

REQUIREMENTS REGARDING FLAGGING AND CABLE LOCATION FOR  
CONSTRUCTION ON TRILLIUM RAILWAY  
(Hereinafter called "Railroad")

NOTE: Flagging and/or Cable Locate fees may apply

A utility or contractor shall not commence, or carry on, any work for installation, maintenance, repair, changing or renewal of any FACILITY, under, over or on RAILROAD property at any location without giving at least five (5) working days prior notice to the RAILROAD authorized representative at the RAILROAD'S office located at Port Colborne, Ontario, Phone 905-835-2772; and if, in the opinion of the RAILROAD the presence of an authorized representative of the RAILROAD is required to supervise the same, the RAILROAD shall render bills to the utility or contractor for all expenses incurred by it for such supervision. This includes all labor costs for flagmen or cable locates supplied by the RAILROAD to protect RAILROAD operation, and for the full cost of furnishing, installation and later removal of any temporary supports for said tracks, as the RAILROAD may deem necessary.

A flagman is required anytime a utility or contractor does any work on or near RAILROAD property within ten meters (33') of the railroad track. The RAILROAD, however, also reserves the right to require a flagman for work on RAILROAD property, which is more than ten meters (33') from a railroad track, when there are other conditions, or considerations that would dictate the need for a flagman to safeguard the RAILROAD'S operations, property and safety of working personnel.

A cable locate of RAILROAD owned facilities may be required to identify and protect Signal & Communication cables that have been installed to provide power, signal control, wayside communications. These cables are vital to a safe and reliable railway operation.

**Cost for a cable locate is \$250.00, which is to be prepaid before installation is to begin.**

Outside contractors are prohibited from driving on, along, or across any track that does not have a Trillium installed crossing. They may utilize an existing public crossing. The practice of allowing rubber tired equipment to operate over track with no crossing has been banned.

Steel tracked equipment may only be crossed over at an existing public grade crossing but not unless suitable protection via wood planking, rubber sheets or tires has been placed over the rails first. No steel is to come in contact with the rails at any time.

Exceptions to these rules will require the express approval from Trillium Management.