

METHOD OF CONTROL	NUMBER OF TRACKS	DUNDAS SUBDIVISION	MILE	DOB/TGBO LIMITS	SWITCHING ZONE(S)	DTMF RTC STANDBY CHANNELS	HOT BOX / DRAGGING EQUIPMENT DETECTORS	
CTC + 2	2	<div>W</div> <div>↓</div> <div>BAYVIEW</div> <div>Jct. With Oakville Sub.</div> <div>E</div> <div>↑</div>	0.0	0.0	0.0	CH8 *5	15.8	
		<div>▀</div> <div>HAMILTON WEST</div>	0.4	↑	↑	470#		
		COPETOWN WEST	10.9	DOB / TGBO		CH8T2		
		MASSEYS	21.0			CH2 *5 410#		
		BRANT. JCT.	22.2					
		SIMPSON	22.7					
		Jct. With RailLink Hagersville Sub.						
		BRANTFORD	23.0	↓		CH 2 (T2)	27.7	
		HARDY	24.9					
		PARIS JCT.	30.9					
		PARIS WEST	32.6			CH2 *5 400#	40.0	
		BLAIN	45.1					
		WOODSTOCK	49.6	↑		CH2	67.1	
		CAREW	50.8	TGBO		*5		
		INGERSOLL	59.0			400#		
		LIHOU	61.6			CH2 (T1)		
		FRAUTS	74.0			CH8		
		HIGHBURY	75.5			*5		
		LONDON EAST	76.5	DOB / TGBO		430#		
		LONDON JCT.	76.7					
		Jct. With GEXR Guelph Sub.						
		MCLEOD	77.5	↓	↓	CH8 (T1)		
		LONDON	78.2	78.2	78.2			
SUBDIVISION CONTROL FEATURES								
CTC between Bayview and London								
Mtce. Of Way Channels								
Mile 0.0 - 10.9 (CH 81)				Mile 10.9 - 21.0 (CH 82)				
Mile 21.0 - 55.0 (CH 81)				Mile 55.0 - 78.2 (CH 82)				

DUNDAS SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES

CTC SPECIAL FEATURES

- 1.1 Mile 9.43—Track DB40 east end off south track. Note: Derail on track DB40 east end interconnected to affect the signal system when placed in non derailing position.
- 1.2 Switching Signals
Be governed by Rule 573(c)(ii)
Brantford—Signals—Signals 228D and 227D.
Paris Jct.— Signals—Signals 309D and 310.
- 1.3 BRANTFORD CROSSOVER No. 1 MILE 22.9
Crossover No. 1 from north track to Brantford yard track BA52 (Graveyard) will self restore to normal (main track) when incoming or outgoing movements have cleared the signal plant.
Track units operating as a train under the direction of a Conductor,

OR

Track units operating under the direction of a Foreman, (Operating Manual Section 3 of "TRACK UNITS")
Movement THROUGH these crossover switches must not be made until switches have been placed in "hand" position and lined for the route to be used. Switches must not be placed back in power position until movement has cleared the switch points of BOTH switches of the crossover.

RULE 564

Trains required to operate THROUGH these crossover switches in accordance with rule 564 will be governed by Rule 104.2(c) (hand position) at all times.

Note: The above instructions only apply to movements THROUGH the crossover when reversed.

SPECIAL APPLICATIONS

1.4 **Rule 13**— Engine bell must be rung continuously between the hours of 0600 and 2200 between mile 0.0 and mile 0.7.

1.5 **Rule 14(l)(iv) applicable at:**

—Woodstock between mile 48.0 and mile 51.0. (B.T.C. 82818).

— Ingersoll between mile 58.0 and mile 59.9 between the hours of 2300 and 0600, except for public crossing at grade, mile 59.5 (McKeand St.) which is not protected. (B.T.C. 59950).

— London between mile 68.0 and mile 78.2 (B.T.C. 112583 ,700/A/6, and By-law 43-94).

1.6 **Rule 102**— Applicable at:

Dundas Sub. mile: CP Rail Hamilton Sub. mile:

0.4 to 0.6

60.7 to 60.9 CP CH 82(47-47)

1.7 **Rule 104(c)**— The following yard switches may be left lined and locked in either position:

Paris - Both ends Tracks DF66 and DF67.

1.8 **Rule 107 Special Instruction (1) Applicable:**

As found in Divisional Data.

2 GENERAL FOOTNOTES

2.1 **Designated Tie-up Tracks Unattended Locomotives**

Paris Jct. — DF42. **London E.** — BL08, BL09, CL11 and CL50.

2.2 **Hardy** —Train crews are prohibited from detraining to obtain refreshments or food from local establishments when stopped at Hardy mile 24.9.

2.3 **Paris** —Blue boxes have been placed north of north siding near Signals 310 and 325S for storage of hazard forms and journals.

RTC must be advised of location of documents and journal must show track in which cars have been set off.

2.4 **Ingersoll** —Movements must not clear the main track at switch mile 59.02 north track unless permission has been recieved from the RTC.

3 INTERLOCKINGS

3.1 **Railway crossing at grade CAREW**

Mile 50.8 CP Rail St. Thomas Sub

Remotely Controlled by CN RTC Toronto

Rule 564/610 applicable for trains.

Rule 839 applicable for track units.

	Psg	Frt
MAXIMUM SPEED	50	45

4 EQUIPMENT RESTRICTIONS

4.1 Heaviest car permitted gross weight 286,000 lbs.

4.2 Units in locomotive groups F, G, H, must not be operated on industrial spurs without authority.

5 SPEEDS**5.1 General**

- (a) **80T** applies to Freight Trains exceeding 80 Tons per operative Brake. **100T** applies to freight trains exceeding 8000ft. and 100 tons per operative brake. Tons per operative brake as indicated on the WOPRT, or gross tonnage divided by the number of cars.
- (b) Speeds approaching signals applicable unless or until it can be determined that such signal is displaying a more favorable indication than RESTRICTING or CLEAR TO STOP.
- (c) *Not marked with speed restriction signs.
- (d) RoadRailer as defined in Divisional Data.

5.2 SPEEDS - Westward**MPH**

Mile		Passenger	RoadRailer	Freight
From	To			
0.0 to	0.5 zone	30	30	25
0.5 to	4.8 zone	60	60	50
4.8 to	18.3 zone	90	70	65
8.9 to	9.1	30	30	30
14.1 to	14.9	80		
18.3 to	32.9 zone	80	70	65
18.6	bridge	60	60	40
22.3 to	23.5	35	35	35
29.6 to	30.8	40	40	40
32.9 to	75.8 zone	85	70	65
50.8	Over diamond	50	50	45
58.9	until crossing occupied	70		
75.8 to	77.5 zone	70	70	65
76.5	westward approaching signal 765N/S		55	50
	80 T trains			40
	100 T trains			35
77.5 to	78.2 zone	50	50	50

5.3 SPEEDS - Eastward

78.2 to	77.5 zone	50	50	50
76.8	eastward approaching signal 766N/S			
	100 T trains			30
77.5 to	75.8 zone	70	70	65
75.8 to	32.9 zone	85	70	65
58.9	until crossing occupied	70		
50.8	Over diamond	50	50	45
32.9 to	18.3 zone	80	70	65
30.8 to	29.6	40	40	40
25.0	eastward approaching signal 250N/S			
	80T trains			55
	100T trains			45
23.5 to	22.3	35	35	35
18.6	bridge	60	60	40
18.3 to	10.1 zone	90	70	65
14.9 to	14.1	80		
10.1 to	4.8 zone	90	60	40
9.1 to	8.9	30	30	30
4.8 to	0.5 zone	60	60	50
2.0	eastward approaching signal 020N/S			
	80T trains			45
	100T trains			35
0.5 to	0.0 zone	30	30	25
0.5	eastward approaching signal 006N/S			
	80 T and 100T trains			15

5.2 CONDITIONAL SPEEDS

Mile		MPH
*18.6	Heavy Axle Load Trains on Bridge . . .	30
27.14	(Power Line Rd.) all switching movements over crossing in either direction on south track until crossing occupied	5
*30.1	Heavy Axle Load Trains on Bridge . . .	20
*72.2	Heavy Axle Load Trains on Bridge . . .	20
76.44	(Egerton St.) Eastward movements on south track crossing over to north track at London Jct. until crossing occupied . .	30
77.5 to 78.2	Psgr. trains on Station track AL01	45

* until the last Heavy Axle Load car clears the bridge.

6 PUBLIC CROSSINGS AT GRADE

6.1 On all tracks other than main tracks - Rule 103.1 (f) (Rusty Rail Conditions) applicable at all public crossings at grade equipped with automatic warning devices.

6.2 Mile 10.83 (Orkney Side Rd.) warning devices.
Automatic: Westward movements complying with Rule 564, must be manually protected.

6.3 Mile 13.91 (Main St.) warning devices.
Automatic: Main Tracks—Movements stopping to switch will cut train within 300 feet of crossing and other movements which have stopped within 300 feet of crossing, must operate lower push-button at corner of crossing.

6.4 Mile 24.98 (Hardy Rd.) warning devices.
Automatic: Eastward movements complying with Rule 564 must be manually protected.

6.5 Mile 30.73 (Market St.) warning devices.
Automatic: Westward movements when complying with Rule 564 must be manually protected.
Timing circuits extend east 300 ft. from crossing. Westward movements receiving a STOP indication on signals west of crossing must stop with engine or leading car on timing circuit. Eastward movements making a reverse movement must clear the crossing and proceed westward only when signal west of crossing indicates proceed.

6.6 Mile 49.09 (Norwich Ave. Pedestrian). warning devices.
Automatic: — Track DG 70 - Stop signs located on both sides of crossing. Cars must not be left standing within 200 ft. of crossing.

6.7 Mile 50.68 (Ingersoll Rd. - Cnty. Rd. 9) warning devices.
Automatic: —Westward movements stopped by interlocking signals 507N or 507S must stop clear of crossing circuit sign located 120 ft. East of crossing.

6.8 Mile 58.89 (Thames St.).warning devices.
Automatic: — Eastward movements stopping at Station must stop clear of crossing circuit sign located 150 ft. west of of crossing.

6.9 Mile 59.51 (McKeand St.) warning devices.
Automatic: Tracks DM60, DM61 and DM70 stop signs located on both sides of crossing. Stop signs for tracks DM60 and DM61 are located south of track DM61
Cars must not be left standing within 150 feet on either side of crossing (B.T.C. 56262)

6.10 Mile 61.44 (Waterwork Rd.) warning devices.
Automatic:—Westward movements at signal 615N or 615S must stop clear of crossing circuit sign located 150 ft. east of crossing.

6.11 Mile 75.35 (Hale St.) warning devices.
Automatic: Westward movements on south track complying with Rule 564 must be manually protected.
Reclaim Yard Lead—Eastward movements must operate push-button located west of crossing.

6.12 Mile 76.84 (Rectory St.) warning devices.
Automatic: Eastward movements on all tracks complying

6.13 **Mile 77.36** (William St.) warning devices.

Automatic: Equipment must not be left standing within 50 feet on east side of this crossing. (B.T.C. 21289).

Westward movements on all tracks complying with Rule 564, must be manually protected.

6.14 **Mile 77.66** (Colborne St.) warning devices.

Automatic: Eastward movements on all tracks complying with Rule 564 must be manually protected.

7 SPURS AND OTHER TRACKS7.1 **WYE TRACK (Cowpath)**

Mile 0.4—Extends southward off south track connecting to north track of Oakville Sub. at mile 37.3.

CTC controlled by RTC.

Rule 49 applicable on this track.

MAXIMUM SPEED 15 MPH.

7.2 **COPETOWN**

Mile 9.5— **RULE 112** Triple the handbrake requirements per car category as outlined in Rule 112 (ii) chart, on tracks: DB40, DB44, and DB47.

7.3 **BURFORD SPUR**

Mile 22.2— Extends 3.7 miles westward off of south track. Switch points face East.

Rule 105 (a) applicable on this spur and all tracks leading off of this spur.

MAXIMUM SPEED 10 MPH.

EQUIPMENT RESTRICTIONS:

Heaviest car permitted - 263,000 pounds unless authorized by General Manager.

PUBLIC CROSSINGS AT GRADE:

Maximum Speeds over Public Crossings at Grade until crossings fully occupied

Mile 0.0 to mile 1.14 5 MPH.

Mile 0.62 (Chatham Street) - Switching movements must be manually protected. (B.T.C. 67143)

Mile 0.81 (Darling Street) - Warning devices - Automatic: Stop signs located both sides of crossing.

Traffic signals controlled by track circuits. White light, located south east angle of crossing will flash when traffic signals at STOP. Crews must observe that light is flashing before occupying the crossing. If light does not flash, movement must be manually protected.

Mile 0.87 (Dalhousie Street) - Warning devices - Automatic: Stop signs located both sides of crossing.

Mile 0.94 (Colborne Street) - Stop signs both sides of crossing. Crew member will operate toggle switch located in box on pole at either side of crossing. White lights, located southwest of intersection will flash when safe for movements through intersection. When movement is completed, operate toggle switch and lock control box. If light does not flash, movement must be manually protected.

Mile 1.09 (Greenwich St. Extension) - Warning Devices Automatic: All movements must stop at stop sign and must not proceed until the white strobe light is flashing. If strobe does not flash, movement must be manually protected.

T H & B SPUR BD40

Extends 1.4 miles eastward from mile 1.14 Burford Spur, and westward 0.5 miles to mile 21.43 LE&N Spur. Switch is in normal position when lined for movements to the T H & B Spur.

MAXIMUM SPEED 10 MPH.

PUBLIC CROSSINGS AT GRADE:

Rule 103.1 (f) (Rusty Rail Conditions) applicable at all public crossings at grade protected by automatic warning devices

Entering all public crossings at grade until crossing fully occupied 5 MPH.

All movements must stop prior to entering the following public crossings at grade:

Mile 62.10 (Dart St.) - Mile 62.57 (Market St.)

Mile 62.40 (Newport St. Extension) - Warning Devices

Automatic: All movements must stop at stop sign and must not proceed until automatic warning devices have been operating for at least 20 secs.

RESTRICTED CLEARANCES not marked or indicated by Restricted Clearance Signs:

Track BD41, 42 - Ingenia Polymers. Obstructed by pillars - side and overhead.

LE & N SPUR BD30

Extends northward 1.8 miles from switch connecting to the T H & B Spur at mile 21.43 L E & N Spur. Switch is in normal position when lined for movements to and from the L E & N Spur. Spur is equipped with milepost markers.

MAXIMUMSPEED 10MPH.

EQUIPMENTRESTRICTIONS:

Care must be taken when handling cars 50 feet or longer on tracks with curvature.

PUBLICCROSSINGSATGRADE:

Maximum Speeds over all Public Crossings at Grade until crossings fully occupied. 5 MPH

All movements must stop prior to entering the following public crossings at grade:

Mile 19.6 (Grand River Ave.) - **Mile 20.01** (Morrell St.)

Mile 20.26 (St. Paul Ave.)

S.C. Johnson Wax - Track BD30-31

Cars must be spotted as close to the stop blocks as possible.

Rule 112 - Handbrakes must be applied on every car.

7.4 RAILINK HAGERSVILLE SUB**Mile 22.7 - Jct.**

CN crews operating between Simpson mile 35.0 and mile 30.0 will be governed by the following:

Must have accessible and be governed by the current Southern Ontario Railway Time table, or applicable portion, governing the Hagersville Sub.

Must be in possession of the current SOR (Southern Ontario Railway) DOB obtainable at Brantford Yard Office.

Must obtain an OCS Clearance from the Rail America Train Dispatcher. 1-877-246-4513 ex. 2.

Must have accessible and be governed by the SOR Hagersville Sub. information package.

Air Brakes—Movements addressed as "ENGINE" on operating authorities will operate under the provisions of "Transfer Movement Brake test "G.O.I item 7.10(b) (No brake test required when speeds will not exceed 15 MPH) except that air must be applied through out the entire consist at all times. Such movements will not require a TIBS unit.

Mile 34.4 - BLASTTECH Track FE-61

Rule 112 - In the application of Rule 112, one handbrake only is to be applied to the South end car.

7.5 BRANTFORD YARD**Mile 23.0 - Interchange with RailLink.**

MAXIMUMSPEED 10MPH.

Yard crews radio channel - CN01

Designated Tie-up Tracks Unattended Locomotives-
Tracks BA 37.

Rule 104(b) - Crossover No.1 from North Track CN Dundas Sub. to Yard Track BA52 (Graveyard). Be governed by instructions contained in section 1 of Dundas Subdivision Footnotes, "CTC special Features".

Rule 104(c) - All Yard switches may be left lined and locked in either position:

Rule 112 - Double the Handbrake requirement per car category as outlined in Rule 112(ii), chart on the following tracks: BA47 to BA52

Rule 568 - Permission must be obtained from RTC before opening switch leading from north track to track BA 52 West

7.6 **PARIS SERVICE TRACKS**

Mile 30.9 Extending from Paris Jct. to Paris West.

North - 7230 ft. South - 6620 ft.

Rule 105 (a) applicable.

Equipment must not be left on these tracks without the authorization of the RTC.

North Service Track - Access to tracks DF33, DF40, and DF42 is eastward, through the Paris Jct. controlled location at signal 310, or through the wye tracks.

Movements to or from track DF47 (east leg of wye) is via a hand operated switch within the Paris Jct. controlled location. Permission must be obtained from the RTC if entering the controlled location from track DF47.

To obtain a permissive indication on signal 309D for movements to DF47, open switch and press "clear" button. Entire movement must clear block end sign before returning switch to normal position. If movement is not made, signal 309D must be cancelled using the "cancel" button.

7.7 **WOODSTOCK TRACK DG 70**

Mile 48.1—Extends 4881 ft. connecting back to North track at mile 49.2.

PUBLIC CROSSING AT GRADE

Mile 49.09 (Norwich Ave. Pedestrian). warning devices. Stop signs located both sides of crossing.

Cars must not be left within 200 ft. of crossing.

7.8 **BEACHVILLE LIME**

Mile 55.5—Employees are prohibited from detraining on south side of track DK81 west of track DK62 switch.

Track DK 40 - Restricted overhead clearance at bridge not marked with restricted clearance signs. Cars exceeding 17 ft. in height must not be handled under bridge.

7.9 **LONDON EAST**

Mile 76.5—Yard

MAXIMUM SPEED Tracks CL11 to CL24 10 MPH.

Rule 112 - Hand brakes to a maximum of 4, when available, to be applied at the west end of tracks: CL01 to CL24 with the exception of track CL11 (max 2 handbrakes)

Rule 104(c) - The following Yard switches may be left lined and locked in either position:

Both sets of switches connecting CL01 and CL67 leads located between Highbury Ave. Overpass and Hale St.

PUBLIC CROSSINGS AT GRADE

BACK WAY LEAD TRACKS - Mile 0.39 (Rectory St.)—All movements must be manually protected (B.T.C. 54026).

7.10 **GEXR GUELPH SUB.**

Mile 76.7—Junction - Operation for CN extends 1.1 miles from London Jct. to mile 118.8. All CN special instructions and General Operating Instructions applicable.

OCS controlled by Rail America RTC North Bay by telephone only 1-877-246-4513 ex. 2

GEXR Radio standby Ch. - GEXR CH1 ----AAR 13 13 CN Employees required to operate on this track, in addition to an OCS clearance, must be in possession of a current GEXR DOB which will be available at London East Yard Office.

Rule 14(l) (iv) applies: - In the city of London, mile 117.3 to mile 119.9 (R-25027)

Heaviest car permitted 263,000 Lbs.

Max. Speeds

Mile 118.8 to 119.5 35 MPH
119.5 to 119.9 15 MPH

CP Interchange Mile 119.4 - Extends 0.9 miles north, switch points face west.

Maximum speed (R20795). 10 MPH

Mile 119.2 east leg of Wye DL04 5 MPH
119.4 west leg of Wye DL05 5 MPH

Operation east of Mile 118.8 is governed by the GEXR Time table and is prohibited for CN Crews without authorization

7.11 LONDON STATION TRACKS

Mile 78.2—3 tracks numbered from the north AL01, AL02, and AL03, known as Station Tracks Nos 1, 2, and 3.

GF 636, GF 638, EF 640, EF 644 and MF 32 class units must not be operated on these tracks.

Frt. movements must not be operated over station tracks without authorization from a company supervisor.

Movements handling dimensional loads of D1R or greater must not operate via station tracks.

Employees must not ride on sides of cars or engines operating upon these tracks. (B.T.C. 51561).

Track AL01 - Signalled Track - CTC controlled by RTC Toronto. Extends between signal 774 Mcleod, and signal 01D1 Ridout. **Rule 49 applicable on this track.**

Mile 77.8 - BURWELL ST.

Controlled location on track AL01 with Westward turnout to tracks AL02, and AL03.

Eastward movements, proceeding on Station Track No. 1, after having been stopped by a stop signal at signal 778D Burwell St., or movements entering Station Track No. 1 from Station Track No. 2 at signal 778D1 Burwell St. must not exceed 30 MPH until Colbourne St. public crossing mile 77.66 fully occupied.

Track AL02 (Non signalled track)

Extends between signal 778D1 at Burwell St. and signal 01D2 at Ridout. Exemption derails located at both ends.

Track AL03 (Non signalled track)

Extends between hand operated switch mile 77.94 at the East end of Track AL02. to signal 01D3 Ridout. Permission from the RTC must be obtained to enter this track.

Switch is normal when lined for No. 2 station track.

Hand Operated Switch Ridout

A hand operated switch allowing access to either track AL02 or AL03 is located within the Ridout controlled location just east of Dual control switch No.9. Switch is normal when lined and locked for track AL02.

Eastward movements signalled from Ridout and instructed to use track AL03 must stop short of this switch and line it for track AL03. Switch must be returned to normal when movement has cleared the switch.

Westward movements exiting track AL03 will not get a permissive signal at 01D3 until the switch is manually lined for track AL03. Permission must be obtained from the RTC prior to lining the switch, and the switch must be returned to normal position after the movement has cleared the switch.

All movements operating under Rule 564 authority to or from track AL03 must in addition, manually line this switch and return it to normal position after the movement has cleared the switch.

B SPECIAL DANGEROUS COMMODITIES

3.1 WESTWARD MOVEMENTS:

Must be inspected at mile 15.8 and at mile 67.1;

Do not exceed 35 MPH between mile 0.0 and mile 6.0 and between mile 73.0 and mile 78.2;

Unless inspected at mile 40.0, do not exceed 35 MPH between mile 46 and mile 51.

3.2 EASTWARD MOVEMENTS:

Must be inspected at mile 40.0 and mile 15.8;

Do not exceed 35 MPH between mile 78.2 and mile 73.0 and between mile 6.0 and mile 0.0;

Unless inspected at mile 67.1, do not exceed 35 MPH between mile 51 and mile 46.