

Method of Control	LETELLIER SUBDIVISION	Mile	DOB / TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes
	N ↓	S ↑			
STK ▼	EMERSON	63.4			
	Y	62.1			
60.0 ↑	HOBBS	60.0	60.0		
	LETELLIER	53.0	↑		C8/2 6161 5049
	ST.JEAN BAPTISTE	43.7			
	LUMB	38.4			
	Jct with CMR				
	MORRIS Y	37.4	TGBO		
	ANDREWS	36.2			
	STE.AGATHE	20.8		12.4	
↓	ST.NORBERT	6.2	↓		
3.0	SPARKS	3.0	3.0		
▲	PORTAGE JCT Y	0.0			
STK	Jct with Rivers Sub				
M of W 63.4 to 36.2 (Cellular telephone) 36.2 to 20.8 (Ch 82/5307 - 4091)					

1 WINNIPEG TERMINAL

- (a) Winnipeg Terminal Operating Manual in effect.
- (b) **Yarding Instructions** - Movements from Letellier Sub destined Fort Rouge must contact C Tower Symington Traffic Coordinator or Winnipeg Terminal RTC for yarding instructions. Contact must be initiated prior to departing St. Norbert.

2 MORRIS

- (a) Track LE38 Cargill Elevator. GE locomotives in series 2400, 2500, and 2600 prohibited.
- (b) **Wye** 10 MPH.
- (c) Tracks LE27 and LE38, CN crews must not enter CP trackage without authorization.

3 EMERSON

- (a) Tracks LE76, 77 and 78 and RD47,48 and 49 **Speed** - 10 MPH..
- (b) **Mile 63.4 - Emerson Extension** Extends east 1.4 miles. Mile 0.3 - Switch is in normal position when set for BNSF Connecting Track.

Non-Interlocking Railway Crossing at Grade Mile 0.5 with CP Emerson Sub. All movements on BNSF and Soo Line trackage, including BNSF Connecting Track, must move at Reduced speed not exceeding 15 MPH.

Heaviest car permitted 263,000 lbs (including BNSF and Soo Line trackage).

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4 APPLICABLE ON SUBDIVISION

- (a) **Anti-Whistling** - Except in case of emergency, Rule 14(l) not applicable between Mile 0.38 and Mile 6.31.
- (b) **Mile 63.1** (Bridge) - Except in an emergency, braking or acceleration must not be made on bridge. Switching movements must be kept to a minimum. Locomotives and/or cars must not be left on bridge.
- (c) **Rule 105 (c)** applicable on Subdivision Track.

5 CUSTOMS PROCEDURES

Crews must contact and obtain permission from United States customs prior to entering the U.S.A. USING ID M-NOYDIL1-16. Crews must advise Canada customs prior to Departing Canada and entering the U.S.A.

Southbound - Customs Procedures

- 1) One hour prior to arriving at the border the crew will contact the BNSF Railroad at 360-922-1471 and confirm train ID. The connecting train will be identified as follows: LTWI6401---- Date of Train.
- 2) BNSF will contact US Customs and advise of one-hour notification.
- 3) Half hour out CN crew will contact US Customs at 701-825-6551 ext. #304. (Prepare for inspection and VACIS).
- 4) Half hour out CN crew will contact Fedex Agent at 701-520-2372 (to assist in inspection).

If a portion of the train is left in Canada and a portion is delivered to the US, the BNSF Railroad must be advised of this as well as the cut number when complying with item 1.

Regardless of how the crew is crossing into the US (on foot or on locomotive, etc.) the crew cannot proceed to the BNSF station until permission has been obtained from US Customs.

Trains Entering Canada from US.

Prior to crossing the border into Canada, the CN conductor must call CN's Transborder Group (TBG) by telephone 800-267-9779 prompts 1,2 and 2 to receive Customs authorized train release. When the conductor calls the TBG he/she must remain on the line with the TBG representative while he/she dials in the Canada Customs inspector at Emerson to obtain train release. Both the TBG representative and the conductor will log the Canada Customs inspector's badge number and name. Once the train is released by Canada Customs, the conductor must remain on the telephone line while the TBG representative dials in the US Customs inspector for permission to take the train out of the US. Both the TBG representative and the conductor will log the US Customs inspector's badge number and name.

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In the case of a CN crew boarding a train in Emerson, the CN conductor will contact the Transborder Group who will in turn dial in both Canada and US Customs agencies for authorization to proceed as described in the above paragraph.

Note that the conductor will log the Canada Customs and US Customs badge numbers and names separately and distinctly on the train journal.

In addition, Canada Customs must be advised of any goods acquired in the United States by employees prior to leaving Noyes telephone Emerson: 204-373-2524 from 0001-0800 or 204-373-2210 from 0800-2359. (refer to GOI Item regarding Company policy and Importation of Personal Goods on Freight Trains.) Upon departing Emerson the crew will contact the TMC at Symington at 204-231-7607 with the actual departure time, and the US and Canada Customs officers' badge numbers.

Canada Customs has authorized the BNSF Railroad to yard the northbound train in Canada without Canada Customs clearance. As a result of this agreement, if a CN crew is picking up a train or cars in Canada, prior to the train departing, the crew must ensure that Canada Customs has authorized this as identified in the above mentioned procedures. Should the crew fail to follow these instructions both the Company and employees are subject too a severe monetary penalty.

6 SPEEDS

Mile	ZONE	MPH
0.0 TO 2.3	ZONE	20
2.3 TO 62.1	ZONE	25
37.5	(Crossing) SOUTHWARD	10 MPH UNTIL FULLY OCCUPIED
38.5	(Crossing) SOUTHWARD	20 MPH APPROACHING WITHIN 1100 FT UNTIL FULLY OCCUPIED
62.1 TO 63.4	PSO	15
63.1	BRIDGE	10

7 PUBLIC CROSSINGS AT GRADE

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

Mile	Stop	Affects
20.4	Stop Signs Track LE07	All
43.8	Stop Signs N Track LE41	Southward
53.0	Stop Signs LE61	All
531	Stop Signs 200 ft.	All

(b) **Mile 37.5**-(Crossing) - **AWD** - Stop signs have been erected for all movements out of Morris Yard and north leg of wye.

Light engine movements out of the yard making a reverse back to their movement must completely foul the crossing prior to returning to train or transfer.

Southward movements 10 MPH until occupied. Circuit signs located 415 ft. north.

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- (c) **Mile 38.50** (Crossing) AWD. In the application of Rule 103(g) both crossings must be protected.

8 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 37.4 - Miami Spur** - Extends 2.01 miles.

Rule 105(c) - Applicable.

Speed between Mile 0.0 to 0.3 - 10 MPH.

Movements beyond Mile 2.01 are governed by Southern Manitoba Railway Time Table, Rules and Regulations.

Mile 0.2 - Manual Railway Crossing at Grade (CP La Riviere Sub).

Stop at governing interlocking signal and operate push-button. If Signal fails to clear, open knife switch, wait 5 minutes, occupy crossing, close switch. Track units must stop at governing signal, open knife switch, wait 5 minutes, proceed through interlocking and close switch.

9 SPECIAL DANGEROUS COMMODITIES

- (a) Do not exceed 35 MPH between Mile 2.3 and Mile 8.0.
- (b) Northward movements must be inspected at Mile 12.4.