

Method of Control	FORT FRANCES SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes
	W ↓	E ↑					
CTC ↑ + ↓ + STK 88.2 ↓ 90.1 ↑ CTC ↓ 142.8 ↑ STK * RTC Control	ATIKOKAN		0.0	9770	0.0	16.5 27.9	C3/2 5555 5052
	ELIZABETH		10.1	6588	TGBO ↓ 143.6		
	MATHIEU		32.4	6506			
	TURTLE		45.0	6565			
	FARRINGTON		57.1	6680			
	NICKEL LAKE		70.6	6485			
	ROCKY INLET		80.6				
	DULUTH JCT Y		88.1				
	FORT FRANCES		88.2				
			89.1				
			90.1				
	DEVLIN		101.1	6657			
	BARWICK		116.0	17300			
PINWOOD		131.3	6733				
ERNST		138.3	10300				
RAINY RIVER		142.8					
		143.6					

M of W

 0.0 to 24.0 (Ch 84/6911 - 4031) 24.0 to 64.0 (Ch 81/6523 - 4032)
 64.0 to 114.0 (Ch 84/6911 - 4033) 114.0 to 143.6 (Ch 82/5307 - 4034)

1 SIDING CONTROL TERRITORY

Exception; Not applicable on Atikokan siding.

2 RTC II ADVANCED TRAIN CONTROL FEATURES
3 RAINY RIVER

- (a) **Rainy River** - RTC Control on Subdivision Track between Mile 142.8 (CTC Signal 1428) and Mile 0.7 Sprague Sub (extending to CTC Signal 07 CTC begins).

The following special instructions applicable:

- (i) SCT rules applicable, reference to sidings in these rules apply to Subdivision Track.
 - (ii) Rule 401.2 applicable.
- (b) **Rule 840.1** - Track 1 - RTC permission required.
- (c) **Rule 105 (c)** - Applicable on Track 1 and Subdivision Track.
- (d) **Rule 105.1** - RTC must be advised when equipment is left on Track 1.
- (e) All movements operating on other than Subdivision Track - Speed 10 MPH.
Exception: Track 1 - Speed 15 MPH.
- (f) **Mile 143.3** Rule 103.1(c) not applicable on Track 1

4 BARWICK

- (a) **Mile 115.10 - Signal Status Request**

Signals 1163 and 1163D may be queried using

FORT FRANCES SUBDIVISION

CH 1

DTMF 10#16032 for Signal 1163

DTMF 10#16034 for Signal 1163D.

(b) **Rule 103.1(c)** - Not applicable on siding.

(c) **Mile 116.0 - Barwick** - Voyageur Panel

A blue light is installed on north side of the loading shed at Voyageur Panel. When light is flashing it indicates that the Voyageur Panel trackmobile is moving in the plant and CN movements must not enter. The light must be extinguished prior to entering customer trackage. On arrival, if lights is flashing, contact the RTC to arrange contact with the customer: phone number 807 487-2000 Ext 270.

(d) **Speed** 10 MPH on spurs and other tracks.

5 FORT FRANCES

(a) **Rule 105(c)** Applicable on Subdivision Track, Tracks FT21 including extension, and FT22.

(b) **Rule 840.1** - Track 1 - Before starting any track work the foreman must receive permission from the RTC.

(c) **103.1(c)** Not applicable at crossing Mile 90.2.

(d) **Switches:** The following switches may be left lined and locked in either position; Crossover switch Mile 88.82 and 88.21 - (Switches at both end of these crossovers must be left lined and locked in the same position). All switches on other than Subdivision Track.

(e) Self-Restoring Derail. DTMF *337.

Mile 90.1 - Track FT21

(f) **Handbrake Requirements:**

1 - 9 Cars 1 handbrake

10 + Cars 2 handbrakes in yard tracks.

(g) Unless authorized by RTC cars must not be left on Tracks FT21, FT22, or FT23.

(h) **Track 1** - Speed 25 MPH.

(i) **Mile 90.2** (Crossing) Track 1 Westward movements 15 MPH until fully occupied.

(j) Arriving movements must arrange to receive yarding instructions prior to leaving Devlin.

(k) **Track FT10** - Following crossings must be manually protected: Fifth Street, Wright Ave. and Keating Ave.

(l) **Speed** - 10 MPH on all non-main track except Subdivision Track and Track 1.

Track FT10 restricted to single locomotive operation **Speed** - 6 MPH.

6 ELIZABETH

103.1(c) - Not applicable on siding at Mile 10.65

7 ATIKOKAN

(a) Siding Control Territory; Not applicable on siding Atikokan.

FORT FRANCES SUBDIVISION

- (b) **Rule 840.1** - Atikokan - Siding. Before starting any track work the foreman must receive permission from the RTC.
- (c) **Rule 13 and 14(l)** - Mile 0.61 (Private Crossing)- Movements over crossing must sound engine whistle signal Rule 14(l) and must ring engine bell in compliance with Rule 13.
- (d) **Mile 0.3** - Switch AT91 may be left lined and locked in either position. Movements encountering switch in reversed position must restore switch to normal.
- (e) **Rule 105 (c)** applicable on Track AT31
- (f) Tracks AT33, AT34, AT35 and AT44
Speed 10 MPH.

8 APPLICABLE ON SUBDIVISION

- (a) **TGBO** - All crews reporting for duty must obtain applicable TGBO for their movement prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate on non-main trackage
- (b) **Mile 99.8 to Mile 100.2** - Extreme care must be taken in the operation of snow plows, spreaders, derricks, ditchers, hoists, etc. to see that no part of mechanism comes in contact with hydro power line along the south side of main track.
- (c) **Mile 109.5** - Track FF54 - Speed 10 MPH.
- (d) **Canada Customs Regulations** - These instructions require full compliance, monetary fines could be assessed for non-compliance.

Reporting Process at Rainy River

Eastward movements, not crewed by a Canadian crew or that have been relieved on line prior to arriving at Customs Canada border operations, while enroute, and within 3 to 5 mins before reaching the international border at Rainy River, must radio the Canada Customs (CBSA) office. Canada Customs will conduct an interview over the radio. The following information will be recorded:

1. Movement identification number.
2. Name and number of CN crew members on board.
3. Each crew member's declaration (all purchases or goods he/she acquired in the U.S.).
4. All stops made in the U.S., and the reason.

Customs will then notify the crew one of the following decisions:

1. The crew will be given the OK to proceed, or
2. One or all crew members are to physically report to the CBSA office, or
3. Customs personnel will meet the crew and train at the crossing.

AT RANIER

PAPERWORK – journals, bills, etc. If not available call the broker: 286-3521, C.I. (U.S. Customs In-

FORT FRANCES SUBDIVISION

voice) has to be signed by the conductor and left on desk for brokers.

CALL CANADA CUSTOMS - 1 866 871 3858

Declaration of train (train ID, loads and empties and crew members (in case of Canada Customs problems – see Notes.)

After contacting Canada Customs, crews must request the Badge Number of the Customs Officer and record the time the call was placed. This information, along with Train I.D. must be given to the TMC in Thunder Bay and can be left on voice mail if no one is available. Phone number: 1-888-817-4135.

NOTES:

When advised by Canada Customs that documentation is required or that cars are to be set-out at Fort Frances, Conductors must advise Thunder Bay TMC (if on duty), or the Transborder Group (1-800-267-9779 ext. 1262).

The RTC must be advised of all delays incurred waiting Canada/U.S. Customs clearance as well as any time there is no response from the Transborder Group.

Information pertaining to pick-ups set-offs, arrival departure times should be given to the Thunder Bay TMC.

- **CONTACT LAKES DESK RTC** (AAR Channel 5050 DTMF 500) for authorization on bridge.
- **CONTACT SPRAGUE SUB RTC** for permission to come over to Fort Frances and route to be used.

(e) Drawbridges

Bear Pass Narrows - Mile 68.3 - Automatic

Rainy Lake - Mile 84.0 - Automatic

Drawbridges in service May 1 to November 12th. Maximum permissible speed when drawbridges in service 15 MPH. When a movement is stopped by a STOP signal at the signal controlling movements over the drawbridge, crews will be governed as follows:

BRIDGE UP:

1. Open MoW key box located adjacent to controlling signal.
2. Place knife switch in “opposite” position.
3. Public warning devices will sound after approximately 2 minutes, then bridge will lower.
4. When bridge is lined, trains will be governed by signal indication.
5. If a permissive signal is not received, movement must not be made until a member of the crew has ensured the bridge is lined for rail movement. Restricted speed must be observed to the next signal.
6. Train must stop at MoW key box located at signal governing movements in opposite direction and knife switch in opposite direction.

FORT FRANCES SUBDIVISION

BRIDGE DOWN:

Be governed by the above, except that Item 3 will not occur. In the application of Rule 605, movements that stop between the advance signal and the Interlocking Signal, or occupy the track between the advance signal and the interlocking signal, for more than 5 minutes; must approach the interlocking signal prepared to STOP. Trains delayed between, the last controlled location and the controlled Interlocking signal at the bridge, for 1 hour or more, must notify RTC to ensure marine traffic is protected.

TRACK UNIT MOVEMENTS/TRACK WORK MOVEMENTS OVER BRIDGE:

1. Track unit movements over bridges must stop at signals governing movements over these bridges and be governed by instructions posted in MoW key box located at each control signal.
2. Foremen will open MoW key box at interlocking signal that track unit is stopped at and place knife switch in opposite position.
3. When route is properly lined, proceed over bridge.
4. When all track units are clear of bridge, foreman will open MoW key box at the end of interlocking and place knife switch in opposite position.

TRACK WORK - BRIDGE UP:

1. Foreman must be in possession of a TOP that encompasses the drawbridge.
2. In control building, place manual safety lock switch in manual position and place private lock on
3. Once work completed, remove private lock, place manual safety switch to OFF and replace switch lock on control building.

TRACK WORK - BRIDGE DOWN:

1. Forman must be in possession of a TOP that encompasses the drawbridge.
2. Open MoW key box and place knife switch in opposite position. Lock MoW box with private lock.
3. When bridge is in down position, replace switch lock at MoW key box AT OTHER END OF INTERLOCKING with a private lock. (do not open this key box)

FORT FRANCES SUBDIVISION

4. When work completed, place EITHER of the knife switches in the opposite position and replace BOTH private locks with switch locks. Delays to marine traffic must be kept to a minimum.

9 SPEEDS

0.0 TO 12.8	ZONE	40
0.0 TO 0.8	PSO	25
5.0 TO 8.9	PSO	25
10.65	(Crossing) EASTWARD UNTIL FULLY OCCUPIED	15 MPH AFTER STOPPING AT SIGNAL 108
12.8 TO 25.4	ZONE	30
25.4 TO 90.2	ZONE	40
53.4 TO 53.8	PSO	30
58.9 TO 65.7	PSO	30
65.7 TO 69.3	PSO	30
73.1 TO 79.7	PSO	30
83.5 TO 84.4	PSO	30
90.2 TO 142.7	ZONE	50
107.6 TO 110.0	PSO	45
116.17	(Crossing) EASTWARD UNTIL FULLY OCCUPIED	20 MPH AFTER STOPPING AT SIGNAL 1164
116.45	(Crossing) WESTWARD UNTIL FULLY OCCUPIED	20 MPH AFTER STOPPING AT SIGNAL 1163
142.7 TO 143.6	ZONE	30

(a) Speeds on Sidings

BARWICK - ERNST Speed 25 MPH
 FORT FRANCES TRACK 1 Speed 25 MPH

10 PUBLIC CROSSINGS AT GRADE

- (a) **Rule 103.1 (e)** - to prevent unnecessary operation of AWD, stop must be made as follows:

Mile	Stop	Affects
10.65	Circuit Sign 100 ft E	Westward
90.2	Circuit Sign 200 ft E	Westward
101.46	Circuit Signs 300 ft. E	Westward
115.1	Circuit Sign MT Sdg 300 ft E	Westward
116.1	Circuit Sign 300 ft E	Westward
116.17	Circuit Sign Siding 100 ft E	Westward
116.45	Circuit Sign 300 ft W	Eastward
131.38	Circuit Sign 300 ft E	Westward
131.81	Circuit Sign 300 ft. E	Westward
143.4	Circuit Signs Two Tracks	All

- (b) **Mile 90.2** - AWD. - Westward movements proceeding at less than 10 MPH within 800 ft. of crossing must not obstruct crossing until automatic protection has been operating for at least 20 seconds.
- (c) **Mile 116.45** - AWD - Westward movements on main track, after stopping for Signal 1163 must not exceed 20 MPH until crossing is fully occupied.

11 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

(a) Back tracks at:

ROCKY INLET - DEVLIN Speed 10 MPH
 PINEWOOD Speed 5 MPH and 6 Axle locomotives prohibited.

(b) **Mile 0.3 - Marmion Lake Spur AT 91**

Extends northward 9.1 miles.

FORT FRANCES SUBDIVISION

Mile 0.0 to 8.7 following applies:

OCS Rules 301 - 315 applicable

TGBO - Applicable

When telephone access is not available, contact RTC on Atikokan radio and advise.

Rule 105 (c) and Rule 40.1 Not applicable.

Speeds on Spur

Mile	MPH
0.0 to 8.7	20
8.7 to 9.1	15
All other tracks	10

Mile 0.06 (Private Crossing) Rule 13 and 14(l) applicable.

Mile 9.1 Marmion Lake Generator Station (MLGS) - Marmion Lake Spur.

Loop - All movements must enter east leg of Loop Track for unloading.

Restricted Clearance - Account restricted clearance locomotive with bay windows are not permitted through the indexer and dumper shed. awnings on all locomotives in consist must be in closed position prior to entering thaw shed.

Speed - MLGS trackage -10 MPH, through shed 2 MPH.

Shed - Unless authorized by MLGS staff, entry into shed is not permitted.

Handbrake Requirements - Unless left in the care of MLGS staff, movements must be secured as per Rule 112.

Assistance - If any problem encountered, operating crew will advise the RTC, who will contact Hydro Control Room for assistance.

Mile 8.7 - Switch point derail: For use of MLGS personnel during unloading operations. Normal position of derail is in non-derailing position.

Departure From Ontario Hydro - When dumping completed and train released to CN, crews may entrain. When CN crew has taken control of train they must ensure that cars are clear of the dumper house before moving and that derail located at Mile 8.7, Marmion Lake Spur (approximately 300 ft. in front of locomotive) has been placed in NON-DERAILING POSITION prior to departing MLGS. NOTE: Bad Order Track AT89 located approximately 20 car lengths beyond exit of dumper shed on Loop Track AT91.

Maximum Permissible Motorized Axles:

Locomotive consist may be increased to 30 motorized axles and tonnage increased to that which can be handled by 24 motorized axles.

(c) **Mile 22.6 - Flanders** - Track FF07 - Crossings must be manually protected.

(d) **Mile 88.1 - Rainy Sub Connecting Track** (Duluth Jct.) - Extends south 5 miles from Mile 167.0 to Mile 162.0 Rainy Sub.

FORT FRANCES SUBDIVISION

Method of Control - CTC between Mile 167.0 and Mile 166.5 (Duluth Jct) controlled by RTC Edmonton. Rule 105 and Rule 105 (c) applicable between Mile 166.5 and Mile 162.7 and on Track No. 1.\

Interlocking

Drawbridge - Rainy Lake Mile 165.4, Rainy Sub.

Speed

Mile 162.0 - 165.4 10 MPH

Mile 165.4 - 166.5 25 MPH

Wye west leg 25 MPH - east leg 15 MPH

Mile 165.87 (Crossing) 10 MPH UNTIL FULLY OCCUPIED.

Mile 166.30 (Crossing) 10 MPH UNTIL FULLY OCCUPIED.

Mile 165.4 Connecting track.

Non-Interlocked Drawbridge - Controlled by CN RTC Lakes Sub. Operating crews must contact CN RTC Rainy on AAR CH 5050 DTMF 500 for authorization over drawbridge and yarding instructions at Ranier. Yarding instructions must be received prior to operating over the Ranier Drawbridge. For **Emergency** calls use DTMF Access Code 911.

Ranier Drawbridge

The Ranier Drawbridge is closed for the non-navigational season. The bridge is down and locked and signals are suspended.

Crews may pass the STOP sign without stopping but must contact the CN Lakes Desk RTC Stevens Point to operate over the bridge.

When the bridge is in operation the following is applicable:

Obtain permission from the CN Lakes Desk RTC Stevens Point (Rainy Sub) before operating over the Ranier Drawbridge. A Bridge-Locked indicator will be illuminated when the bridge is properly lined. When advised by the RTC that the bridge is properly lined, movement may proceed past the stop sign without stopping. If the Bridge-Locked indicator is not illuminated, stop before entering bridge and contact RTC for further instructions. Maximum clearance through the drawbridge is 10' 5" wide at 20' 6" from the top of the rail. Bridge-Locked indicator is identified by a green illuminated "L" within the indicator aspect.

General Instructions - Locomotives must not be left standing near United States Customs Office or Agents Office at Ranier. To permit Customs and Immigration inspections, southward movements may pull by station into yard and make final inspection stop with rear of train clear of public road crossing at grade immediately south of Ranier station. Train will remain stationary and no switching will be undertaken until authorized by Government Inspector. CN conductor will deliver a copy of consist to Customs Officers and advise Government Inspector number of crew members and passengers being carried.

FORT FRANCES SUBDIVISION

CUSTOMS INFORMATION AND REQUIREMENTS

All operating crew personnel must be cleared by the United States Immigration Service before working in or through the United States. Such employees must have in their possession one of the following;

- i) US Social Security Card
- ii) Birth Certificate
- iii) Valid driver's license, or
- iv) Passport

Mile 88.1 VACIS - (Vehicle and Cargo Inspection System) - Ranier, MN -

Operating procedure for Southbound VACIS screening at Ranier will be as follows:

1. Inbound crew will arrive the Southbound train by pulling all occupied locomotives past the VACIS emitter/detector tower set up between the Ranier station and bridge. Note: To comply with U.S. Customs policy, all personnel and belongings must be located on lead unit before arriving U.S. Customs stations at Ranier.
2. Inbound crew will report to United States Customs and Border Patrol (CBP) in the Ranier Station office as normal. Inbound crew will board train. CBP inspector may do a manual inspection of the locomotive consist.
3. Once in the locomotive the inbound will receive radio instruction from the CBP inspector to pull ahead and maintain a speed between 5 and 10 MPH for the entire length of the train past the emitter/detector tower.
4. Inbound crew will pull tail end clear of the road crossing immediately adjacent to the Ranier station. Within a few minutes of the train clearing the VACIS the CBP inspector will notify the Fedex agent and outbound crew to either release the train from the border or give further instruction to set-off in the Ranier yard. Procedure for setting off will not change from present practice.

Where circumstances are warranted, the outbound crew may be required to reboard the train after checking in with the CBP at Ranier Station. In this case the outbound crew will pull the train through the VACIS unit as per instructions from the CBP inspector and yard the train in Ranier. Outbound crew and Fedex agent will be then be notified by CBP within minutes that the train is clear to proceed or a set-off is required.