riverton	Police/Fire/Ambulance	MP 69.8 – 76.5	802-229-9191
Northfield	Police/Fire/Ambulance	MP 62.0 – 69.8	802-223-5555
Roxbury	Police/Fire/Ambulance	MP 55.0 – 62.0	802-229-9191
Braintree	Police/Fire/Ambulance	MP 47.8 – 55.0	802-234-9933
Randolph Ctr.	Police/Fire/Ambulance	MP 44.0 – 47.8	802-728-3737
Bethel	Police/Fire/Ambulance	MP 38.3 – 44.0	802-234-9933
S. Royalton	Police/Fire/Ambulance	MP 30.2 – 38.3	802-234-9933
Sharon	Police/Fire/Ambulance	MP 23.0 – 30.2	802-234-9933
Hartford	Police/Fire/Ambulance	MP 11.5 – 23.0	802-295-9425

<u>Station/County</u>	<u>Contact</u>	<u>MP Location</u>	<u>Phone number</u>
Hartland	Police/Fire/Ambulance	MP 5.1 – 11.5	802-674-2183
Windsor	Police/Fire/Ambulance	MP 0.0 – 5.1	802-674-2183
PALMER SUBDIVISION			
Claremont	Police/Fire/Ambulance	MP 159.6 – 170.0	603-542-7011
Charlestown	Police/Fire/Ambulance	MP 146.5 – 159.6	603-826-5747
Walpole	Police/Fire/Ambulance	MP 145.0 – 146.5	603-352-1100
Bellow falls	Police/Fire/Ambulance	MP 143.5 – 145.0	802-463-1234
Westminister/Bellow Falls	Police/Fire/Ambulance	MP 135.4 – 143.5	603-352-1100
Brattleboro/Putney	Police/Fire/Ambulance	MP 129.0 – 135.4	603-352-1100
Brattleboro	Police/Fire/Ambulance	MP 121.0 – 129.0	802-254-4543
Vernon	Police/Fire/Ambulance	MP 110.8 – 121.0	802-254-6962
Northfield	Police/Fire/Ambulance	MP 102.1 – 110.8	413-625-8200
Erving	Police/Fire/Ambulance	MP 100.0 – 102.1	413-625-8200
Miller Falls	Police/Fire/Ambulance	MP 100.0 – 102.0	413-625-8200
Montague	Police/Fire/Ambulance	MP 94.5 – 100.0	413-863-8911
Sunderland	Police/Fire/Ambulance	MP 93.5 – 94.5	413-625-8200
Leverett	Police/Fire/Ambulance	MP 89.0 – 93.5	413-625-8200
Amherst	Police/Fire/Ambulance	MP 81.0 – 89.0	413-253-5378
Belchertown	Police/Fire/Ambulance	MP 68.5 – 81.0	413-323-7782
Palmer	Police/Fire/Ambulance	MP 64.4 – 68.5	413-289-1196
Monson	Police/Fire/Ambulance	MP 55.8 – 64.4	413-267-0074
Stafford	Police/Fire/Ambulance	MP 48.8 – 55.8	860-896-3200
Willington	Police/Fire/Ambulance	MP 41.9 – 48.8	860-896-3200
Mansfield	Police/Fire/Ambulance	MP 32.0 – 41.9	860-896-3200
Willimantic City	Police/Fire/Ambulance	MP 26.0 – 32.0	860-465-3135
Windham	Police/Fire/Ambulance	MP 24.6 – 26.0	860-423-2325
Franklin	Police/Fire/Ambulance	MP 23.9 – 24.6	860-423-2325
Lebanon	Police/Fire/Ambulance	MP 23.1 – 23.9	860-642-7730
Franklin	Police/Fire/Ambulance	MP 17.7 – 23.1	860-537-7500
Norwich	Police/Fire/Ambulance	MP 10.9 – 17.7	860-886-5561
Montville	Police/Fire/Ambulance	MP 5.1 – 10.9	860-848-6500
Waterford	Police/Fire/Ambulance	MP 2.3 – 5.1	860-442-9451
New London	Police/Fire/Ambulance	MP 0.0 – 2.3	860-447-5269
BURLINGTON SUBDIVISION			
Burlington	Police/Fire/Ambulance	MP 0.0 – 2.0	802-658-2700
Winooski	Police/Fire/Ambulance	MP 2.0 – 4.0	802-655-0221

FOR ALL EMERGENCIES, CALL THE ARDC DISPATCHER: 800-800-3490

3. DETECTOR MESSAGE AND TRAIN CREW ACTION

Use the following table to determine crewmember requirements when a detector alarm message is received:

DETECTOR MESSAGE	TRAIN CREW ACTION	ADDITIONAL INSTRUCTIONS
"...No Defects"	1. Proceed	NONE
"...Integrity Failure" with no additional alarm messages	1. See ** Paragraph below	Report "Integrity Failure" to the train dispatcher.
"...You have a Defect"	1. Reduce speed to LESS THAN 20 MPH	NONE
"...First Hot Box North Rail, XXX From Head of Train." "...First Dragging Equipment, Near Axle XXX from Head of Train." "...First Hot Wheel, Near Axle XXX from Head of Train."	1. STOP THE TRAIN 2. Inspect car involved and 5 cars ahead and 5 cars behind.	Detector Alarm Message may identify more than one defect. Inspect train for all reported defects.

Crews should be aware that the entire radio readout counts axles from the head end.

1. The temperature of suspect roller bearings must be tested using a Tempilstik, by making a mark approximately 3 inches long on the outside of the bearing (not the bearing cap).
2. If the mark melts, the car must be set out.

Crewmembers required to inspect cars for hot wheels must:

1. Be on the lookout for visual evidence of overheated wheel(s) by noting any discoloration in the rims or plates of suspected wheels.
2. Place a hand near, **but not directly on**, the suspected wheel rim to detect any heat being dissipated from the wheel surface.

When performing hot wheel inspections, employees must inspect for other car defects, such as sticking brakes, hot journal bearings and broken or extensively cracked wheels. If the defect is sticking brakes, be sure the hand brake is in full release and the retainer valve is in direct release. It may be necessary to cut out air brakes on a suspected car. If the defect is a cracked or broken wheel, brake rigging dragging or wheel with bad flat spots, precaution must be taken to remove car or locomotive from train. It may be necessary to leave the car or locomotive standing until assistance can be received. The Train Dispatcher must be notified of the condition.

****Defect Detector Failures**

A train passing over a defect detector temporarily removed from service receiving an “Integrity Failure” no message or incomplete message or moving slower than 10 MPH over the detector, may proceed to the next detector, making a visual on-board inspection of both sides of the train as soon as practical. If the next defect detector is also temporarily removed from service, gives an “Integrity Failure”, no message or an incomplete message, the train must be stopped and a walking inspection performed. A train receiving an “Integrity Failure”, no message or incomplete message must report such information to the Train Dispatcher.

When conditions permit, the return to the engine will be made on the opposite side of the train.

When a car is reported twice by a defect detector, the car must be set out at the first available point, not exceeding 25 MPH from the second inspection site to the set out site. Train crews will be notified when a defect detector has been temporarily removed from service. Defect detectors can only be temporarily removed from service by authorized personnel.

4. The following are procedures for contacting the NECR Train Dispatcher:

AAR Channels:

NECR #1	(87 - 87)
NECR #2	(73 - 73)*
NECR #3	(44 - 44)
Vermont Railway #6	(40 - 40) (Portable)
VRS Rutland Dispatcher	(07 – 72) – Voice Activated

***When on NECR channel #2, press 2-2 and wait for tone back.**

Press *1-1 for the Franklin (New London) tower.

Press *3-1 for the Mansfield Tower.

Press *7-1 for the Putney Tower.

For Emergencies only, go to channel #2. Press **2- 2** and wait for tone back. When tone back is received, immediately press **3- 3**. Another tone back will occur. **Press *1-3 for Franklin Hill (New London) Tower, *3-3 for the Mansfield Tower and *7-3 For Putney Tower** and the dispatcher’s screen will flash red to warn of the emergency.

To contact the NECR dispatcher via radio when on NECR channel #2 on the Roxbury Subdivision between Milton and St. Albans and the entire Swanton Subdivision, including switching crews- press **3-2** and wait for tone back. When tone back is received, immediately press **3- 3**. Another tone back will occur and the dispatcher’s screen will flash red to warn of the emergency
As a reminder, radio conversations are recorded.

5. EQUIPMENT RESTRICTIONS

- **Six axle locomotives, other than SD-9, are prohibited from the following locations:**

P387 North Pacific Warehouse
T696 Millers Falls
P771 Wire Mill
P758 Palmer Industrial Park
T620 Center Track
P393 RSD Warehouse
P374 Bethel House
P363 Randolph House
P287 Vermont Commercial
P031 Bourdeau Bros
P137 Old Mill
P138 Old Mill
Palmer Subdivision South of MP 27.
Entire Burlington Subdivision South of MP 7.

- **Six axle locomotives must not exceed 5 MPH when using:**

Any WYE on the NECR
- **SD-9 Locomotives prohibited from P260 McNeils**
- **NECR 4285 (Jordan Spreader) maximum speed is 25 MPH with wings locked in trailing position.**
- **ETMX 1001 (heavy duty depressed center flat) 18 axle car capable of handling turbines and generators weighing up to 792,000 lbs. is restricted as follows:**
 - (a) Except when further restricted, speed must not exceed 25 MPH.
 - (b) ETMX 1001 must be handled in a special train of no more than (10) cars when loaded or empty and must be handled at the head end of train.
 - (c) ETMX 1001 must be accompanied by sufficient cars that can be used as brake cars in the event this car must be set out.
 - (d) In addition to the restrictions listed above, ETMX 1001 must not be placed in trains requiring pusher service, must not be gravity switched with power detached, must be properly locked with traveling shims secured, and switching moves must be kept to a minimum.
 - (e) ETMX 1001 must not be forwarded in a train without permission of the proper authority.

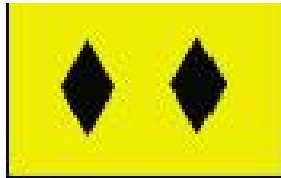
6. TONNAGE RATING

NECR Tonnage Ratings						
STATIONS	DIRECTION	GP38	GP40	SD40	SD 40-2	B39-8
St. Albans - Essex Jct.	SOUTH	2615	3345	4080	4290	4400
	NORTH	2720	3300	4080	4390	4600
Essex Jct. – White River Jct.	SOUTH	2300	2700	3450	3660	3800
	NORTH	2500	2900	3650	3750	3900
White River Jct. – Bellows Falls	SOUTH	3000	3500	4500	4500	4800
	NORTH	2800	3400	4300	4400	4700
Bellows Falls - Palmer	SOUTH	1500	1800	2300	2400	2700
	NORTH	1600	1900	2500	2600	2800
Palmer – New London	SOUTH	1600	1900	2400	2500	2700
	NORTH	1500	1800	2300	2400	2600

- Tonnage charts take into account rain, snow, Ice, high ambient temperature, etc.

7. CLOSE CLEARANCE

In addition to the signs reading “Close Clearance” or any similar sign, the following signs are in place on NECR in some locations and indicate that there is insufficient clearance for a man on the side of equipment.



BLOCK AND INTERLOCKING SIGNALS					
RULE	ASPECTS			NAME	INDICATION
9.1.1				Clear	Proceed
9.1.2				Approach Medium	Proceed, approaching next signal at 30 MPH
9.1.3				Approach	Proceed, preparing to stop at next signal. Trains exceeding 30 MPH must at once reduce
9.1.4				Medium Clear	Proceed, 30 MPH within interlocking limits or through turnouts.
9.1.5				Medium Approach	Proceed at 30 MPH preparing to stop at next signal.
9.1.6				Slow Clear	Proceed, 10 MPH within interlocking limits or through turnouts.
9.1.7				Restricting	Proceed at restricted speed.
9.1.8				Stop and Proceed	Stop, then proceed at restricted speed.
9.1.9				Stop	Stop.
9.1.10	NOTE: Lighted "S" or flashing light is used in conjunction with a block or interlocking signal.			Take (or leave) Siding	Take (or leave) siding when "S" lighted or light flashing. NOTE: Lighted "S" or flashing light is used in conjunction with a block or interlocking signal.

STANDARD ROADWAY SIGNS			
APPEARANCE/INDICATION		APPEARANCE	INDICATION
Yellow-Red Flag Protecting Men & Equipment Yellow Flag Red Flag Green Flag Spring Switch Begin Whistle and Bell for grade crossing Indicates number of crossings requiring whistle Mile Marker or Milepost Derail		CTC OR BEGIN CTC CTC OR END CTC STATION NAME SIGN Block Clearance Point Begin and end permanent Speed Restriction	C.T.C Begins C.T.C Ends Station Name Sign Block Clearance Point Begin and end permanent Speed Restriction
PERMANENT SPEED RESTRICTION SIGN Signs will be placed at the beginning of permanent speed restrictions. Sign may be any shape or color.		PERMANENT RESUME SPEED SIGN Indicates the end of a permanent speed restriction.	

RAILAMERICA SYSTEM SPECIAL INSTRUCTIONS

Updated 4/7/10

ITEM 1. RULE BOOKS AND PUBLICATIONS IN EFFECT

Employees must provide themselves with and have available for reference:

<i>General Code of Operating Rules, 6th Edition</i>	Effective April 7, 2010
<i>RailAmerica Air Brake and Train Handling Rules</i>	Effective January 1, 2009
<i>RailAmerica U.S HazMat Instructions for Rail</i>	Effective January 1, 2010
<i>RailAmerica Transportation Safety Rules</i>	Effective January 1, 2009
<i>RailAmerica Mechanical Safety Rules</i>	Effective June 15, 2009
<i>RailAmerica Engineering Safety Rules</i>	Effective March 1, 2009
<i>Emergency Response Guidebook</i>	2008 Edition
<i>RailAmerica Roadway Worker Protection Rules</i>	Effective January 1, 2010
<i>Rules for the Operation of Remote Control Locomotives</i>	Effective May 1, 2007

ITEM 2. SPEEDS

SYSTEM SPEED RESTRICTIONS

Movement on all tracks other than main track and through turnouts 10 MPH

TABLE OF TRAIN SPEEDS

Min.	Sec.	MPH	Min.	Sec.	MPH	Min.	Sec.	MPH
1	00	60.0	1	28	40.9	1	56	31.0
1	02	58.0	1	30	40.0	1	58	30.5
1	04	56.2	1	32	39.1	2	00	30.0
1	06	54.2	1	34	38.3	2	05	28.8
1	08	52.9	1	36	37.5	2	10	27.7
1	10	51.4	1	38	36.8	2	15	26.7
1	12	50.0	1	40	36.0	2	24	25.0
1	14	48.6	1	42	35.3	2	30	24.0
1	16	47.4	1	44	34.6	2	45	21.8
1	18	46.1	1	46	34.0	3	00	20.0
1	20	45.0	1	48	33.3	3	30	17.1
1	22	43.9	1	50	32.7	4	00	15.0
1	24	42.9	1	52	32.1	5	00	12.0
1	26	41.9	1	54	32.6	6	00	10.0

ITEM 3. TRAIN MAKEUP AND EQUIPMENT RESTRICTIONS

1. The following cars must be entrained with no more than 4000 trailing tons from those cars:
 - Empty tank cars less than 35 feet in length
 - Other cars measuring less than 42 feet in length and they must not be coupled to a car longer than 75 feet in length.
2. Scale test cars and other cars designated as required to be on the rear end of trains must be entrained within the rear 5 cars of the train. Unless equipped with operative air brakes, scale test cars must not be handled as the rear car in a train.
3. Loaded continuous welded rail (CWR) trains must be handled separately from other trains.
4. When making up trains, the following will govern:
 - Loaded cars should be placed toward the head end of trains, with empties placed near the rear.
 - Loaded multi-platform double stack cars should be entrained on the head end of trains.
 - Blocks of ten or more cars having an average weight over 100 tons per car must be placed near the head end of trains.
 - Any block of 20 or more conventional TOFC / COFC or multilevel cars must be placed as close to the rear as good train make-up will permit i.e., loads ahead of empties.

PREVENTION OF HARMONIC ROCK

The critical speed range for harmonic rock is between 13 and 19 MPH. Every effort must be made to operate trains at speeds above or below these limits except when:

1. An engine is operating at its maximum.
2. Train is operating on ascending grades.
3. When automatic brakes are applied.

Trains operated in a draft condition are less susceptible to harmonic rock. While in the critical speed range, the engineer, and conductor should make a constant and careful observation of as much of their train as possible to determine if any cars are rocking excessively.

ITEM 4. MISCELLANEOUS

AUTOMATIC WARNING DEVICE BOXES

An illuminated white light above the door of a signal box at highway/rail grade crossings indicates the AC power is being used for an active device(s) at that location. When the light is not illuminated, AC power is not being used and the crossing warning device(s) is operating on battery power only. Extended battery operation of crossing warning devices can affect the safety of the crossing. Contact the train dispatcher if the light on the signal box is not illuminated.

CONSIST VERIFICATION

All crews receiving trains or picking up cars on foreign railroads must verify that the cars received are part of the train by comparing at least six (6) cars of each track to the train list furnished by the delivering road.

ITEM 5. CHANGES AND REVISIONS TO THE *GENERAL CODE OF OPERATING RULES* (and M of W rules as applicable)

1.3.1 RULES, REGULATIONS AND INSTRUCTIONS

Add: Roadway Worker Protection Rules and Maintenance of Way Rules: Employees whose duties include the inspection, construction, maintenance or repair of track, bridges, roadway, signals, machinery or provides protection for other employees or themselves must be qualified on these rules and have a copy accessible to them while on duty.

1.33 INSPECTION OF FREIGHT CARS

Add: Tie Down Chains/Cable - Cars equipped with tie down chains and/or cables must not be moved until the chains and/or cables are properly secured.

1.48 TIME

Time must be compared with any accurate time source or the train dispatcher. Employees will adjust time in accordance with spring and fall time changes.

2.25 ANNOUNCING STATIONS (new rule)

A crew member on all trains or an occupant of any Hi-Rail must announce via radio transmission on the appropriate frequency when approximately two miles from the following locations and include the limits of their authority:

- Stations
- Yard Limits
- Interlocked and non-interlocked drawbridges
- Interlocked and non-interlocked railroad crossings at grade

Required information must include Identifying Engine Number (see GCOR 5.11) or Hi-Rail, direction of travel and speed. In addition all trains and Hi-Rails will transmit when they depart Yard (or Restricted) Limits.

Example: “Engine NECR 4047 North is approaching Roxbury at 40 MPH with a Proceed Track Warrant to South Siding Switch Bolton, OUT.”

Example: “Engine CEFX 3771 South is approaching New London Yard Limits at 20 with a work between Willimantic and New London, OUT.”

Example: “Engine AMTK 147 South is leaving South Yard Limits St. Albans at 59 MPH with a Proceed Track Warrant to North Siding Switch Montpelier Jct., OUT.”

6.2 INITIATING MOVEMENT

Change to read:

Trains, engines and Men or Equipment may occupy a main track only after obtaining current track bulletin(s) or a Daily Operating Bulletin for the territory to be occupied. Crew members must verify the accuracy of bulletins and/or DOB with the Train Dispatcher.

6.5 SHOVING MOVEMENTS (Add the following procedure for protecting shoves from a motor vehicle)

An employee may operate a motor vehicle to a point where they can visually determine that the track is clear. After stopping the vehicle the employee must:

- Visually determine that the track is clear to that point
- Visually determine that that all switches to be traversed are properly lined

- Give instruction to begin the pushing or shoving movement for the specified distance

Following the instruction to commence movement, the employee may resume operation of the vehicle, while the equipment is in motion.

After determining that the track is clear for an additional distance, the employee must stop the vehicle to give additional instructions (distance) to the engineer. The process must be repeated until the shoving movement is complete.

While operating the vehicle, if at any time the employee encounters terrain that is uneven or obstructed views of the track or switches involved with the movement, then the movement must be stopped and another method of protecting the movement must be used.

A passenger in a motor vehicle may protect a shoving movement without stopping provided that they have a clear and unobstructed view of the track involved.

6.13 YARD LIMITS

Second paragraph is changed to read:

All movements entering or moving within Yard Limits must be made at restricted speed, regardless of signal indications.

6.21 SEVERE WEATHER

Be governed as follows when notified by the Train Dispatcher of High Wind Warnings:

WIND SPEED	REQUIRED ACTION
50 MPH	Trains handling empty cars reduce to 10 MPH
60 MPH	Trains handling empty cars stop
80 MPH	All trains stop

NOTE: Trains required to stop must stop clear of junctions, drawbridges, railroad crossings at grade and public or private highway crossings. If feasible do not leave any portion of the train standing on a bridge.

6.23 EMERGENCY STOP OR SEVERE SLACK ACTION

Add: Inspection of Cars and Units. Prior to moving, a walking inspection of the entire train must be made for derailed cars, shifted loads, or other conditions affecting safe train movement. Promptly report results on the inspection to the train dispatcher or proper authority.

6.3.1 TRAIN COORDINATION

The use of Train Coordination as a method of occupying a main track may only be used:

- In conjunction with work train operations
- For emergency track maintenance such as broken rails or fallen trees

Under no circumstances will Train Coordination be used by MOW forces as a method of on track occupancy for track patrol or inspection.

7.7 KICKING OR DROPPING CARS

Add: The dropping of cars is prohibited when a locomotive initiates movement.

7.14 SAFETY STOP

Add New Rule:

Before a cut of cars exceeding 2,000 feet is coupled to other cars, movement must stop approximately one car length from the other cars.

8.16 DAMAGED OR DEFECTIVE SWITCH

Add: When switches are spiked they will be identified by a tag or colored tape attached to the switch stand or handle. This does not relieve the requirements of additional protection as required.

8.20 DERAIL LOCATION AND POSITION

Add: Crewmembers must communicate when derails have been placed in the non-derailing position before proceeding with movement. Engineers must receive this information before proceeding except when they can see that the derail is in the non-derailing position.

14.9 COPYING TRACK WARRANTS

A. Transmitting Track Warrants

Add the following:

5. When possible, the Radio must be used when issuing, copying or reporting clear of the limits of Track Warrants while in route.

6. If moving, stop the train to copy a Track Warrant under the following circumstances:

- If the Conductor and Engineer cannot simultaneously hear the Train Dispatcher transmission, such as when using a cell phone.
- If either the conductor or engineer determines that the Track Warrant cannot be copied, repeated or understood due to circumstances related to the train's movement.

GLOSSARY

Add: DAILY OPERATING BULLETIN (DOB)

Instructions regarding track conditions, restrictions, and other information, which affect the safety and movement of a train or engine. All track bulletin rules apply to DOBs.

ITEM 6. CHANGES AND REVISIONS TO INSTRUCTIONS TO RAILAMERICA TRANSPORTATION SAFETY RULES

None

ITEM 7. CHANGES AND REVISIONS TO RailAmerica's Air Brake and Train Handling Rules

None

New England Central Railroad

Highway Grade Crossings:

SWANTON SUBDIVISION

MILEPOST	TYPE	ST/RD NAME	UNDER/OVER	DOT#	WARNING
0.45		North Elm Street		247-412X	
1.41		Brigham Road		247-413E	M G
1.85	Private			247-414L	
2.03	Private			247-415T	
2.35	Private			247-416A	
2.60		Lower Newton Rd		247-417G	M FL
3.20		Jewett Avenue		247-418N	M FL
3.96		Green leaf Road		247-419V	
4.75	Private	Lime Klin		247-420P	
5.04			Over	247-421W	
5.40	Private			247-422D	
6.18	Private			247-423K	
6.55	Private			247-424S	
6.74	Private			247-425Y	
7.71		TH7 County Road		247-426F	M FL
8.45	Private			247-427M	
8.98		TH4 Lake Street		247-428U	M B G
10.50	Private			247-429B	
11.00	Private			247-430V	
13.60	Private			247-633A	
13.79	Private			247-634G	
14.17		Tabor Road-Donaldsons		247-635N	
14.79		Lakewood Rd		247-636V	
15.90		Route 78		171-040T	M B G FL
16.44		Reynolds/Alburg Spring Rd		171-043N	M B FL
17.04		TH6-Bohannon/Lake St.	East Alburg	171-046J	M B FL
0.25		Aldis Street		247-638J	
0.44		Newton Street		247-639R	
0.55	Pedestrian		Under	247-640K	
0.77				247-641S	

NEW ENGLAND CENTRAL RAILROAD HIGHWAY CROSSING AT GRADE

FL = Flashers
 M = Motion Detector
 G = Gates & Flashers
 P = Preemption (Tie to Traffic Light)
 I = Island only Circuit
 B = Bells

ROXBURY SUBDIVISION

MILEPOST	TYPE	ST/RD NAME	UNDER/OVER	DOT#	WARNING
170.74=0.75		TH4 Bridge Street	Over	052-812Y	
0.70		TH34 River Street		052-813	M B FL
0.70	Private	TH34 Extension		900-590J	
0.75	Private	Depot St. Extension/Industrial		900-591R	
0.75	Private	Depot St. Extension/Industrial		900-592X	
0.75		Depot Avenue		247-795C	M B FL
0.90		Everett Road		247-796J	M B FL
1.25	Private			247-797R	
1.85	Private			247-798X	
3.30	Private			247-799E	
3.48	Private			247-800W	

5.10		Hartland Street		247-801D	M B FL
7.16		Route 5	Under	247-802K	
7.65	Private			247-803S	
7.92		Tripps		247-804Y	
8.99	Private			247-805F	
9.29		Route 5	Under	247-806M	
9.90		Evarts Station		247-807U	M B FL
10.18	Private			247-808B	
11.91	Private	Gravel Pit		247-809H	
12.10	Private	Gravel Pit		247-810C	
12.30	Private			247-811J	
13.10	Private			247-812R	
13.63		I-89		247-813X	
14.50		Nutt Street		247-814E	M B G
14.88	Private	Court House/Joe Reed		900-616J	M B G
14.94		Bridge Street	Over	247-816T	
15.15		I-91	Under	247-817A	
15.70		I-91	Under	247-818G	
15.96		Philgas Road		247-819N	M B FL
16.23		Woolen Mill/VA Cutoff		247-820H	M B FL
16.81		Woodstock		247-812P	M B FL
17.07				247-822W	
18.30				247-823D	
18.99				247-824K	
19.21	Private			247-825S	
19.48			Over	247-826Y	
20.01			Under	247-827F	
20.68	Private			247-828M	
21.12	Private			247-829U	
21.33			Under	247-830N	
21.35			Under	247-831V	
21.72	Private			247-832C	
22.07	Private	W.Hartford Station		247-833J	
22.36		Tigertown		247-834R	M B FL
22.73				247-835X	
23.00		Lamphere		247-836E	
23.52				247-837L	
24.26	Private			247-838T	
24.70	Private			247-839A	
25.87	Private			247-840U	
25.89			Over	247-841B	
27.72			Over	247-842H	
28.42			Over	247-843P	
28.60	Private			247-532N	
28.88			Under	247-533V	
29.30			Over	247-534C	
29.63	Private			247-535J	
30.08		Commerce Park		247-536R	M B G
30.30	Private			247-537X	
30.65	Private			247-538E	
30.97		Dutton		247-539L	
31.10	Private			247-540F	
31.48		Stean's		247-541M	
31.62	Private			247-542U	
32.38			Over	247-543B	
32.63				247-544H	
32.81				247-545P	
32.90				247-546W	
33.09	Private			247-547D	
33.47		Bushway		247-548K	M B FL
33.73			Over	247-549S	
33.80		Cloud		247-550L	
34.07	Private			247-551T	
34.30		TH88		247-552A	
34.36				247-	

				553G	
34.88	Private			247-554N	
35.01			Over	247-556C	
35.09	Private			247-557J	
35.20	Private	Weyerhaeuser		247-558R	
35.41		TH6 Foxstand		247-559X	M B FL
36.09		School House Road		247-560S	
36.50			Under	247-561Y	
36.67	Private			247-562F	
38.30		Power House		247-563M	
39.11			Over	247-564U	
39.47			Under	247-565B	
39.56			Over	247-566H	
40.65	Private			247-567P	
41.38			Over	247-568W	
41.83	Private			247-569D	
42.43	Private			247-570X	
42.55			Under	247-571E	
43.10	Private			247-572L	
43.37	Private			247-573T	
43.79	Private			247-574A	
44.02	Private			247-575G	
44.76		Dump Road		900-583Y	
44.99	Private			247-577V	
45.20	Private			247-578C	
46.30		Pleasant Street		247-579J	M B G
46.37		Vt. 12 Main Street		247-580D	M B G
46.95		School Street		247-581K	M B FL
48.38		Ables Trailer Park		247-582S	M B FL
48.70	Private			247-482M	
48.89		TH 46 Fords/Riford Brook		247-483U	M B FL
49.81	Private			247-486P	
50.85	Private			247-487W	
50.90		Manley		247-488D	M B FL
51.46		Farnsworth		247-489K	
51.82	Private			247-485H	
52.02	Private			247-484B	
52.55	Private			247-490E	
52.80	Private			247-491L	
53.15		TH 3 Thresher Road		247-492T	M B FL
53.72		Marian		247-493A	
54.82		Dole's		247-494G	
56.87		Route 12A		247-495N	
58.70		Thurston's		247-496V	
58.85		Rabtoy (school)		247-497C	
59.17		Fred Willey		247-498J	
60.71		Warren Mountain Road		247-499R	G B M
61.10	Private			247-500H	
61.30		Ellis		247-501P	M B F
62.30				247-502W	
62.53	Private			247-503D	
62.70		Route 12A		247-504K	
63.95	Private			247-505S	
65.38				247-506Y	
65.86		Fairgrounds		247-507F	S
67.70		Wall Street		247-509U	M B FL
67.73	Pedestrian			247-510N	
67.87		Water Street		247-511V	M B FL
67.95			Under	247-512C	
68.10		Upper Main Street		247-513J	M B FL

69.11	Private	Kimballs		247-514R	
69.25	Private			247-515X	
69.45		Northfield Falls		247-516E	M B FL
70.77		Loves Lane		247-517L	M B FL
71.69		Riverton St. Route 12		247-518T	M B FL
71.88				247-519A	
72.92	Private			247-520U	
73.24	Private			247-521B	
73.27				247-522H	M B FL
73.44	Private			247-523P	
74.16		Route 12	Over	247-524W	
74.49	Private			247-525D	
74.79	Private			247-526K	
74.95		TH47		247-527S	
75.05		Lords		247-528Y	
75.95	Private			247-529F	
76.50		TH2 Pitkin		247-530A	M B G
76.66		TH14 Three Mile Rd	Graves St.	247-531G	M B FL
77.02	Private			247-290V	
77.56		Nelsons		247-291C	
78.97			Under	247-292J	
81.18			Over	247-294X	
81.44			Under	247-295E	
84.20		TH23		247-296L	
84.47				247-297T	
85.30	Private			247-298A	
85.54		Demerriots/HEALY		247-299G	M B FL
85.69	Private			247-300Y	
85.95		TH5 Waterbury Sta/Park Row		247-301F	M B G
86.23		Stowe Street	Under	247-302M	
86.49		Route 100	Over	247-303U	
86.58	Private		Municipal	247-304B	
87.21	Private			247-305H	
87.63	Private			247-306P	
88.34	Private			247-307W	
88.40	Private			247-308D	
89.24	Private			247-309K	
89.51	Private			247-310E	
90.20	Private			247-311L	
92.02	Private			247-312T	
92.96	Private	Industrial		247-313A	
93.12		Gas Plant		247-314G	
93.25	Private			247-315N	
93.61	Private			247-316V	
94.50	Private			247-317C	
95.70	Private			247-318J	
95.87		Huntington-Jonesville Sta		247-319R	M B G
98.70	Private			247-684K	
99.06		TH1-Richmont Sta./Bridge St		247-685S	M B G
99.54	Private			247-686Y	
99.75	Private			247-687F	
100.10	Private			247-688M	
100.69		I-89	Under	247-689U	
100.72				247-690N	
100.99	Private			247-691V	
101.84	Private			247-692C	
102.10	Private			247-693J	
102.52	Private			247-694R	
102.72	Private			247-695X	
104.09	Private			247-696E	
104.14				247-697L	
104.25		Williston Sta.N. Williston Rd.		247-698T	M B FL

104.49	Private			247-699A	
104.99	Private			247-700S	
105.50	Private			247-701Y	
105.74	Private			247-702F	
106.99		IBM		247-703M	M B G
107.05	Pedestrian	IBM	Under	247-704U	
108.09		Maple St/VT 117		247-705B	P B M FL
108.18		Main Street		247-706H	M B G
108.28		Central Street		247-707P	M B FL
108.51		Lincoln Street/North St.		247-728H	M B FL
109.54		Old Colchester Rd.Nortons		247-729P	M B G
109.78	Private			247-730J	
110.10	Private			247-731R	
110.22		Gentes Road	Under	247-732X	
111.97		TH6 No.Station/Depot Rd		247-320K	M B FL
113.27	Private			247-321S	
113.38		Stafford Road/East Road		247-322Y	
113.73	Private			247-323F	
114.39		Langdon/Middle Road		247-324M	M B FL
114.73		TH5/Farnsworth Rd./East Rd.		247-325U	M B FL
115.24			Over	247-326B	
115.59	Private			247-327H	
116.99		TH51 May/Mullen Rd.		247-328P	M B FL
117.49	Private			247-329W	
117.81	Private			247-382H	
118.12		TH35 Trayah		247-383P	
118.23	Private			247-384W	
118.31		Railroad Street/Kingbury/Preston		247-385D	M B FL
118.79		TH31 /Cherry Street		247-386K	M B G
119.09		Main Street		247-387S	M B G
120.24		Allens/Rowe Road	Under	247-388Y	
120.91	Private			247-389F	
121.06		Pidgeon/Sabins North Rd		247-390A	M B FL
121.40	Private			247-391G	
122.16		Lamoille River	Over	247-392N	
122.20		104A	Over	247-393V	
123.39		TH31 Whey Plant		247-394C	M B FL
124.10		I-89		247-395J	
125.85	Private			247-396R	
126.85		Oakland Station		247-397X	M B FL
127.13	Private			247-398E	
128.20		TH13 Conger Rd.		247-399L	M B FL
128.76	Private			247-400D	
129.81		Route 7	Under	247-401K	
130.20	Private			247-402S	
130.47	Private			247-403Y	
130.53	Private			247-404F	
130.74	Private			247-405M	
130.95		TH65 Industrial Park		900-596A	M B FL
131.25	Private			247-406U	
131.41		Nason Street		247-407B	M B G
131.73		Welden Street		247-408H	M B G
131.98		Lake Street		247-411R	M B G

BURLINGTON SUBDIVISION					
Milepost	TYPE	ST/RD Name	Under/Over	DOT#	WARNING
0.41	Pedestrian	Waterfront		900-620Y	M B FL
0.50		Lake St		247-708W	S
1.16		North Avenue		247-709D	
1.78		Beltline	Over	247-710X	
2.31		Intervale Rd		247-711E	S
3.01		Malletts Bay Ave.		247-712L	M B FL
3.08		Weaver St	Under	247-713T	
3.16		Main St	Under	247-714A	
3.28		Barlow St		247-715G	M B G
3.35		Farrell St		247-716N	
3.54		Rt 15/Ethan Allen/Hoods King		247-717V	M B FL
3.89		I-89	Under	247-718C	
4.10	Private	Industrial		247-719J	
4.40			Under	247-720D	
4.68	Private	Industrial		247-721K	
5.45		Woodside		247-722S	M FL
6.45		West St		247-723Y	M P FL
7.37		South Summit St		247-725M	M FL
7.67		Park St-North King		247-726U	M B FL
.35		Park St-North King		247-722U	FL I

NEW ENGLAND CENTRAL RAILROAD HIGHWAY CROSSING AT GRADE:

FL = Flashers
 M = Motion Detector
 G = Gates & Flashers
 P = Preemption (tied to Traffic Light)
 I = Island only Circuit
 B = Bells