

METHOD OF CONTROL	NUMBER OF TRACKS	HALTON SUBDIVISION		MILE	SIDING CAPACITY IN FEET	DOB/TGBO LIMITS	SWITCHING ZONE(S)	DTMF RTC STANDBY CHANNELS	HOT BOX / DRAGGING EQUIPMENT DETECTORS
+CTC	1	*Jct. With York Sub.		0.0	**7480	0.0	0.0	CH4 *5 011# CH4 (T2) 	

HALTON SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES
SPECIAL APPLICATIONS

1.1 Rule 14(I) (iv) Applies:	
at mile 8.80 (Goreway Dr.)	}
at mile 10.49 (Torbram Rd.)	
at mile 14.93 (James St.)	
at mile 14.95 (John St.)	(B.T.C. 118645)
at mile 15.53 (Mill St. North)	(B.T.C. 118645)
at mile 17.24 (Chinguacousy Rd.)	(Bylaw 208-90)
at mile 19.17 (Mississauga Rd.)	(Bylaw 2002-080)
at mile 20.14 (Heritage Rd.)	(Bylaw 2002-080)
at mile 21.15 (Winston Churchill Blvd.)	(Bylaw 94-147)
at mile 25.3 (Halton County Rd. No. 3)	(Bylaw 90-155)
at mile 25.43 (No. 17th Sideroad)	(Bylaw 90-155)
at mile 36.78 (Derry Road)	(Bylaw 21-93)
at mile 38.72 (Britannia Rd.)	(Bylaw 26-96)
at mile 40.69 (Lower Baseline)	(Bylaw 16-95)
at mile 41.63 (Tremain Rd.)	(Bylaw 16-95)
at mile 44.44 (Appleby Line)	}
at mile 45.19 (Upper Middle Rd.)	
at mile 46.16 (Mainway Drive)	

- 1.2 **Rule 42 and 43**—In the application of these rules, when a GBO refers to "ALL TRACKS" between mile 0.0 and mile 1.1 Halton Sub., it includes both the Halton Inbound and Outbound Tracks, and the By-Pass track.
- 1.3 **Rule 83.1(g) TGBO - ENGINE MOVEMENTS BETWEEN MACMILLAN YARD AND B.I.T.** -Trains departing BIT, but required to obtain power at MacMillan Yard will operate to BIT using the applicable DOB. The TGBO for their train will be obtained at BIT.
- All trains scheduled to terminate at BIT, then required to bring their power to MacMillan yard (with or without cars) will operate to MacMillan yard using the applicable DOB. Their TGBO will be considered retired upon arriving at BIT.
- Note: Through trains setting off at BIT will continue to operate with their TGBO.
- 1.4 **Rule 104.2**—Not applicable at Dual control swt No. 3 at Brampton.
- 1.5 **Rule 107**—Not applicable at Bramalea and Brampton
- Rule 107 Special instruction(1) Applicable at Georgetown VIA Station.** (As found in the divisional Data section)
- 1.6 **Rule 577** - Applicable entire Sub.

CTC SPECIAL FEATURES

- 1.7 Eastward signals **090N** and **090N1 at Goreway** are located on a cantilever structure and to the left of the tracks they govern. Signal **090N** governs movements on the North track. Signal **090N1** governs movements on the North Service Track.

SIGNALLED SIDINGS AND OTHER SIGNALLED TRACKS

- 1.8 **Mile 0.3** Halton Outbound Signalled track
CTC Controlled -Extends 4900 ft. from signal 003N at MacMillan Yard to signal 011N at mile 1.1 Snider West
MAXIMUM SPEED
0.3 to 0.7 20 MPH.
0.7 to 1.1 50 MPH.
- 1.9 **Mile 0.3** Halton Inbound Signalled track
CTC controlled -Extends 2790 ft. from signal 003S at MacMillan Yard to signal 007S at mile 0.7 Snider West
MAXIMUM SPEED 20 MPH.
- 1.10 ****Mile 1.2** Signalled track (York-Halton By-pass track)
CTC controlled Extends 7480 ft. to mile 23.9 York Sub.
MAXIMUM SPEED 30 MPH.
- 1.11 *****Mile 23.2** Signalled track (Georgetown Station Track)
CTC Controlled Extends 990 ft. to mile 23.6.
MAXIMUM SPEED 15 MPH.

2 GENERAL FOOTNOTES

General operating Instructions

- 2.1 Wayside Detector Talker systems G.O.I. item 5.6(a) NOT APPLICABLE to Eastward GO trains at mile 22.9 where an inspection of equipment has been performed prior to departing Georgetown.
- 2.2 **Designated Tie-up Tracks Unattended Locomotives**
B.I.T. Y206.
- 2.3 ***Mile 0.0** .—Junction with York Sub. is at Local Control Dual Control Switch mile 24.3 York Sub. Rule 104.2(a) Special instruction as found in the divisional data section applicable.
- 2.4 **Mile 1.1 Jane St.**—Outgoing crews changing off must contact RTC for protection while performing train inspection.
- 2.5 **Mile 34.3 Milbase**— Due to no walkways, employees are not to occupy this bridge when it is occupied with equipment.

3 INTERLOCKING

- 3.1 **Railway crossing at grade**

Mile 15.6 .. CANDU Owen Sound Sub.
Remotely controlled by RTC Toronto. (B.T.C. 116416). ..
Rule 564/610 applicable for trains
Rule 839 applicable for track units
MAXIMUM SPEED 35 MPH.

4 EQUIPMENT RESTRICTIONS

- 4.1 Heaviest car permitted gross weight 286,000 lbs.
- 4.2 Units in locomotive groups F, G and H must not be operated on industrial spurs and other tracks within this territory without special authority.

5 SPEEDS MPH

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 (Train Journal), 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.

5.2 Mile MPH

From	To	Frt.	80T	100T
0.0 to	0.7 ZONE	30	30	30
0.7 to	11.2 ZONE	50	50	50
2.6	movements handling loaded ore cars	30	30	30
3.9 to	4.6	45	45	45
6.3	eastward approaching signal 064N/S			45
7.9	westward approaching signal 079N/S		35	30
7.9	eastward approaching signal 078N/S			45
10.6	eastward approaching signal 106N	40	40	40
11.2 to	14.2 ZONE	55	55	55
11.3	eastward approaching signal 112S	45	45	45
14.2 to	15.7 ZONE	50	50	50
*14.2	Through turnout	45	45	45
*15.2	Through turnout	45	45	45
15.6	Over diamond	35	35	35
	Movements handling GO coaches	10	10	10
15.7 to	22.2 ZONE	55	55	55
15.7	South Track			
	eastward approaching signal 158S		30	10
17.2	eastward approaching signal 172N/S		40	35
18.9	eastward approaching signal 190N/S		50	45
22.2 to	49.5 ZONE	50	50	50
22.3	westward approaching signal 223N/S		35	35
*22.3	Through turnout	45	45	45
*22.7	Through turnout	45	45	45
24.2	North Track	45	45	45
26.3 to	26.5	45	45	45
*28.1	Through turnout	45	45	45
*32.3	Through turnout	45	45	45
*34.3	Through turnout	45	45	45
36.1	westward approaching signal 361		45	40
37.7	westward approaching signal 377			45
*39.4	Through turnout	45	45	45
42.9 to	43.2	45	45	45
44.7	westward approaching signal 447N/S		45	35
46.3	westward approaching signal 463N/S		40	35
47.7	westward approaching signal 477N/S		45	35
49.0 to	49.5	40	40	40
49.3	westward approaching signal 493N/S			35

5.3 SPEEDS - Passenger and Road Railer

Mile		MPH	
From	To	Pass	Road
0.0 to	0.7 ZONE	30	30
0.7 to	11.2 ZONE	50	50
3.9 to	4.6	45	45
11.2 to	14.2 ZONE	60	60
14.2 to	15.7 ZONE	50	50
*14.2	Through turnout	45	45
*15.2	Through turnout	45	45
15.6	Over diamond	35	35
15.7 to	22.2 ZONE	70	60
22.2 to	49.5 ZONE	50	50
*22.3	Through turnout	45	45
*22.7	Through turnout	45	45
24.2	North Track	45	45
26.3 to	26.5	45	45
*28.1	Through turnout	45	45
*32.3	Through turnout	45	45
*34.3	Through turnout	45	45
*39.4	Through turnout	45	45
42.9 to	43.2	45	45
49.0 to	49.5	40	40

5.4 CONDITIONAL SPEEDS

*4.1 Heavy Axle Load trains on bridge 20

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

6 PUBLIC CROSSINGS AT GRADE

6.1 Mile 8.8 (Goreway Dr.) Automatic warning devices.

All movements complying with Rule 564 must be manually protected.

Eastward trains stopped on the south track at signal 090S must stop clear of crossing circuit sign located 200 ft. west of crossing.

6.2 Mile 10.5 (Torbram Rd.) Automatic warning devices.

All movements on north track complying with Rule 564 must be manually protected.

Stop signs on both sides of crossing on south service track.

6.3 Mile 15.5 (Mill St.) Automatic warning devices.

Timing circuit extends 800 feet east of crossing on north track only. Westward movements which have stopped on timing circuit regardless of how long, MUST depress push-button located either on station platform, station wall, or near the crossing IMMEDIATELY prior to movement proceeding.

Movements complying with Rule 564 must be manually protected.

6.4 Mile 27.7 (Fifth Line Rd.).

Westward movements on either track unable to clear between signals 281S, 281N and crossing located approximately 1600 feet east of these signals must stop with leading car or engine at least 150 feet east of crossing.

7 SPURS AND OTHER TRACKS

7.1 MACMILLAN YARD

Mile 0.3 Halton Inbound and Outbound tracks - Employees entering or working in MacMillan Yard must have a copy of the current MacMillan Yard operating Manual accessible while on duty.

Northward movements on the Halton Outbound must stop at the PPZ stop sign located approx. 400 ft. north of Hwy 407 overpass, and must not proceed until permission from the West Control Yard Coordinator has been received to enter the limits of the PPZ (Point Protection Zone).

7.2 HUMBERLINE

Mile 7.0—Extends southward off south track, swt points face east.

PUBLIC CROSSINGS AT GRADE

Mile 0.94 (Humberline Dr.)—All movements must be manually protected. (C.T.C. R-37139)

MAXIMUM SPEED 10 MPH.

7.3 BRAMPTON INTERMODAL TERMINAL (B.I.T.)

Mile 8.7 and Mile 10.5—Employees entering or operating within Brampton Intermodal Terminal must have a copy of the current Brampton Intermodal Terminal Operating Manual accessible while on duty.

Entrance to Intermodal Yard from north track at mile 8.7. Swt points face east. Service track extends between mile 8.8 and mile 10.5 off north track. Entrance to Intermodal Yard from service track at mile 8.9 and mile 9.5. Swt points face east and west forming a wye.

MAXIMUM SPEED

over utility crossing south end of track Y243. 10 MPH

Trains must not accept signal indication to enter B.I.T. Yard at Goreway, or enter the west leg of the wye track from the west without first obtaining permission and yarding instructions from either the Terminal Coordinator or the Operations Officer at B.I.T. (monitors CH - CN07)

Trains arriving between the hours of 2300 Sat., and 0700 Sun. will receive permission and yarding instructions from the RTC.

Prior to movements departing permission must be obtained from the Terminal Coordinator or when not on duty, from RTC.

RULE 112—Handbrakes need not be applied on all yard tracks at B.I.T., unless extenuating circumstances require same, with the following exceptions:

Hand brakes to a maximum of one (1) handbrake must be applied on equipment left on tracks Y291 or Y292 (Torbram support Yard) .

Handbrakes to a maximum of two (2), when available, must be applied on equipment left on track Y290 (North service track).

Entire cuts of cars must not be left south of sign indicating same located approx. 1150 ft. south of the B.I.T. Yard office.

AIR BRAKES GENERAL

Crews may be directed by the Yard Coordinator or other proper authority to leave equipment with the angle cock closed on the following yard tracks:

Y200 to Y216 incl.

Such equipment must first have the air brakes applied in either full service or emergency.

Combination Blue Flag Derail

located at the south end of PAD "0" (Y240) approx. 180 ft. north of the crossover switch leading to that track.

This Blue Flag Derail will be used by Intermodal Dept. Employees only and will be left lined and locked in the Non-derailing position when protection is no longer required.

NORTH PARK INDUSTRIAL

Extends northward from track Y201 at mile 3.1. Switch points face south.

FARM CROSSING

Mile 3.3—Protected by gates, equipped with locks, across tracks on both sides of crossing.

All movements must stop at stop signs, open gates and after movement over crossing completed must close and lock gates before proceeding.

7.4 **SOUTHSERVICE**

Mile 9.4 and Mile 11.1—south of south track.

Equipment must not be left on this track without authorization from the RTC.

RULE 104—Switch to track C320 (under Airport Rd. overpass) may be left lined and locked in either position.

PUBLIC CROSSINGS AT GRADE

Mile 10.5 (Torbram Rd.) automatically protected.

Stop signs both sides of crossing.

SELF RESTORING DERAIL

Located at the east end of track C300 (Service track)

NOTE: This derail is not placed into non-derailing position automatically at any time. A stop is always required to place it into the non-derailing position. In addition, the position of this derail is not reflected in any way on the CTC signals governing movements into and out of the yard.

- 1 - Movement must stop prior to passing stop signs located 100 ft. from the derail in each direction.
- 2 - Open the door to the control box and push the button marked "Derail Off" Note: control boxes are located at west end stop sign and at the derail
- 3 - If the derail fails to completely move to the non-derailing position, it must be operated by hand.(see below)
- 4 - A proceed signal may then be given for the movement.
- 5 - Close and lock the control box.

NOTE: If after moving the derail to the non-derailing position and the movement will not occupy the track circuit, the derail must be restored to the derailing position by toggling the switch in the control box at the derail labeled "Auto, Off, Manual" to "Manual" and then pushing the button marked "Derail On". The mechanism will then move the derail to the derailing position. The toggle should then be returned to the "Auto" position. Close and lock the control box.

SELF RESTORING FEATURE

After occupying the track circuit of the derail, and when the entire movement has been detected by the track circuits as being clear of the derail, the derail will automatically restore to derailing position. An automated radio broadcast will then be initiated on CH01 stating "CN DERAIL EAST END TRACK C300 RESTORED TO DERAILING POSITION"

Upon hearing this message, the crew of the movement which has passed over the derail may consider Rule 104.5 (c) as being complied with. If the message is not heard, the RTC must be advised and the crew of the movement which has passed over the derail is responsible to ascertain by other means that the derail has been restored to derailing position.

TRACK UNITS OPERATING AS TRAINS UNDER THE DIRECTION OF A CONDUCTOR OR A FOREMAN.

- 1 - Movement must stop prior to passing stop signs which are located 100 ft. from the derail in each direction.
- 2 - Open the door to the control box at the derail, toggling the switch to "Manual" and then push the button marked "Derail Off" which will remove the derail.
- 3 - Track unit(s) may then move over the derail.
- 4 - When all movements have cleared the derail circuit, push the button marked "Derail On" to restore the derail to derailing position. Toggle the Switch to "Auto".
- 5 - Close and lock door to the control box.

If at any time the self restoring derail must be operated and/or restored by hand, employees will be governed by the instructions for hand operation posted in the "Hand Operation" box at the derail. Such must be reported to the RTC and Trainmaster - Malport

7.5 **MALPORT YARD**

Mile 10.0

RULE 112 -Application of Handbrakes is as follows:

C300 to C319 coupled with one handbrake applied. When practicable, the handbrake will be applied on the West end car.

7.6 **HALTON-WESTON CONNECTING**

Extends from service track mile 10.5 Halton Sub. to mile 15.6 Weston Sub. Movements from the Weston Sub. via connecting track handling single track dimensional shipments must contact RTC before entering service track and fouling south track.

PUBLIC CROSSINGS AT GRADE

Mile 16.2—Weston Sub. (Torbram Rd.) automatically protected. Circuits extend 1000 feet either side of crossing. Cars must not be left standing on these circuits.

7.7 **UNLESS FURTHER RESTRICTED, ALL TRACKS AND LEADS OFF THE HALTON SUB IN "D", "E", AND "F" ZONES**

MAXIMUM SPEED 10 MPH.

7.8 **BRAMALEA EAST SERVICE**

Mile 11.4—Extends from North Track 3100 feet to mile 12.0

Rule 105 (a) applicable.

TORBRAM INDUSTRIAL - Mile 11.8 ("D" Lead)—Extends north from Bramalea East service track, swt points face west.

Rule 105 (a) applicable including all industrial trackage leading off of spur.

EQUIPMENT RESTRICTIONS

Cars exceeding 70 feet in length are not permitted without prior permission from Manager Train Service.

Mile 2.8 (B.C. Polygrinder Track D 485). Engines must not operate past the point of restricted clearance.

PUBLIC CROSSINGS AT GRADE

Mile 0.4 (Bramalea Rd.)—All movements must wait until the strobe light on top of the instrument case, located in the southwest quadrant, is flashing indicating traffic lights are at stop before occupying crossing. Traffic lights will restore automatically when movement is completed

Mile 1.30 (Torbram Rd.) 10 MPH until crossing fully occupied.

Mile 2.8 (Clark Blvd.) 10 MPH until crossing fully occupied.

Mile 3.27 (Summerlea Rd.)—Movements must stop and be manually protected (B.T.C. 24932).

7.9 **BRAMALEA COMMUTER LEAD**

Mile 11.8—Extends east from South Track 3400 ft. feet to signal 110 at Halwest.

Rule 105 and Rule 105(a) applicable between electric lock 1185 and eastward signal 114 on the commuter lead.

Verbal permission must be obtained from the RTC prior to entering the commuter lead from track F602 or F603.

Switches to tracks F602 and F603 must be lined and locked for normal except when in use.

CTC applicable between signal 114 and signal 110 at Halwest - **MAXIMUM SPEED** 25 MPH.

Rule 49 applicable between signal 114 and signal 110 at Halwest.

7.10 **BRAMALEA WEST SERVICE**

Mile 12.4—Extends from North Track 4500 feet to mile 13.3

Rule 105 (a) applicable.

7.11 **SOUTH SERVICE**

Mile 12.6—Extends from South Track 7600 feet to mile 14.2

Rule 105 (a) applicable.

Mile 12.7—F615 (Ford) Cars exceeding 70 feet in length are not permitted.

Mile 13.7—F641, F642 (Bamburger) Cars exceeding 70 feet in length are not permitted without prior permission from the Trainmaster.

7.12 **METRO CANADA WAREHOUSING**

Mile 12.7—Track F607, extends southward 2150 feet from south service track, swt points face west.

Track F608, extends 581 feet southward off track F607. Switch points face north.

Cars exceeding 58 feet in length are not permitted on tracks F607 and F608. Cars must not be left standing on grade descending southward toward loading platforms.

7.13

GLIDDEN LEAD

Mile 13.2

—Extends southward off south service track.

PUBLIC CROSSINGS AT GRADE

Glidden Road Public Crossing 10 MPH.

7.14

GEORGETOWN

North Service Track

—Tracks BB 45, BB 46, BB 47 and BB 48 are designated GO Commuter tracks and movements other than GO Transit must not use these tracks without authority. Track BB-40 (East Commuter Lead) must not be blocked without RTC permission. The setting off of any form of rail equipment between signal 232D and the East Commuter lead is prohibited.

7.15

MILTON TOWN SPUR

Mile 33.6

—Switch points face east from South Track

BC22 Taiga Lumber

MAXIMUM SPEED 10 MPH.

7.16

CONSUMERS GLASS LEAD

Mile 34.4

—Extends northward 1 mile. Switch points face east.

Rule 105 (a) applicable.

8

RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS.

Location	Obstruction	Side of Track or Overhead
8.1	Macmillan Yard	
	Conport Terminals	
	all tracks	Buildings and containers
		Both
	Cargo-Flo tracks	Cement Pillars
	A194-A195	between tracks
		Side
8.2	North end of	
	C and L yards	Between tracks
		Both

9

SPECIAL DANGEROUS COMMODITIES

9.1

WESTWARD MOVEMENTS

Westward movements from Newmarket or York Subs., unless inspected between mile 21.6 York Sub. and mile 2.4 Halton Sub. do not exceed 15 MPH between mile 2.4 and mile 11.2.

Westward movements from Bala Sub., destined Brampton Intermodal Terminal unless inspected between mile 20.0 Bala Sub. and mile 1.0 Halton Sub. do not exceed 15 MPH between mile 1.0 and mile 8.7.

Westward movements from Bala Sub., unless inspected between mile 22.4 York Sub. and mile 1.0 Halton Sub. do not exceed 15 MPH between mile 1.0 and mile 11.2.

Westward movements must be inspected at mile 11.2, 22.9 and mile 36.6.

Unless inspected at mile 11.2, do not exceed 15 MPH between mile 21 and mile 22.9

Unless inspected at mile 22.9, do not exceed 35 MPH between mile 32.2 and mile 37.

Do not exceed 35 MPH between mile 0.0 and mile 21.0 and between mile 42.0 and mile 49.5.

9.2

EASTWARD MOVEMENTS

Eastward movements must be inspected at mile 36.6, mile 22.9, and mile 11.2

Unless inspected at mile 22.9, do not exceed 15 MPH between mile 16.6 and mile 11.2.

Do not exceed 35 MPH between mile 49.5 and mile 42.0 and between mile 21.0 and mile 0.0.