

METHOD OF CONTROL	NUMBER OF TRACKS	STAMFORD SUBDIVISION		MILE	DOB / TGBO LIMITS	SWITCHING ZONE	DTMF RTC STANDBY CHANNELS	HOT BOX AND DRAGGING EQUIPMENT DETECTORS	
		W ↓	E ↑						
+ Rule 105		Connection with CSX		0.0	0.0				
		BLACK ROCK		0.2	↑				
		HARBOUR DRAW		0.3					
CTC	1	FORT ERIE		1.0	DOB/TGBO ↓ ↑			7.8	
		DUFF		3.1					
		ROBBINS EAST		10.9					
	2	ROBBINS		12.5				CH3 *5 440 #	
		ROBBINS WEST		13.5					
	1	YAGER		16.1			16.1		
		SOUTHERN YARD		17.0					
		CAMBRIDGE		19.9		19.0		CH3 T2	
		PORT ROBINSON EAST		21.9					
		PORT ROBINSON		23.1					
		PORT ROBINSON WEST		23.9					
		CLIFTON		31.6		31.6	31.6		
			Jct. With Grimsby Sub.						27.7
	Subdivision Control Features Rule 105 applicable between mile 0.0 and mile 0.3 Main track begins at mile 0.3 CTC applicable between westward signal 03D (mile 0.3) and Clifton								

STAMFORD SUBDIVISION FOOTNOTES

**1 CANADIAN RAIL OPERATING RULES
CTC SPECIAL FEATURES**

Switching Signals

- 1.1 **Port Robinson East** - Signals 220N and 217N or 217S
Port Robinson - Signals 233N and 12S
Be governed by Rule 573(c)(ii).

SPECIAL APPLICATIONS

- 1.2 **Between mile 0.0 and mile 0.3:**
Rules 42— Applicable
Rule 105 (a)— Applicable
- 1.3 **Rule 14 (l)(iv) Applies:**
—mile 26.37 (Lundy's Lane) By-law 98-248.
—in city of Niagara Falls, mile 31.6 to and including mile 27.5 (B.T.C. 121557) (R22474), (R29425).
—mile 21.8 (Canby St.) By-law 2026-96.
—mile 26.9 (Garner Rd.) R.17960.
- 1.4 **Rule 577** - Applicable entire Sub.

SIGNALLED SIDINGS AND OTHER SIGNALLED TRACKS

- 1.5 **Mile 19.9 - Cambridge Running Track**
Signalled track - CTC Controlled - extends between Signal 200N at Cambridge and Signal 217N at Port Robinson East where it connects with the Port Robinson Service Track.
MAXIMUM SPEED 10MPH

2 GENERAL FOOTNOTES

2.1 **Fort Erie-Buffalo**—Employees whose duties are in any way affected by the Fort Erie-Buffalo operating manual will be governed by the requirements outlined in the Fort Erie Buffalo Operating Manual revisions section of the Divisional data. This section contains revisions as well as documentation requirements.

2.2 **Black Rock - VEHICLE AND CARGO INSPECTION SYSTEM (VACIS)**

Vehicle and Cargo Inspection Systems (VACIS) is located just east of Black Rock mile 0.1. This VACIS system is operated by United States Customs and Border Patrol (CBP) and will scan all Eastward freight trains. The CBP inspectors at the site will be in contact with CN crews to ensure proper and safe operations at all times.

Instructions for trains requiring VACIS scanning.

- All eastward trains will be scanned by the VACIS scanner located at Mile 0.1.

- The train crew must advise the VACIS CBP inspector if employees are present in any trailing locomotives (e.g. deadheading crew) in which the operator will not start the scanning until the engine consist has gone by. In all cases, scanning of the train will not commence until the leading engine has passed the VACIS scanning location.

- All trains must maintain a speed of between 5 and 7 MPH while passing the VACIS scanner.

- The VACIS machine has three levels of operation as indicated by three lights on the VACIS machine itself:

Green Flashing Light - Indicates that the VACIS machine is not operating. The gamma source is closed.

Yellow Flashing Light - Indicates that the VACIS machine is not operating and the gamma source is closed. The VACIS is, however, ready for operation and may be activated by the CBP inspector once safe operation is confirmed.

Red Flashing Light - Indicates that the gamma source is open and VACIS screening is taking place. In this case a gamma beam exists between the source in the concrete block enclosure and the detector tower on the other side of the track.

- During the scanning process, The VACIS CBP inspector may contact the train crew directly with further instructions as may be required.

2.3 **Harbour Draw**—Delays to railway movements are secondary in importance to the prompt opening of drawbridge mile 0.3 Stamford Sub as required for navigation. During navigation season all eastward movements will be held at the governing signal over drawbridge until customs papers are delivered and movement can proceed without stopping on bridge.

2.4 **Port Robinson**—Unless otherwise directed, all trains destined to the U.S. lifting and or setting off at Port Robinson will have a new WOPRT (Train Journal) generated, which is to be acquired prior to departure. If the WOPRT is not on the printer, the TRS is to be contacted from the phone in the printer bungalow at 905-760-3883.

In the event a new journal cannot be made available, train crews are reminded of the requirement of maintaining the existing train journal. This is to be done by showing the cars set off, and when lifting, indicate the position on the train the lift was made along with the list of the cars.

3 INTERLOCKINGS

3.1 Drawbridge

**Mile 0.3 Erie Canal. Harbour Draw
Locally/Remotely controlled (B.T.C. 39930)**

*Rule 610 applicable for trains (see below)

**Rule 837 applicable for track units (see below)

Operator on duty between the hours of:

0800 and 1600 daily Apr. 4 - Apr. 29

0800 and 2359 daily May 1 - Oct. 15

0800 and 1600 daily Oct 16 - Nov 26

0800 and 1600 Mon. - Fri. Nov 28 - Dec. 30

When operator not on Duty, Remotely controlled by RTC.

MAXIMUMSPEED 10 MPH.

*During periods when the drawbridge is remotely controlled by the RTC, when a train or engine is stopped by an interlocking signal indicating stop and no conflicting movement is evident, Rule 610 applies. The train or engine so authorized must not proceed until a member of the crew ensures the bridgespan is lined for rail movements.

**When a track unit is operated in accordance with Section 2 or Section 3 of "Track Units", in addition to obtaining authority from the RTC, The Conductor/Foreman must ensure the bridgespan is secured for rail movements.

4 EQUIPMENT RESTRICTIONS

4.1 Heaviest car permitted gross weight 286,000 lbs.

5 SPEEDS

5.1 Mile	MPH
0.0 to 0.3 Rule 105 (subdivision track)	10
0.3 to 28.8 zone	60
0.3 to 1.0	10
1.0 to 3.0	30
*10.8 (Turnout)	45
28.8 to 30.3 zone	40
*30.3 to 31.6 zone	15

*Not marked with speed restricting signs.

5.2 CONDITIONAL SPEEDS

MILE	MPH
*0.3 Heavy Axle Load trains on bridge	5
*0.6 Heavy Axle Load trains on bridge	5
*7.6 Heavy Axle Load trains on bridge	40

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

6 PUBLIC CROSSINGS AT GRADE

6.1 Mile 5.6 (Ridgemount Rd.).

Eastward movements must cut train within 300 feet west of signal 58. Return to train movements must back clear of signal 58 before again proceeding towards crossing.

7 SPURS AND OTHER TRACKS

7.1 FORTERIE

Mile 1.6—Yard

Rule 104(c) - Switches at both ends of track EE01 may be left lined and locked in either position.

Rule 104.5 (c) - Exception Derail in service on the east end of track EE01. Derail is located approx. 60 ft. west of the east end fouling point of track EE01

Note: Employees must ensure that the switch to track EE01 at the east end is left lined and locked for normal position (i.e. Lined for EE99) when required to place this derail in the derailing position.

Permission must be obtained from the RTC before entering Track EE03 from Fort Erie Yard.

RTC MUST be advised when trains or engines are clear of tracks EE01, EE03 or EE099, in additional RTC MUST be informed whether there is equipment left on these tracks or not.

Rule 105 (a) applicable on track EE99

RULE 112 - Handbrakes need not be applied on equipment left on tracks EE04 to EE06 inclusive unless extenuating circumstances require same.

Cars must not be left in tracks EE-01, EE-03, or EE 99 without permission from RTC.

FORT ERIE SOUTH SPUR —Extends westward 1.1 miles. from EL07 lead to 400ft. south of Gilmore Rd.

On all yard tracks in Zones EB, EE, EW and ET,

MAXIMUMSPEED

10MPH

PUBLIC CROSSING AT GRADE

Mile 1.0 (Gilmore Rd.) warning devices.

Automatic: Stop signs both sides of crossing.

HORTON STEEL

Extends southward—Switch points face west.

PUBLIC CROSSING AT GRADE

Mile 0.05 (Central Ave.).

All movements must be manually protected (B.T.C. 91582).

7.2 ROBBINS CONNECTING TRACKS

Mile 12.6 and mile 13.5—connecting with CP Hamilton sub. (OCS) at Brookfield east forming a wye.

CTC controlled by CN RTC Toronto

Rule 49 applicable on both east and west connecting tracks.

MAXIMUMSPEEDS

East Connecting track 30MPH

West Connecting track 10MPH

Movements required to proceed north onto CP Trackage will be governed by the following:

CP Hamilton Sub. Brookfield East to Feeder East (Formerly PCHR Cayuga Line)

OCS controlled by CP RTC.

All movements must be in possession of a CP OCS clearance for this track, and have accessible and be governed by:

- CP HAMILTON SUB BROOKFIELD EAST TO FEEDER YARD information package;

- Current CP monthly operating bulletin;

- Applicable portion to the CP Time Table or supplement thereto; and

- Current CP Daily Operating Bulletin covering this track.

- CP RTC Channel 6(21-81), press *-7-1-1, listen for two short beeps then two rings, then turn back to CP Standby channel 82(47-47) and await RTC's response.

PCHR Cayuga Line

between Feeder East mile 19.2 to end of track mile 22.0 and;

PCHR Canal Line

between mile 1.0 and mile 14.0 (to allow for the wyeing of power)

Rule 105 territory

Rule 105 (a) applicable

Rule 42, and DOB not applicable.

7.3 **HUMBERSTONE**

Mile 16.0 —Extends Southward 5.9 miles from signal 59 to Mitchell St.

Rule 105 (a) applicable.

Rule 14 (I) (iv) Applies: —i n town of Port Colborne, mile 0.0 up to and including mile 0.41 (Killaly St.) (B.T.C. 45316).

SPEEDS

Mile 0.0 to 0.6 All public crossings at grade (B.T.C. 56098) 10

Mile 1.09 No. 3 Highway (R.T.C. R-1474) 15

Heaviest car permitted gross weight 263,000 lbs.

PUBLIC CROSSINGS AT GRADE

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

Mile 0.06 (Fares St.) warning devices.

Automatic: Southward movements must stop at a stop sign located 50 feet north of crossing.

7.4 **SOUTHERN YARD**

Mile 16.7

WELLAND TUBE

Access from east end of Southern Yard. Extends 1.2 miles south.

MAXIMUM SPEED 10 MPH.

PUBLIC CROSSINGS AT GRADE.

Mile 0.37 (Hwy. 140)

Mile 0.85 (Rusholme Rd.) Stop signs

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

7.5 **PORT ROBINSON SERVICE TRACK**

Mile 21.9—Extends between mile signal 220N at mile 21.9 and mile 23.2 adjacent to main track. This track must be left clear unless authorized by RTC.

Permission must be obtained from the RTC prior to entering the service track from Port Robinson Yard.

MAXIMUM SPEED 10 MPH.

Rule 104(c) - Switches from service track (JC30) to the yard at both east end (mile 21.9) and the west end (mile 23.1) may be left lined and locked in either position.

PUBLIC CROSSING AT GRADE

Mile 21.8 (Canby St.) Until crossing occupied
Maximum 10 MPH

Eastbound trains required to lift traffic at Port Robinson Yard must cut back far enough to ensure that after making their lift and doubling back to their train that Canby St. is not blocked.

Westbound trains when setting off/lifting at Pt. Robinson Yard must ensure that the tail end of their train is clear of Canby St.

7.6 **PORT ROBINSON YARD**

Mile 22.0— **RULE 112** - Handbrakes need not be applied on equipment left on tracks JC31 to JC38 inclusive unless extenuating circumstances require same.

MAXIMUM SPEED 10 MPH.

7.7 **GEON CHEMICAL LTD.**

Mile 22.6—Extends 2.0 miles eastward from west switching lead Port Robinson yard, beginning at switch JC 38.

Rule 105 (a) applicable.

MAXIMUMSPEED 10MPH.

PUBLICCROSSINGATGRADE

Mile 1.71 (Townline Rd.) warning devices.

Automatic: Stop signs both sides of crossing.

7.8 **THOROLD CONNECTING**

Mile 23.1—Extends Northward 0.7 miles connecting to Thorold Spur at mile 2.0.

CTC controlled by RTC.

Rule 49 applicable on this track.

MAXIMUMSPEED 10MPH

THOROLD SPUR

Mile 23.9 - Extends 3.8 miles Northward from Signal 20 on the Thorold Connecting Track.

Rule 105(a) applicable.

MAXIMUMSPEED 10MPH

Heaviest car permitted gross weight 263,000 lbs.

PUBLICCROSSINGSATGRADE

Mile 1.98 (Barron Rd.) Automatic Warning Devices:

Movements complying with Rule 564 from Port Robinson West must be manually protected.

Mile 2.71 (Hwy. 20) Automatic Warning Devices

Southward movements on both the old main and siding track must not exceed 5 MPH from crossing circuit sign until crossing fully occupied.

Mile 3.6 - Coniagas

Extends northward 0.7 miles. Switch points face south.

PUBLICCROSSINGSATGRADE

Mile 3.74 (Hayes Dana Rd.)

Stop signs located on each side of Hayes Dana road on all tracks.

7.9 **THOROLD WYE**

Mile 23.9—Extends westward 0.5 miles connecting to Thorold Spur at mile 2.0.

CTC controlled by RTC.

Rule 49 applicable on this track.

MAXIMUMSPEED 10MPH.

7.10 **EAST LEG OF WYE**

Mile 31.3—Extends eastward 0.3 miles connecting to Grimsby Sub at mile 2.3.

CTC controlled by RTC.

Rule 49 applicable on this track.

MAXIMUMSPEED 10MPH.

8 SPECIAL DANGEROUS COMMODITIES

8.1 Between mile 23.0 and mile 31.6 movements must not exceed 35 MPH and having travelled 20 miles without inspection must reduce to 15 MPH.

Eastward movements via Clifton from the Grimsby Sub. unless inspected between mile 14.0 Grimsby Sub. and mile 27.7 Stamford Sub., do not exceed 15 MPH between mile 27.7 and mile 23.0.

Westward movements must be inspected at mile 7.8 and at mile 27.7.