

**THINK  
ABOUT  
YOUR  
SAFETY  
BEFORE  
STARTING  
ANY  
JOB!**

**YOUR  
FAMILY  
DEPENDS  
ON YOU!**

**24 HOUR HAZMAT RESPONSE PHONE:**

**1 - 800 - FASTACT**

**1 - 800 - 317 - 8228**

© 2001 ARCTIC RAIL INC. All Rights Reserved

**AR**

**ARCTIC RAIL**



**SYSTEM  
TIMETABLE**

**1**

**EFFECTIVE: 2:00 AM  
Eastern Daylight Time**

**Sunday, October 29, 2000**

**FOR THE GOVERNMENT OF  
EMPLOYEES ONLY**

ARCTIC RAIL is an Associate Member of the Northeast Operating Rules Advisory Committee (NORAC) and as such, requires all employees to be governed thereby. These rules apply equally to all railroad employees when working on a NORAC member railroads property. These rules must be observed by all employees whose duties are in any way affected by them.

**CONTINENTAL TIME CONVERSION TABLE**

12:01 AM	00:01	12:01 PM	12:01
1:00 AM	01:00	1:00 PM	13:00
2:00 AM	02:00	2:00 PM	14:00
3:00 AM	03:00	3:00 PM	15:00
4:00 AM	04:00	4:00 PM	16:00
5:00 AM	05:00	5:00 PM	17:00
6:00 AM	06:00	6:00 PM	18:00
7:00 AM	07:00	7:00 PM	19:00
8:00 AM	08:00	8:00 PM	20:00
9:00 AM	09:00	9:00 PM	21:00
10:00 AM	10:00	10:00 PM	22:00
11:00 AM	11:00	11:00 PM	23:00
NOON	12:00	MIDNIGHT	24:00

**TIMETABLE SYMBOLS**

- |  |                                   |
|--|-----------------------------------|
| A - Automatic Interlocking                               | X - Crossover                     |
| D - Drawbridge   | Y - Yard Limits                   |
| E - End of Track or Branch                               | ABS - Automatic Block Signal      |
| G - Railroad crossing protected by Gate                  | CL - Cautionary Limits            |
| J - Junction   | CTC - Centralized Traffic Control |
| L - Loop or Balloon track                                | DT - Double Track                 |
| M - Manual Interlocking                                  | GO - General Order                |
| R - Restricted Limits                                    | OCS - Occupancy Control System    |
| S - Railroad crossing protected by Stop Sign             | OTM - Other than Main Track       |
| T - Turning facility or Wye                              | RL - Restricted Limits            |
| U - Railroad crossing not protected by Stop Sign or Gate | TO - Train Order                  |
|  | TWC - Track Warrant Control       |
|  | YL - Yard Limits                  |
|  | (#)MT - Multiple Main Tracks      |

**PHONE NUMBERS:**

**Watertown South Dispatcher:**

1-800-775-6246

**Watertown North Dispatcher:**

1-800-775-6247

**Special Agent:**

1-800-277-2677

**Hazardous Material Response:**

1-800-317-8228

**TRACK WARRANT**

NO. \_\_\_\_\_ 20 \_\_\_\_\_

TO: \_\_\_\_\_ AT: \_\_\_\_\_

1. ! TRACK WARRANT NO. \_\_\_\_\_ IS VOID.
2. ! PROCEED FROM \_\_\_\_\_ TO \_\_\_\_\_ ON \_\_\_\_\_ TRACK.
3. ! PROCEED FROM \_\_\_\_\_ TO \_\_\_\_\_ ON \_\_\_\_\_ TRACK.
4. ! WORK BETWEEN \_\_\_\_\_ AND \_\_\_\_\_ ON \_\_\_\_\_ TRACK.
5. ! NOT IN EFFECT UNTIL \_\_\_\_\_ M.
6. ! THIS AUTHORITY EXPIRES AT \_\_\_\_\_ M.
7. ! NOT IN EFFECT UNTIL AFTER ARRIVAL OF \_\_\_\_\_ AT \_\_\_\_\_.
8. ! HOLD MAIN TRACK AT LAST NAMED POINT.
9. ! DO NOT FOUL LIMITS AHEAD OF \_\_\_\_\_.
10. ! CLEAR MAIN TRACK AT LAST NAMED POINT.
11. ! BETWEEN \_\_\_\_\_ AND \_\_\_\_\_ MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN OR ENGINE.
12. ! BETWEEN \_\_\_\_\_ AND \_\_\_\_\_ MAKE ALL MOVEMENTS AT RESTRICTED SPEED AND STOP SHORT OF MEN AND MACHINES FOULING TRACK.
13. ! DO NOT EXCEED \_\_\_\_\_ MPH BETWEEN \_\_\_\_\_ AND \_\_\_\_\_.
14. ! DO NOT EXCEED \_\_\_\_\_ MPH BETWEEN \_\_\_\_\_ AND \_\_\_\_\_.
15. ! FLAG PROTECTION NOT REQUIRED AGAINST FOLLOWING TRAINS ON THE SAME TRACK.
16. ! TRACK BULLETINS IN EFFECT \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_.
17. ! OTHER SPECIFIC INSTRUCTIONS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_.

OK AT \_\_\_\_\_ M, DISPATCHER \_\_\_\_\_  
RELAYED TO \_\_\_\_\_ COPIED BY \_\_\_\_\_  
LIMITS REPORTED CLEAR AT \_\_\_\_\_ M BY \_\_\_\_\_.

(Mark "X" in box for each item as instructed, Ex: ☒.)

0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
10

STATION CODES			
ADAMS	AD	MASSENA	MN
BENSON MINES	BM	MASSEY ST. YARD	MA
BROWNVILLE	BV	McCONNELLSVILLE	MC
CAMDEN	CM	NEWTON FALLS	NF
CAPE VINCENT	CV	OGDENSBURG	OB
CARTHAGE	CG	PARISH	PR
CLAYTON	CN	PHILADELPHIA	PA
CP JG	SY	POTSDAM	PM
DEXTER	DX	PULASKI	PI
DEXTER JCT.	DJ	RENSSELAER FALLS	RF
DRUM	DR	RICH	RH
EDWARDS	ED	RIVERGATE	RG
EMERYVILLE	EV	ROCK	RK
G & O JCT.	GO	THREE MILE BAY	TB
GOUVERNEUR	GV	WATERTOWN	WT
HARRISVILLE	HA		
HUEVELTON	HL		
HUNTINGDON	HD		
LAFARGEVILLE	LG		
LIMERICK	LK		
LYME	LY		
MAIN ST.	MS		

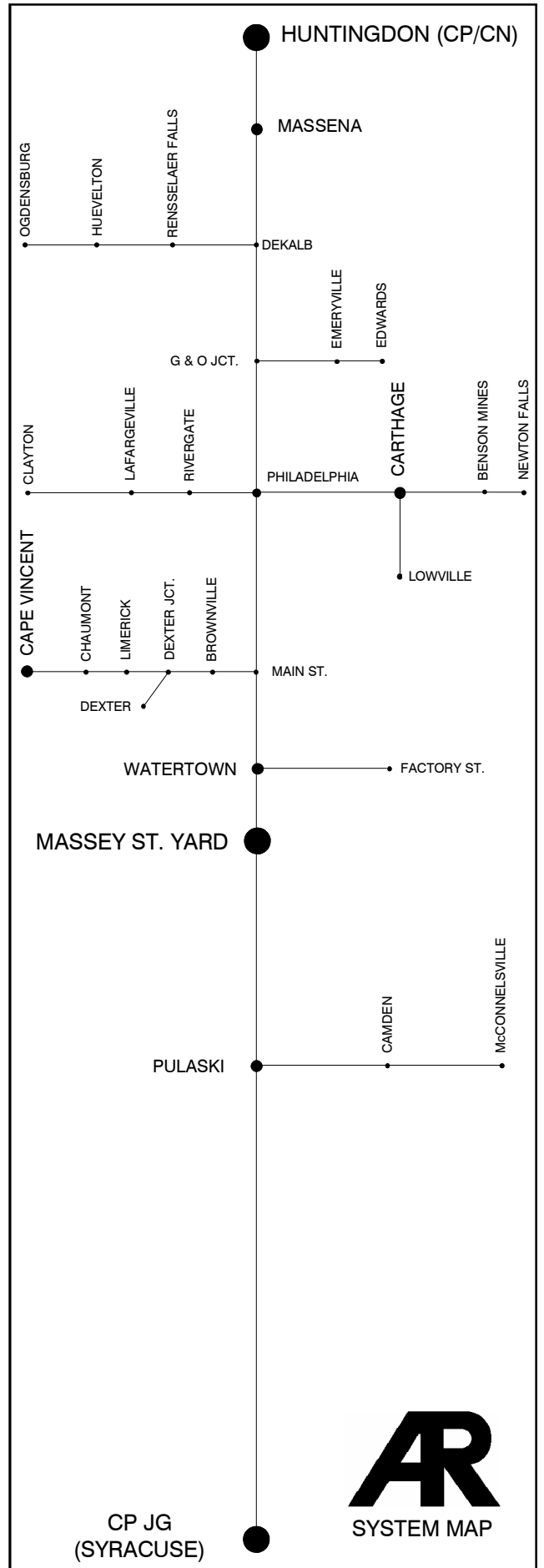
TRAIN SYMBOL KEY	
02 WT SY M 01	ORIGIN DATE
WT	TRAIN TYPE (See codes below)
SY	DESTINATION
M	ORIGIN
01	SECTION (If Necessary)

TYPE CODES			
A	AUTOS	P	PASSENGER
B	SECONDARY	Q	EXPEDITED
C	COAL	M	MANIFEST
GE	GRAIN EMPTIES	S	SPECIALS
GL	GRAIN LOADS	U	UNIT TRAIN
I	INSPECTION	W	M of W
L	LOCAL	X	EXTRA
M	MANIFEST	Y	YARD
O	ORE	Z	INTERMODAL

LOCOMOTIVE ROSTER						
Unit Numbers	Model	Horsepower	Fuel Capacity	Speed Limits		
				Single Light	Multiple Light	With Train
007	SW7B	1200	600	30	40	40
78-79	SW7	1200	600	30	40	40
85-89	SW1500	1500	1100	30	45	45
3800-3825	GP38-2	2000	2600	30	60	70
4000-4029	SD40-2	3000	4000	30	60	70
4500-4509	SD45	3600	4000	30	60	70
4550-4554	F45	3600	4000	30	60	70
4590-4594	FP45	3600	4000	30	60	70
6000-6009	SD60	3800	4400	30	60	70

ARCTIC RAIL	
System Timetable No. 1	
Table of Contents	
WESTERN DIVISION	
Watertown Subdivision.....	4-5
Cape Vincent Branch.....	6
Newton Falls Branch.....	7
NORAC Signal Aspects.....	8
NORAC Sign Chart.....	9
Edwards Branch.....	10
Ogdensburg Branch.....	10
Rivergate Branch.....	11
Camden Branch.....	11
System Map.....	14
Station Codes.....	15
Train Symbol Key.....	15
Locomotive Roster.....	15
ISSUED AND APPROVED BY	
M. J. Towne President, CFO	
K. B. Towne II Vice-President, Operations & Maintenance	


<b>WESTERN DIVISION</b>			
<b>WATERTOWN SUBDIVISION</b>			
<b>East ↓</b>			<b>West ↑</b>
<b>Mile post</b>	<b>Control</b>	<b>STATIONS</b>	<b>Siding Length</b>
	CTC	<i>DEWITT</i> .....	
0.0		<b>CP JG</b> .....J	
2.5		<b>LIVERPOOL</b> .....	
4.2		<b>CP W</b> .....	5300
5.2		<b>WOODARD</b> .....J	850
8.6		<b>CLAY</b> .....	
24.2		<b>PARISH</b> .....	
34.9		<b>BROOK</b> .....	
35.5		<b>PU-LASKI</b> .....RI	
37.5		<b>CH</b> .....	
45.1		<b>STAN</b> .....	
51.6		<b>LACONA</b> .....	
57.2		<b>PIERREPONT</b> .....	
64.9		<b>ADAMS</b> .....	
68.4		<b>RICE</b> .....	
70.0		<b>MASSEY</b> .....TY	
71.0	CTC	<b>WATERTOWN</b> .....J	
72.0		<b>MAIN ST.</b> .....J	
76.5		<b>BRAD</b> .....	
85.9		<b>ROOTS</b> .....	
87.6		<b>PHIL</b> .....	9500
88.1		<b>PHILADELPHIA</b> .....J	
103.0		<b>RIVERGATE</b> .....J	
105.0		<b>VERN</b> .....	
105.9		<b>G&amp;O JCT</b> .....J	4550
121.0		<b>GOUVERNEUR</b> .....	4900
129.2		<b>DEKALB</b> .....J	900
134.9		<b>CANTON</b> .....	
139.8		<b>EBEN</b> .....	650
145.8		<b>POTSDAM</b> .....	
145.9		<b>WOOD</b> .....	2800
156.6		<b>NORWOOD</b> .....	
158.8		<b>END/BEGIN BLOCK</b> ....	
0.0		<b>MASSENA</b> .....	
8.5		<i>MASSENA (CNR)</i> .....	
39.5		<i>HELENA (CNR)</i> .....	
		<i>HUNTINGDON (CNR)</i> ...J	
<b>Radio Channel</b>	<b>Channel ID</b>	<b>District</b>	
27	Watertown South Dispatch	Watn-CP JG	
42	Watertown North Dispatch	Watn-Massena	
20	Switching	Massey St. Yard	
35	CONRAIL Dispatch	Dewitt - CP JG	
<b>Detectors:</b>			



CP JG  
(SYRACUSE)

THIS  
PAGE  
INTENTIONALLY  
BLANK

<b>WESTERN DIVISION</b>	
<b>WATERTOWN SUBDIVISION</b>	
<b>SPEED LIMIT</b>	<b>MPH</b>
CP JG – MASSENA.....	49
<b>EXCEPTIONS:</b>	
CP JG.....	10
CP JG – CP W.....	20
PULASKI – Curve at station.....	10
MP 41.6.....	10
Watertown – Factory St.....	8
MP 72.0 – MP 74.0.....	15
MP 74.0 – MP75.0.....	30
MP 96 – Street crossings.....	30
MP 99.8 and CANTON.....	30
Canton – Street crossings.....	20
CANTON – NORWOOD.....	30
Norwood/Bicknel St. – MP 148.0.....	20
MP 148.0 – MASSENA.....	30
Massena – First switch south of station .....	15




<b>WESTERN DIVISION</b>				
<b>CAPE VINCENT BRANCH</b>				
<b>East ↓</b>			<b>West ↑</b>	
<b>Mile post</b>	<b>Control</b>	<b>STATIONS</b>	<b>Siding Length</b>	
0.0	ABS	<b>MAIN ST. ....J</b>	2364	
3.3		<b>BROWNVILLE.....</b>		
5.3		<b>DEXTER JCT.....</b>		
7.4		<b>LIMERICK.....</b>		
13.5		<b>CHAUMONT.....DT</b>		5000
14.0		<b>LIME.....</b>		
17.0		<b>THREE MILE BAY.....</b>		
20.3		<b>ROSIERE.....</b>		
24.7		<b>CAPE VINCENT.....T</b>		
<b>SPEED LIMIT</b>				<b>MPH</b>
MAIN ST – CAPE VINCENT.....			30	
<b>EXCEPTIONS:</b>				
BRIDGE V20.....			15	
CHAUMONT RIVER			10	
BRIDGE ..... BRIDGE			20	
<b>Radio Channel</b>	<b>Channel ID</b>	<b>District</b>		
16	Main St. – Cape Vincent	C.V. Branch		
42	Watertown North Dispatch	Watn–Massena		
20	Yard	Massey St. Yard		
39	Switching	Branch		
<b>Detectors:</b> MP 12.0 Guffins, MP 15.0 Millens				

<b>WESTERN DIVISION</b>			
<b>CAMDEN BRANCH</b>			
<b>East ↓</b>			<b>West ↑</b>
<b>Mile post</b>	<b>Control</b>	<b>STATIONS</b>	<b>Siding Length</b>
0.0	TWC	<b>RICH.....JT</b> <b>CAMDEN.....</b> <b>McCONNELLSVILLE....</b>	
<b>SPEED LIMIT</b>			<b>MPH</b>
RICH—CAMDEN.....			30
CAMDEN—McCONNELLSVILLE.....			20
<b>Radio Channel</b>	<b>Channel ID</b>	<b>District</b>	
31	Rich - McConnellsville	Camd. Branch	
27	Watertown South Dispatch	Watn–CP JG	
30	Switching	Switching	
<b>RIVERGATE BRANCH</b>			
<b>East ↓</b>			<b>West ↑</b>
<b>Mile post</b>	<b>Control</b>	<b>STATIONS</b>	<b>Siding Length</b>
0.0	TWC	<b>PHILADELPHIA.....J</b> <b>RIVERGATE.....</b> <b>LAFARGEVILLE.....</b> <b>CLAYTON.....</b>	9500
<b>SPEED LIMIT</b>			<b>MPH</b>
PHILADELPHIA—CLAYTON.....			30
<b>Radio Channel</b>	<b>Channel ID</b>	<b>District</b>	
10	Main St. – Cape Vincent	C.V. Branch	
42	Watertown North Dispatch	Watn–Massena	
34	Switching	Branch	



<b>WESTERN DIVISION</b>			
<b>OGDENSBURG BRANCH</b>			
<b>East ↓</b>		<b>West ↑</b>	
<b>Mile post</b>	<b>Control</b>	<b>STATIONS</b>	<b>Siding Length</b>
0.0	TWC	DEKALB.....J	4900
		RENSELAER FALLS...T	
		HUEVELTON.....T	
		OGDENSBURG.....T	
<b>SPEED LIMIT</b>			<b>MPH</b>
DEKALB - OGDENSBURG.....			20
<b>Radio Channel</b>	<b>Channel ID</b>		<b>District</b>
12	Dekalb - Ogdensburg		Ogdn. Branch
42	Watertown North Dispatch		Watn-Massena
33	Switching		Branch
<b>EDWARDS BRANCH</b>			
<b>East ↓</b>		<b>West ↑</b>	
<b>Mile post</b>	<b>Control</b>	<b>STATIONS</b>	<b>Siding Length</b>
0.0	TWC	G&O JCT.....J	
8.6		EMERYVILLE.....T	
12.2		TALCVILLE.....	
14.7		EDWARDS.....	
<b>SPEED LIMIT</b>			<b>MPH</b>
G&O JCT—EDWARDS.....			30
<b>Radio Channel</b>	<b>Channel ID</b>		<b>District</b>
15	G&O JCT - Edwards		Edwards Branch
42	Watertown North Dispatch		Watn-Massena
28	Switching		Branch
Additional Tracks:                      8.6 <b>St. Joseph Lead</b> .....			

<b>WESTERN DIVISION</b>					
<b>NEWTON FALLS BRANCH</b>					
<b>East ↓</b>		<b>West ↑</b>			
<b>Mile post</b>	<b>Control</b>	<b>STATIONS</b>	<b>Siding Length</b>		
0.0	TWC	PHILADELPHIA.....JT			
		DRUM.....			
		CARTHAGE.....T			
		ROCK.....			
		HARRISVILLE.....			
		BENSON MINES.....T			
		NEWTON FALLS.....			
		CLIFTON MINES			
<b>SPEED LIMIT</b>				<b>MPH</b>	
PHILADELPHIA-NEWTON FALLS....				30	
<b>EXCEPTIONS:</b>					
<b>Radio Channel</b>	<b>Channel ID</b>		<b>District</b>		
18	Philadelphia - Newton Falls		Nt. Falls Branch		
42	Watertown North Dispatch		Watn-Massena		
22	Switching		Branch		
<b>Detectors:</b>					
					

NORAC SIGNAL ASPECTS	
ASPECT	RULE & INDICATION
	Rule 281: CLEAR Proceed not exceeding Normal Speed.
	Rule 281b: APPROACH LIMITED Proceed approaching next signal at Limited Speed.
	Rule 282: APPROACH MEDIUM Proceed approaching next signal at Medium Speed .
	Rule 282a: ADVANCE APPROACH Proceed prepared to stop at the second signal. Trains exceeding Limited Speed must slow as soon as the engine passes the signal.
	Rule 284: APPROACH SLOW Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must slow as soon as the engine passes the signal.
	Rule 285: APPROACH Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must slow as soon as the engine passes the signal.
	Rule 286: MEDIUM APPROACH Proceed prepared to stop at the next signal. Trains exceeding Medium Speed Must slow as soon as the signal is clearly visible.
	Rule 290: RESTRICTING Proceed at restricted speed until the entire train has passed a more favorable fixed signal.
	Rule 291: STOP AND PROCEED Stop, then proceed at Restricted Speed until passing a more favorable fixed signal. <i>(Where a letter G or letter R is displayed in addition to the number plate, freight trains may observe this signal as if Rule 290 were displayed.)</i>
	Rule 292: STOP SIGNAL Stop.
	Rule 293b: APPROACH CLEAR Proceed. Does not convey track Information.
	Rule 293c: APPROACH RESTRICTING Proceed prepared to stop at hand operated switches and at the next signal. Trains exceeding Medium Speed must slow as soon as the engine passes the signal. Does not convey track information.
<ul style="list-style-type: none"> <li> Indicates Lunar White</li> <li> Indicates Flashing Light</li> <li> Indicates a Number Plate</li> </ul>	

NORAC SIGNAGE	
SIGN	INDICATION
	Rule 296: APPROACH PERMANENT SPEED LIMIT SIGN Proceed prepared to operate at posted speed through speed restriction.
	Rule 296a: APPROACH SPEED LIMIT SIGN Approach the speed limit sign at a speed not exceeding the speed posted on the speed limit sign.
	Rule 296b: SPEED LIMIT SIGN Proceed at the speed posted on the Approach Speed Limit sign until the entire train has passed the Resume Speed sign.
	Rule 296c: RESUME SPEED SIGN Resume speed after the entire train has passed the Resume Speed sign.
	Rule 297: APPROACH SIGN Proceed prepared to stop at the next sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the sign.
	Rule 297a: STOP SIGN Stop, unless permission is received as described by Rule 135.
	Rule 297b: RESTRICTED AREA SPEED LIMIT SIGN Proceed not exceeding 30 MPH until passing a Restricted Area Resume Speed Sign, unless otherwise instructed by the employee in charge.
	Rule 297c: RESTRICTED AREA RESUME SPEED SIGN Resume speed after the entire train has passed the Restricted Area Resume Speed Sign.
	DERAIL SIGNS
	YELLOW-RED FLAGS PROTECTING MEN AND EQUIPMENT
<b>SPEEDS</b>	
NORMAL SPEED:	The maximum authorized speed.
LIMITED SPEED:	For freight trains, not exceeding 40 MPH.
MEDIUM SPEED:	Not exceeding 30 MPH.
SLOW SPEED:	Not exceeding 15 MPH.
RESTRICTED SPEED:	Proceed prepared to stop short of train, obstruction or improperly aligned switch. Look out for broken rail. Speed not to exceed 20 MPH outside interlocking limits or 15 MPH within interlocking limits.