METHOD OF CONTROL	NUMBER OF TRACKS	CSX SARNIA SUBDIVISION S ↓ N ↑	MILE	CSX DOB No.1	RTC STANDBY CHANNELS	AUDIBLE DEFECTIVE EQUIPMENT DETECTOR
Rule 105 +		CHATHAM	17.8		CSX CH2 DTMF 3	
		Conection to CN Chatham Sub. VIA Yard Track	17.6			
		SOUTH CHATHAM	15.5	15.5 ↑		
OCS	1	RICHARDSON	14.4			
		FARGO		↓		12.9
		Connecting track to CN CASO Sub.	11.7	11.7		

Subdivision Control Features
OCS applicable between mile 15.5 and mile 11.7
Controlled by CSX RTC Wallaceburg.

CSX SARNIA SUBDIVISIONS FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

1.1 **DAILY OPERATING BULLETIN**

Train or engine movements must be in possession of the current CSX DOB No. 1 which takes effect daily at 0001 prior to entering track between South Chatham and Fargo.

SPECIAL APPLICATIONS

1.2 **Rule 42 and 43—**In the application of rule 42 or rule 43, the distance of at least 3000 yards is decreased to at least 2000 yards.

1.3 **Rule 104(c)** Switches equipped with a lock between mile 15.5 and mile 17.9 may be left lined and locked in either position

SPECIAL INSTRUCTIONS

1.4 All movements must obtain permission from CSX RTC before entering CSX Sarnia Sub. at Chatham.

1.5 **Rules 13 and 14—Bell and Whistle.**

Chatham—Sounding of engine whistle or bell is prohibited within the city limits between mile 20.0 and mile 16.6, except the bell is to be sounded when the engine is within 75 feet of the crossing. Whistle may be sounded to prevent an accident which is evident.

2 GENERAL FOOTNOTES

2.1 **Mile 11.7**—Connection to Caso Sub. is via connecting track.

MAXIMUM SPEED . . . . . 10 MPH.

Switch is normal when set for movements from CSX Sarnia Sub.to connecting track.

2.2 **Mile 17.6**—Connection to Chatham Sub. is via yard track.

MAXIMUM SPEED . . . . . 10 MPH

Movements to Chatham Sub must have operating authority on Chatham Sub prior to obstructing Park Ave. public road crossing mile 17.6.

3 INTERLOCKING

3.1 **Railway crossing at grade: (Chatham)**

Mile 17.8 . . . CN Chatham Sub. . . . . automatic.

MAXIMUM SPEED . . . . . 15 MPH.

Box marked switches located in northwest quadrant of interlocking.

4 EQUIPMENT RESTRICTIONS

4.1 A maximum of eight units may be used in a locomotive consist with multiple control. Tonnage of eight-unit consist must not exceed tonnage rating of five four-axle units.

4.2 Cars with gross weight exceeding 286,000 lbs. cannot be moved without the authority of Superintendent Operations

4.3 **EQUIPMENT** **MPH**

Ditcher Spreader Cars 30

Air Dump Cars 30

Ore Cars

On Tangent 30

On Curves 20

Movements handling wrecking cranes

On Tangent 30

On Curves 20

Unless all revenue or non-revenue shipments of pivoted or rotating equipment moving on its own wheels has been specifically cleared for movement at higher speed.

On Tangents 20

On Curves 15

Shipments of casks containing Irradiated spent fuel cores must move in special trains containing no other freight 35

When a train handling these shipments meets, passes or is passed by another train, one train must be stopped while the other moves past not exceeding 35

A single light locomotive unit unit must not exceed 30

Trains handling welded or continuously jointed rail must must not exceed 30

5 SPEEDS

5.1 **Mile** **MPH**

11.7 to 15.5 **zone** **40**

15.5 to 17.8 **105 territory** - Maximum speed for all trains operating in Rule 105 territory **15**

In addition to the requirements of Rule 105, movements must be prepared to stop short of a switch improperly lined, and be prepared to stop within one half the range of vision of a track unit.

17.6 Park Ave. until crossing occupied 10

17.7 Park St. until crossing occupied 6

17.8 Crossing CN Chatham Sub 15

All movements through turnouts are restricted to 10 MPH. There are 6 tracks west of the main track at Chatham. They are identified from the east as:

Passing Track - No. 1 - No. 2 - No. 3 - No. 4 Clean Out

No. 5 Rip.

There is one track to the east of the main track and it is identified as the scale track.

Maximum speed on these tracks . . . . . 5MPH.

6 PUBLIC CROSSINGS AT GRADE

6.1 Due to rust conditions on rail, movements over all Sarnia Sub. public crossings at grade protected by automatic warning devices must be manually protected unless it is known warning devices have been operating for at least 20 seconds and if so equipped, gates are in horizontal position.

6.2 **Mile 16.7** (Indian Creek Rd.) A motion detector controls the operation of automatic highway car and/or flasher light signals at this public crossing.

When a movement occupies the approach circuit, the automatic highway crossing gates and/or flasher lights will operate. If the movement stops before reaching edge of crossing, the crossing gates will raise and/or flasher lights will stop. When movement resumes approaching crossing and speed exceeds 4 MPH or edge of crossing is reached, the gates or lights will resume operation auto-matically.

6.3 **Mile 17.6** (Park Ave.) Northward approach circuits extend 820 feet south of crossing. Southward approach circuits extend 1,030 feet north of crossing. Approach circuits for CN interchange wye track: southward approach circuits extend 1,013 feet north of Park Avenue crossing. Constant warning device HXP has been applied to the northward approach 820 feet south of crossing.

6.4 **Mile 17.7** (Park St.) Northward approach circuits extend 924 feet south of crossing, southward approach circuits extend 861 feet north of crossing. Time out between Park Street and Park Avenue is cancelled. Approach circuits for CN interchange wye track: Northward approach circuits extend 896 feet south of crossing. South-ward approach circuits extend 660 feet north of crossing.

Switching movements over crossing must be manually protected.

7 AUDIBLE DEFECTIVE EQUIPMENT DETECTORS

7.1 CSX radios will be used to monitor CSX radio channel 1 while passing Audible Defective Equipment Detector located at Mile 12.9.

A defect light (strobe light) and two integrity lights, which must be observed by both train and engine crews, while passing the detector, are located adjacent to the detector.

When an APPARENT DEFECT is detected DEFECT LIGHT will be illuminated and remain illuminated until the train has passed, and also an audible transmission will be made in the form of an interrupted tone for each apparent defect.

Approximately one minute after the train has passed, the detector will make a post-train analysis and the APPARENT ALARM(S) will at that time be either confirmed or rejected.

If rejected, it will not be included in the end-of-train message and the defect light will be extinguished.

Should defects be detected only in the POST-TRAIN ANALYSIS an interrupted tone will be transmitted for one second and the defect light will be illuminated.

Crews must listen for an APPARENT ALARM while passing the detector and for an ACTUAL ALARM for one minute after passing the detector and must make record of any defect information transmitted.

Should a message indicate a defect(s) the train must be stopped and inspected.

If a defect is not found at the location identified by a defect detector, an inspection must be performed of 20 axles before and after the reported defect, on the side of the train identified for the reported defect. If the specific side was not identified, the inspection must be performed of these axles on both sides of the train.

Should a message not be received after having observed an illuminated defect light or having received an APPARENT ALARM or ACTUAL ALARM the train must be stopped and inspected.

Should the integrity lights not be illuminated or a sight identification message not be received, the detector is not functioning and the train may proceed, without stopping.

Any abnormality in the detector must be reported to the CSX RTC.

8 RADIO INFORMATION

8.1 CSX employees at Chatham are radio equipped.

8.2 CN and NS train crews will monitor CSX CH1 (08-08) while operating between Chatham and Fargo.

RAIL TRAFFIC CONTROLLERS

CSX Rail Traffic Control Centre Wallaceburg

St. Thomas: 519-627-7632 or 1-888-877-1118 (from 519 area)

G. W. Collins
C. T. Smith
R. M. Pell
M. E. Clatworthy
A. R. Kinny
G. Mauer

9 SPECIAL DANGEROUS COMMODITIES

9.1 Do not exceed 35 MPH between mile 16.0 and mile 17.9.