

METHOD OF CONTROL	NUMBER OF TRACKS	STRATHROY SUBDIVISION	MILE	DOB/TGBO LIMITS	SWITCHING ZONE(S)	DTMF RTC STANDBY CHANNELS	HOT BOX / DRAGGING EQUIPMENT DETECTORS
		W ↓					
		E ↑					
CTC	+	LONDON	0.0	0.0	0.0		
		RIDOUT	0.2	↑	↑		
		KOMOKA Jct. With Chatham Sub.	9.8		↓		7.2
		MELROSE	12.2				
		POPLAR	14.8			CH 8	
	1	STRATHROY W/A	20.0			*5	19.5
		SCHOOL RD.	22.7			430#	
	2	KERWOOD	25.7				
	1	WATFORD W/A	33.2				30.7
		WATFORD WEST	35.4			CH8	
	2	WANSTEAD	41.4			T1	
	1	WYOMING W/A	45.3		41.4		47.5
		MANDAUMIN	51.0				
	2	BLACKWELL	55.6				
		MODELAND	56.3			CH7	
	1	SARNIA YARD	57.2			*5	
		MACGREGOR	57.9			426#	
	2	SARNIA W/A	58.9				
		HOBSON	59.2			CH7	
	1	PORT HURON Jct. With Flint Sub.	61.7	61.7	61.7	T1	
SUBDIVISION CONTROL FEATURES							
CTC between London and Port Huron							
Mtce. Of Way Radio Channels							
Mile 0.0 to 32.6 - CH 82				Mile 32.6 to 61.7 - CH 81			

STRATHROY SUBDIVISION FOOTNOTES

1 CANADIAN RAIL OPERATING RULES OPERATING BULLETINS

1.1 SWITCHING SIGNALS

Be governed by Rule 573(c)(ii)

Modeland—Signals 563S and 564S

MacGregor—Signals 581S1 , 582S, and 583D

SPECIAL APPLICATIONS

1.2 Rule 14(l)(iv)

—at London between mile 0.0 and mile 4.1, (B.T.C. 112583).

—Mile 10.67 (Komoka Rd.) (By-Law 2002-080).

—Mile 10.95 Oxbow Rd.) (By-Law 2002-080).

—at Strathroy between mile 18.69 (Carrol St.) and mile 21.2 between the hours of 2300 and 0600 (B.T.C. 59488).

1.3 Rule 119(a) - In the application of this rule, the designated **END TO END** standby channel between Blackwell and Port Huron is **CNCH6**.

1.4 Rule 102— Applicable at:

Strathroy Sub. mile: CP Windsor Sub mile:

Mile 5.2 to 6.1 4.9 to 5.8 CP CH 1 (91-91)

1.5 Rule 104.2 and Rule 564 Port Huron/Hobson - Movements operating under Rule 564 authority at the following signals will be governed by Rule 104.2 at the Dual Control split rail derails indicated.

Eastward signals 3340T1, 3340T2, 3340T3, 3340T4, or westward signal 617 - Derail located at mile 334.2 Flint Sub.

Westward signals 591D from "C" Yard lead, and 591S2 from "C1" lead - Derails located at mile 59.1

Rule 104.2 Track Units, Port Huron/Hobson - Track units operating under the direction of a conductor or Track Units under the direction of a Foreman must be governed as follows prior to moving over dual control split rail derail mile 334.2 Flint Sub., dual control split rail derails mile 59.1 Strathroy Sub., and dual control switch to Point Edward Spur mile 59.3.

The Conductor or Foreman must operate these switches in "hand" position and not restore them to the "power" position until all track units have moved off the switch.

1.6 **Rule 107 Sarnia** - In the application of Rule 107, scheduled stops for passenger trains at Sarnia will be made on the NORTH track only.

1.7 **Rule 577** - Applicable entire Sub.

2 GENERAL FOOTNOTES

2.1 PORT HURON - EASTBOUND TRAIN INSPECTIONS

Eastbound trains at Port Huron will be inspected prior to entering the Sarnia Port Huron Tunnel. Inspections will occur at either Tappan or Port Huron by either Michigan Zone or GL District crews. If such inspection does not occur at either Tappan or Port Huron, roll-by will be performed by the incoming CNIC crew, who will remain on duty 45 mins after their arrival at MacGregor to perform such inspection. Results of such inspections will be conveyed to the outgoing crew by means of radio communication, a Cabooseless Train Inspection Report, or other suitable form which will be filled in by the incoming Michigan Zone Crew. If unable to be inspected as per above, outgoing train crew will perform such inspection at MacGregor.

2.2 HOBSON - PORT HURON

Air Brakes must be in service on all movements in the tunnel.

2.3 TUNNEL CONTROL SYSTEM

- a) The Tunnel Lighting System is normally left in off position, a request from an employee may be made to the RTC to have the lights turned on. It should be noted that it takes several minutes for lights to attain full power. Bridges and Building personnel also have the ability to turn lights on or off from their control station.
- b) The Tunnel Ventilation Fan System is operational after occupation of the tunnel by a train. If a train travels slowly or stops in the tunnel, the fans will automatically start blowing against the direction of the train's passage. Other employees may request that the RTC turn maintenance fans on or off. Bridges and Building personnel also have the ability to turn fans on or off from their control station.
- c) The Tunnel Control Systems will prevent pumps from being turned on should a toxic gas or toxic spill be detected.

2.4 TUNNEL EMERGENCY PROCEDURES

In the event of an Emergency in the Tunnel, the following procedures must be followed:

1. When a movement is stopped by an emergency application of air brakes entering, or exiting the tunnel, an employee must initiate an emergency call, giving identification and location, stating that the movement is stopped in emergency.
2. Crew members on movements disabled within the tunnel must immediately contact the RTC Toronto and be governed by instructions received.
3. In the event a movement is stopped or disabled within the tunnel, the cause for such stop must be determined and repairs, if necessary, made prior to any further movement being commenced. Every precaution must be taken to prevent unintentional movement.
4. If necessary to perform emergency work under or about such movement, the locomotive engineer must place the automatic brake valve in the emergency position. Such handle must be left in the emergency position until contact has been made with all members of the crew. If a portion of the train is left standing on the grade, hand brakes must be applied to the remaining equipment to prevent it from moving.

5. Should a movement carrying loaded cars, trailers, containers of dangerous goods or tank cars containing residue of dangerous goods become disabled within the tunnel due to an emergency application of the brakes, extreme caution must be exercised. In case of doubt or uncertainty as the presence of hazard, the safe course must be taken and employees must immediately evacuate the tunnel avoiding the hazard area. All documentation pertaining to the movement should accompany the train crew and the RTC Toronto must be advised when members of the crew clear the tunnel.
6. If a train is on fire and must stop in the tunnel, the ventilation system is capable of controlling the direction of smoke travel. The train crew must notify the RTC that fire exists and advise which direction to blow the fans, taking into account the location of the fire and the location of the train in the tunnel. Employees and/or passengers should be directed to evacuate the tunnel in the direction opposite to the fan direction.
7. Employees are responsible to notify RTC Toronto and obtain the necessary authority prior to entering the tunnel.

2.5 TUNNEL SECURITY SYSTEM

A tunnel security system is in place to protect against intruders. The system is monitored by the CN Police Regional Communications Centre in Montreal. When an intruder is detected, the Communications Centre will notify the RTC immediately who will prevent all movements in the tunnel until notified by CN police that all persons are clear of the tunnel.

2.6 VEHICLE AND CARGO INSPECTION SYSTEM (VACIS)

Vehicle and Cargo Inspection Systems (VACIS) are located just west of Modeland Rd. Overpass at Mile 56.7, and just west of MacGregor Rd. mile 57.9 These VACIS systems are operated by United States Customs and Border Patrol (CBP) and will scan all Westward 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 at Sarnia

- All Westward freight trains operating on the main track destined through the tunnel will be scanned by the VACIS scanner located at Mile 56.7. The VACIS CBP inspector must be contacted on CN. Ch 6 prior to passing Mandaumin advising of their ETA at the scanner, and ascertain that they will be ready to scan the train upon arrival at the scanner location. If the VACIS CBP inspector cannot be contacted, crews will obtain instructions from the RTC.

- All Westward freight trains departing Sarnia Yard via the "A" yard access track at MacGregor will be scanned by the VACIS scanner located at Mile 58.0. Prior to contacting the RTC and requesting the signal to depart, the VACIS CBP inspector must be contacted on CN. Ch 6 to ascertain that they will be ready to scan the train upon arrival at the scanner location.

- 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 while in operation.

- 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.

3 INTERLOCKING

3.1 Railway crossing at grade. (Melrose)

Mile 12.2 . . CP Rail Windsor Sub. Automatic.
(B.T.C. 66247).

Rule 611 applicable for trains (see below).

Rule 564 not applicable.

Rule 840 applicable for Track Units (see below).

Rule 40.3 applicable for track work.

MAXIMUMSPEED Psgr 50 MPH Frt 35 MPH.

CN/CP connecting track from northwest quadrant to CP Windsor Sub. entirely within interlocking limits and controlled by CN RTC. MAXIMUM SPEED25 MPH

When a train or engine is required to pass a signal indicating "STOP", they must contact and obtain permission from the CN RTC prior to applying Rule 611 (knife switches). In the application of Rule 611 when required, the waiting time is increased to 10 minutes.

In the application of Rule 104.2, when on the north track the RTC will verbally instruct the crew whether the "Dual Control" switch to/from the connecting track "MUST NOT" or "MUST" be placed in hand position and lined for the route to be used. Information pertaining to the handling of the dual control switches must be repeated back and acknowledged by the RTC to ensure correctness.

Note: If the dual control switch is to be placed in hand position, the knife switch must be thrown first.

Movements destined to CP through the connecting track required to pass a signal indicating stop, in addition to the above instructions, must be in possession of their CP OCS clearance, and a Rule 509 from the CP RTC prior to applying Rule 611. In the application of Rule 611, the knife switch may be closed and the box locked when the movement occupies the connecting track.

Track units required to operate through the interlocking must obtain permission from the CP RTC prior to applying Rule 840.

CP RTC Phone No. 514-392-5346

4 EQUIPMENT RESTRICTIONS

4.1 Heaviest car permitted gross weight 286,000 lbs.

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.

5.2 Speeds

Mile		MPH		
From	To	Passenger	RoadRailer	Freight
0.0 to 9.8 zone		90	70	60
0.0 to 0.4		50	50	50
0.3	eastward approaching signal 04N/S 80 T 100 T			40 35
0.4	movements handling loaded ore cars			5
5.0 to 5.9		80		
9.8 to 56.5 zone		80	70	60
12.0 to 12.56	westward movements until crossing (Townline Rd) occupied	50	50	50
12.2		50	50	35
55.5	westward approaching signal 555N/S 100 T			50
56.4	westward approaching signal 563N/S 80 T 100 T			55 50
56.5 to 57.6 zone		60	60	60
55.8 to 56.4	South Track	30	30	30
57.4	westward approaching signal 575N/S 80 T 100 T			55 50
57.6 to 59.1 zone NORTH TRACK		45	45	40
57.6 to 58.5 zone SOUTH TRACK		50	50	50
58.5 to 59.1 zone SOUTH TRACK		60	60	60
59.1 to 61.7 zone		60	60	60

5.3 CONDITIONAL SPEEDS

Mile		MPH
0.0 to 0.2	Psgr. trains on station track AL01	45
0.4	Bridge Loaded Ore cars	5
* 8.5	Bridge Heavy Axle Load Trains	35
* 9.1	Bridge Heavy Axle Load Trains	35
* 10.5	Bridge Heavy Axle Load Trains	40
14.81	Westward movements from north track, until crossing (Aberdeen Rd.) is occupied.	45
19.8	Eastward movements stopping west of insulated joints marked by yellow paint, 400 feet west of Caradoc St. and then proceeding over crossing, until crossing occupied.	5
20.19	Westward movements stopped at Strathroy Station until crossing (Richmond St.) occupied.	30
* 23.5	Bridge Heavy Axle Load Trains South track	20
	North track	35
35.35	Eastward movements from north track, until crossing (First School Rd.) is occupied.	45
41.73	Westward movements from north track, until crossing (Wanstead Rd.) is occupied.	45
50.97	Eastward movements from north track, until crossing (Mandaumin Rd.) is occupied.	45
57.90	Westward movements routed from Sarnia Running Track signal 575S until crossing MacGregor Rd.) is occupied.	35

* Until the last Heavy Axle Load car clears bridge

6 PUBLIC CROSSINGS AT GRADE

- 6.1 **14.81 (Aberdeen Rd. Side Rd. 20)** . . . warning devices
Automatic: Eastward movements stopping at signal 148 must stop clear of the circuit sign located 200 ft. west of crossing.
- 6.2 **Mile 19.85 (Caradoc St.)** Warning devices.
Automatic: Timing circuit west of crossing. Extends east of Metcalfe street and crossing circuit sign located approximately 400 feet west of Caradoc St.
 Eastward trains stopping at Strathroy station must stop clear of the crossing circuit sign. When movement resumes, do not exceed 5 MPH until crossing occupied.
- 6.3 **Mile 20.04 (Metcalf St.)** Warning devices
Automatic: Timing circuit east of crossing. Extends east approximately 500 feet to the timing circuit sign.
 Westward movements stopped at Strathroy station must operate the push button located east of the crossing before proceeding over the crossing.
- 6.4 **Mile 22.70 (School Rd.)** Warning devices
Automatic: Westward movements stopping at signal 227 must stop clear of the crossing circuit sign 200 ft. east of crossing.
- 6.5 **Mile 35.35 (First School Rd.)** Warning devices
Automatic: Westward movements stopping at signal 355 must stop clear of the crossing circuit sign 200 ft. east of crossing.
- 6.6 **Mile 50.97 (Mandaumin Rd. 26)** Warning devices
Automatic: Westward movements stopping at signal 509 must stop clear of the crossing circuit sign 200 ft. east of crossing.
- 6.7 **Mile 55.53 (Blackwell Sd. Rd..)** Warning devices
Automatic: Westward movements stopping at signal 555N or S must stop clear of the crossing circuit sign 120 ft. east of signal

7 SPURS AND OTHER TRACKS

- 7.1 **Rule 103.1 (f)** (Rusty Rail Conditions) applicable at all Public Crossings at Grade protected by Automatic Warning Devices on all tracks other than Main track.

7.2 LONDON STATION TRACKS

Mile 0.1—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 uthorization 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. Exeption 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.

7.3 ILBERTON

Mile 4.1—Extends 1.6 miles north off north track. Switch points face east.

Rule 105 (a) applicable.

EQUIPMENT RESTRICTIONS

Units in locomotive groups E, F, G and H prohibited. Unrestricted dimensional loads may be handled.

7.4 STRATHROY SERVICE TRACK

Mile 19.9—Extends 8120 ft. west.

Rule 105 (a) applicable.

PUBLIC CROSSINGS AT GRADE

Stop signs located on both sides of the following crossings:

Mile 20.04 (Metcalf street) Warning devices

Automatic: Track SA57, SA61 & Strathroy Service track.

Mile 20.19 (Richmond street) Warning devices

Automatic: Tracks SA67 & Strathroy Service track..

Mile 20.29 (Oxford street) Warning devices: Automatic.

Mile 20.39 (Victoria street) Warning devices: Automatic.

7.5 KERWOOD SERVICE TRACK

Mile 25.7 - Extends 4110 Ft. West off of North track.

Rule 105 (a) applicable.

Access to this track is via a hand operated switch within the signal plant at Kerwood. Normal position for this switch is when set for the diverging route i.e. North track to single track. Movements required to use this track will be governed by the following:

EQUIPMENT RESTRICTIONS

6-axle units are restricted from operating within the extreme curvature on Track SB31 at Kerwood. If necessary to switch this location with a 6 axle unit in the consist, sufficient reachers must be used to ensure the 6-axle unit does not enter the curve.

To enter: Movement must stop at signal 257N, and receive permission from the RTC. A member of the crew will then reverse the hand throw switch and be governed by indication on signal 257N.

Note: While occupying the service track, switch may be left lined and locked in either position if authorized to do so by the RTC.

If switch is to be normalled, it must not be normalled until the movement has cleared the controlled location.

To exit: If switch is reversed, movement will be governed by signal 258N. If switch has been normalled, permission from the RTC must be obtained to enter the North track. When permission has been granted, switch may be reversed and movement governed by signal 258N. Switch must then be left lined and locked for normal position.

Equipment is not to be stored west of switch to track SB-35.

Protection of Track units and Track work between signals 257N and 258N must be done under the provisions of a T.O.P.

PUBLIC CROSSINGS AT GRADE

Mile 26.15 (Cockburn St.) Warning devices.

Automatic: Stop signs located both sides of crossing.

7.6 WATFORD SERVICE TRACK

Mile 33.6—Extends 5000 Ft. East. Switch points face West.
Rule 105 (a) applicable.

7.7 WANSTEAD SERVICE TRACK

Mile 41.4 - Extends 1170 ft. West off of North track.

Rule 105 (a) applicable.

Access to this track is via a hand operated switch within the signal plant. Normal position for this switch is when set for the diverging route i.e. North track to single track. Movements required to use this track will be governed by the following:

To enter: Movement must stop at signal 413N, and receive permission from the RTC. A member of the crew will then reverse the hand throw switch and be governed by indication on signal 413N.

Note: While occupying the service track, switch may be left lined and locked in either position if authorized by the RTC.

If switch is to be normalled, it must not be normalled until the movement has cleared the controlled location.

To exit: If switch is reversed, movement will be governed by signal 414N. If switch has been normalled, permission from the RTC must be obtained to enter the North track. When permission has been granted, switch may be reversed and movement governed by signal 414N. Switch must then be left lined and locked for normal position.

Equipment is not to be stored west of switch to track SB-35.

Protection of Track units and Track work between signals 413N and 414N must be done under the provisions of a T.O.P.

PUBLIC CROSSINGS AT GRADE

Mile 41.73 (Wanstead Rd.) Warning devices.

Automatic: Stop signs located both sides of crossing.

7.8 WYOMING SERVICE TRACK

Mile 46.3—Extends 7300 Ft. East. Switch points face West.
Rule 105 (a) applicable.

PUBLIC CROSSINGS AT GRADE

Mile 45.18 (Broadway St.) Warning devices.

Automatic: Stop signs located both sides of crossing on service track, and on track SB61.

7.9 EASTWARD DEPARTURE TRACK

Mile 55.8—Extends from mile 56.7 to mile 55.8.

Rule 105(a) applicable

Westward movements entering Sarnia yard must not pass beyond the PPZ stop sign located just east of the farm crossing mile 56.15, unless permission has been received from the Sarnia Yard Coordinator.

7.10 SARNIA RUNNING TRACK

Mile 56.3

Former Sarnia Yard track A04, which runs directly south of the main track between Modeland and MacGregor.

This track is non-bonded rule 105 territory.

Permissive signal indication to enter the Sarnia Running Track does not reflect any track condition or status of occupancy.

MAXIMUM SPEED 25MPH

Signalled entry from the east end, for through movements, is at controlled location at Modeland.

Signalled entry at the west end is via the controlled location at MacGregor.

Rule 40.1 Not applicable.

Rule 805(a) Applicable. Foreman must obtain a TOP to occupy or work in the running track.

Leaving Equipment:

The RTC must be notified before leaving any equipment on the Sarnia Running Track. The RTC will then provide blocking on such track until the track is reported clear of equipment. Before permitting a train or engine to enter the Sarnia Running Track when occupied by other equipment, the RTC must advise a member of the crew that the track is occupied by other equipment.

7.11 SARNIA YARD TERMINAL AREA

Mile 57.2

Air brakes - In the application of General Operating Instructions section 3 item 3.5, and section 7, 7.7(j), when gates and/or doors are open prior to the movement shoving towards them, air brakes need only be in service on sufficient cars to control the movement.

MAXIMUM SPEEDS

RIP TRACK BA03 5 MPH.
All tracks in "A" and "C" Yard 10 MPH

Rule 112 - Handbrake need not be applied on equipment left on any track in Sarnia Yard, unless extenuating circumstances require same, with the following exceptions.

Tracks A005 to A011 incl., A022, and A085 One handbrake must be applied. (West End). **Note:** Eastbound Trains setting off may apply the one handbrake on the East End provided that the Yard Coordinator is advised. The Yard Coordinator must inform any subsequent crew who will be coupling to cars with the handbrake set on the East End.

Track A023 - Handbrakes to a maximum of two (when available) to be applied on east end cars.

C Yard incl. Oil Siding and E Yard - Minimum of 3 handbrakes (when available) must be applied. (West End)

Road crossing at east end must be left clear.

Locomotive Securement - The following locations are exempt from the requirements of "Locomotive Engineer Operating Manual" form 8960 items B3.3(e) and B3.3.2(e) (Close and lock doors).

Track A080, A085, and the east end of tracks A004 to A0044 inclusive.

Amoco

In the application of G.O.I. item 7(j), while handling cars on tracks L003, L004, L007, and L008 AMOCO plant, air brakes need not be in service account plant operations are protected by derails.

Hazardous situations

In the event a dangerous load or empty has been struck or derailed, stop all adjacent movements.

Advise Asst. Supt. and lead hands of the incident and inform them a Dangerous Good is involved.

Do not allow adjacent movements to commence until authorized by the car Dept. or a company officer.

ISOLATION TRACK

Track L001 has been designated as an isolation track for leaking or damaged Dangerous Goods cars. Storage of other equipment on this track is prohibited without the permission of the Special Commodities Officer.

7.12 ST. CLAIR RIVER INDUSTRIAL

Mile 59.2—Extends southward 15.6 miles via yard tracks.

Rule 105 (a) applicable.

Rule 112 (v) applicable.

Rule 119(a) - All movements are to use CN CH01 (8787) while operating/switching on this spur.

EQUIPMENT RESTRICTIONS

Locomotives in groups E, F, and G are permitted with the following restrictions:

They must not be operated beneath or within the loading rack area on customers tracks within this area.

When operating on industrial zone trackage other than the St Clair River Industrial, the Farm Track, or the Point Edward spurs, these engines are restricted to a maximum of 10 MPH.

Extreme caution must be utilized when operating these engines in restricted clearance areas or on tight curves.

MAXIMUM SPEEDS

Mile		MPH
0.0 to 3.3	10
0.2	West leg of Wye	5
	For Belt-Pack units	7
1.9 to 2.1	Curve	10
1.5	(Churchill Rd.)—Southward movements stopped within 650 feet of crossing when proceeding until crossing occupied.	5
3.3 to 12.8	25
4.3	Bridge	10
12.8 to 15.6	10

PUBLIC CROSSINGS AT GRADE

Mile 0.2 (St. Andrew St.) Warning devices apply to movements entering the St. Clair River Industrial Spur from the west leg of wye at mile 0.17.

Mile 3.14 CSX INTERCHANGE TRACK— Extends 1.2 miles Westward St. Clair River Industrial Spur. Switch points face east.

MAXIMUM SPEED 10 MPH.

Mile 5.40 Nova Chemicals— All employees required to operate beyond the normal lift and set off tracks will be governed by the following:

- Hard Hats and safety glasses must be worn when switching tracks 2A, 3, 4, 5, 6, 7, and 8 on the plant grounds.
- No car is to be allowed to run free.
- Employees are not permitted to ride on the side of a car. They must precede the movement on foot.
- No smoking inside the plant gate.
- When required to operate beyond designated limit, Nova personnel will direct the movement and supply further rules for safety of operations that must be followed.

EQUIPMENT RESTRICTIONS

Units in locomotive groups F, G, H, are prohibited on tracks T025 to T027.

Mile 1.1 Track J004 (Bayer Co.) — Extends 1300 ft.

MAXIMUM SPEED DUE TO CURVATURE 5 MPH.

Mile 15.6 CSX Sarnia Sub. — Extends 2.7 miles Southward from end of St. Clair River Industrial Spur.

Control features

Rule 105 applies on all tracks between mile 66.2 and mile 68.9. Prior to entering CSX trackage, verbal permission must be received from the CSX Trainmaster or Data clerk at 383-6131 or 383-6133 or by radio on standby channel CSX2 (AAR1414).

In the application of Rule 105 movements are further restricted not to exceed slow speed and be prepared to stop short of a switch not properly lined.

All switches are handthrow and movements must not proceed beyond fouling point unless switch is lined for the route to be used.

GENERAL

CSX Bulletins and notices pertaining to CSX Sarnia Sub. will be posted in Bulletin books at Sarnia Yard. Before entering CSX Trackage each crew member must have read, understood, and signed all CSX Bulletins.

CSX Switch keys are available at Yard Office and must be returned after use.

Bill box located on north end of south transfer. When there is insufficient room at CN Interchange, and after permission has been given by the CSX, traffic may be delivered to LaSalle Yard Track LS05 (4500 Ft. Capacity).

SPEEDS

On all side tracks and through turnouts

MAXIMUM SPEED 10 MPH.

DERAILS

Derails are located on the North lead at LaSalle Yard, and at the north end of Shell storage track.

PUBLICCROSSINGSATGRADE

Mile 66.2 (Beckwith St.) Rule 14(I) applicable

Mile 67.6 (LaSalle Rd.) Rule 14(I) applicable. Time out and restart sections are provided for northward movements. When necessary to stop before reaching crossing, stop must also be made before reaching restart limits identified by white post 300 ft. south of crossing. Speed must then not exceed 8 mph approaching crossing and Rule 103.1 applicable.

7.13 **SOUTHSERVICE TRACK**

Mile 59.2—Extends 1.0 miles eastward into yard from equilateral turnout at Hobson.

CTC controlled by RTC Toronto, Rule 49 applicable on this track between signal 591S1 at mile 59.1, and signal 583D at mile 58.3.

MAXIMUMSPEED 45 MPH.

7.14 **FARM TRACK**

Mile 59.3—Extends 1.5 miles westward, swt points face east.

Rule 105(a) applicable

MAXIMUMSPEED 10 MPH.

Includes all industrial trackage leading off of spur.

Mile 1.5 CABOT CARBON

The following will apply to crews required to switch Cabot Carbon Tracks HA35 and HA36.

Units must not operate over track scale located on track HA35.

Signal light located on building to left of HA35 governs movements into HA35. Signal light located on entrance to shed, left of HA36 governs movements into HA36.

When signal light is displaying a red indication, no movement may be made into the track governed by that light. Only a green indication on this light will authorize movement into the track that the signal governs.

If the Cabot Carbon derail, located just north of the HA35/36 switch is set in the derailing position, no movement may be made into either track.

Neither the position of the plant gate nor the instructions from the control room grant authority to enter Cabot property. The only authority to enter either HA35 or HA36 is a green signal indication, and the derail being set in the non-derailing position.

7.15 **POINT EDWARD**

Mile 59.3—Extends 2.22 miles northward, swt points face east.

Rule 105 (a) applicable.

MAXIMUMSPEED 10 MPH.

Includes all industrial trackage leading off of spur.

Rule 14(I) (iv) Applies:—between the hours of 2200 and 0600 in city of Sarnia, between mile 0.0 and mile 2.4. (B.T.C. 60615).

EQUIPMENTRESTRICTIONS

Locomotives in groups E, F, and G are permitted with the following restrictions:

They must not be operated beneath or within the loading rack area on customers tracks within this area.

When operating on industrial zone trackage other than the St Clair River Industrial, the Farm Track, or the Point Edward spurs, these engines are restricted to a maximum of 10 MPH.

Extreme caution must be utilized when operating these engines in restricted clearance areas or on tight curves.

PUBLICCROSSINGSATGRADE

Mile 1.38 (Ferry Dock Hill)—Movements must be manually protected. (B.T.C. 98448).

Mile 2.01 (Front St.)—Stop sign on each side of crossing.

IMPERIAL OIL PLANT NO. 1

Mile 0.8—Extends westward off Point Edward spur, swt points face north.

Movements must not pass flashing red light located at north end Imperial Oil Ltd. plant until all clear signal has been received from Imperial Oil Ltd. employee.

SARNIA ELEVATOR TRACKS F-12 TO F-17

Mile 2.2—Extends west off Point Edward Industrial spur.

PUBLIC CROSSING AT GRADE

Mile 0.07 (Front St.).

Northward movements must STOP at stop sign.

8 RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS.

	Location	Obstruction	Side of Track or Overhead
8.1	Mile 20.6	Bridge	Both
8.2	Sarnia-Port Huron	Towers, anchors, tunnel	Both
8.3	Point Edward Spur Tracks F13 and F14	Steps, spouts and unloading wings	Both
8.4	Imperial Oil tracks X10-X13, X21-X23, X26 and X30	Platforms	Both

9 TUNNEL TONNAGE RATINGS

NOTE: When a movement is made up entirely of WELL cars or TTX flat cars, or any combination of both, the locomotive consist may be increased to 30 motorized axles and the tonnage increased to that which can be handled by 24 motorized axles.

Single unit tonnage rating.

Speed restricted from 50 - 60 MPH

1	2	3	4	5	6	7	8	9	10
3670	3340	2880	2720	2240	1950	1820	1710	1540	1120

NOTE: The above tonnages may be increased by 10% provided both of the following conditions are met.

- 1 - Eastbound trains will not be stopping at Port Huron
Westbound trains will not be stopping at Hobson
and
- 2 - Train length is between 4500' and 7500'.

Speed restricted from 45 - 49 MPH:

1	2	3	4	5	6	7	8	9	10
2740	2470	2120	2000	1660	1430	1340	1250	1130	790

Speed restricted to less than 45 MPH:

1	2	3	4	5	6	7	8	9	10
2060	1860	1600	1510	1250	1080	1010	940	850	600

Note: A car factor of 3 applies to all above ratings.

10 SPECIAL DANGEROUS COMMODITIES

10.1 Do not exceed 35 MPH between mile 0.0 and mile 7.2.

Eastward movements must be inspected at mile 7.2.

Unless inspected at mile 326.0 Flint Sub. or mile 48.6 Mount Clemens Sub., Do Not Exceed 35 MPH between mile 60.4 and mile 50.9

Westward movements must be inspected at mile 47.5.