

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALLS
				2.0	SAULT STE. MARIE, ONT — 2.0 —	Rule 520		CN CH07 (63 02)
				0.0	STEELTON — 1.2 —			
				493.3	SOO YARD — 10.1 —	TWC	475.4	(15 15) RTC 7-5-1 Diesel Doctor 8-3-8
				483.2	DAFTER — 7.6 —			
				475.6	KINROSS — 5.1 —			
				470.5	RUDYARD — 11.4 —			
				459.1	DICK — 9.4 —	YL	435.0	
				449.7	TROUT LAKE — 8.2 —			
				441.5	CAFFEY — 10.0 —	TWC	391.9	(15 15) RTC 7-5-1 Diesel Doctor 8-3-8
	3,966	431.6 430.7	431.5	GILCHRIST — 12.1 —				
	2,977	419.7 419.1	419.4	SWIFT — 3.5 —	TWC	362.2	(15 15) RTC 7-5-1 Diesel Doctor 8-3-8	
			415.9	GOULD CITY — 9.7 —				
				406.2	INLAND — 2.1 —	TWC	362.2	(15 15) RTC 7-5-1 Diesel Doctor 8-3-8
	3,263	404.5 403.8	404.1	BLANEY — 5.6 —				
				398.5	GULLIVER — 11.1 —	TWC	362.2	(15 15) RTC 7-5-1 Diesel Doctor 8-3-8
	2,606	387.7 387.1	387.4	CHERRY VALLEY — 0.7 —				
	1,009	386.6 386.3	386.7	MANISTIQUE — 0.8 —	TWC	362.2	(15 15) RTC 7-5-1 Diesel Doctor 8-3-8	
	2,650	386.1 385.5	385.9	WEST MANISTIQUE — 10.9 —				
				375.0	COOKS — 8.2 —	TWC	362.2	(15 15) RTC 7-5-1 Diesel Doctor 8-3-8
	3,426	366.9 366.2	366.8	ISABELLA — 4.6 —				
				362.2	NAHAMA — 7.9 —	TWC	362.2	(15 15) RTC 7-5-1 Diesel Doctor 8-3-8
				354.3	ENSIGN — 5.5 —			
				348.8	RAPID RIVER — 6.1 —	TWC	362.2	(15 15) RTC 7-5-1 Diesel Doctor 8-3-8
				342.7	GLADSTONE			

MPH  
**MAXIMUM SPEED** ..... 40

MPH  
**SPEED RESTRICTIONS**  
 Soo Yard - Over bridges between Soo Yard and Sault Ste. Marie, Ontario . . . 10  
 No train operation will be permitted on these bridges when winds exceed 40 MPH.



MP 494.1 to MP 491.3 .....	.25
MP 487.6 to MP 376.0 .....	.35
MP 343.9 to MP 342.7 (former Main Track) .....	.25

#### OPERATING CHARACTERISTICS

##### YARD LIMITS - in effect between

MP 450.1 and MP 448.2 - Non-controlled

##### TWC - in effect between

MP 491.3 and MP 343.9

**Rule 520** - Trackage north of MP 491.3 is designated Track other than Main Track.  
Trackage south of MP 343.9 is designated Track other than Main Track.

#### BULLETIN BOARDS

Gladstone. ....	Yard Office
Trout Lake .....	Depot
Steelton Yard, Sault Ste. Marie, Ontario, Canada .....	Yard Office

#### MEASURED MILES - between

MP 364 and MP 363

MP 487 and MP 486

#### SPECIAL CONDITIONS

##### OPERATION BETWEEN STEELTON AND SOO YARD

Wisconsin Division employees operating between Soo Yard and Steelton on the Soo Sub are governed by CN US Operating Rules, except as modified in this section. Eastern Time is in use on the Soo Sub.

Trains destined to Steelton Yard must use the radio phone and call the Customs Supervisor when 1 hour from Sault Ste. Marie at (906) 632-2631. When the train is at the road crossing at the Depot at Sault Ste. Marie, Michigan, 15 minutes from Customs, another call must be placed to the same number. Train crew must identify their train and date.

#### TELEPHONE NUMBERS

Ambulance - Fire - Police .....	.911
CN Police Communications Centre .....	1-800-465-9239
	or on Bell Cell #CNP
CN Manager Dangerous Goods .....	(905) 669-3030
Superintendent (Capreol) .....	(705) 858-4038
Operations Supvr. (Sault Ste. Marie) .....	(705) 541-2990
CN Rail RTC (Sault Ste. Marie) .....	(705) 942-2178
CN MCO MacMillan Yard . . . .	(905) 760-3838 or 3837 or (888) 732-2009 ex 3838

**USOR Rule 410 (7)** - Rule does not apply at the following crossings:

Mile 2.43 (Conmee Ave.)

Mile 2.83 (Second Line Rd)

Mile 3.31 (Peoples Rd)

**CROR Rule 104** - Switches equipped with point locks are identified with a yellow stripe on both sides of the switch stand.

**CROR Rule 105 (USOR Rule 520)** - SPEED ON OTHER THAN MAIN TRACK

Unless otherwise specified a train or engine using other than a main track must operate at reduced speed and be prepared to stop short of a red flag or red light.

**Note:** Reduced Speed is a speed that will permit stopping within one-half the range of vision of equipment.

**CROR Rule 112 HAND BRAKES (Similar to USOR Rule 602)**

1. Brake piston on cars on which hand brakes are to be applied must be released before hand brakes are applied.
2. Before relying on the retarding force of the hand brake, whether leaving equipment or riding equipment to rest, the effectiveness of the hand brake must be tested by fully applying the hand brake and moving the car, or cut of cars slightly to ensure the required minimum handbrake(s) application applies the retarding force necessary to prevent the equipment from moving.

**Note:** Application of handbrakes must not be performed while equipment is being pulled or pushed by an engine.

3. (a) A specific track or tracks may be designated by Special Instruction, Terminal Manual or Subdivision footnotes as not requiring the application of handbrakes.
- (b) On tracks not specified in (a), the following chart indicates the minimum number of handbrakes that must be fully applied to secure equipment (even when such equipment is left and secured by a full application of the air brakes):

**Minimum Handbrake Application**

1-2 cars	1 handbrake	50-59 cars	6 handbrakes
3-19 cars	2 handbrakes	60-69 cars	7 handbrakes
20-29 cars	3 handbrakes	70-79 cars	8 handbrakes
30-39 cars	4 handbrakes	80-89 cars	9 handbrakes
40-49 cars	5 handbrakes	90 + cars	10 handbrakes

**Note:** Unattended trains with locomotive(s) attached are exempt from this handbrake application requirement provided;

- a) The locomotive controlling the air brake system is left running.
- b) Brake pipe continuity is present through the train.
- c) A full service brake application is made.
- d) The independent brake is applied, and the hand brake is applied on the lead locomotive.

**Nine or less cars left on the main track or siding, during switching and/or lift operations, must be secured with a handbrake(s) whether or not the car(s) is attended.**

**GENERAL FOOTNOTES**

**RADIO INSTRUCTIONS - CALLING THE RTC**

Set radio to the appropriate Point to Train, the utility channel for the coverage area you are located in.

Press \*1# on the radio touch pad. Answer back tones will indicate that your call has been received by the RTC's radio. Wait for the RTC to respond.

Northland Tower - Sault Ste. Marie -

Point to train - Channel 2 Base Sta. No - 101

Utility - Channel 5 Base Sta. No. - 201

**EMERGENCY CALL TO THE RTC**

Set selector to appropriate point to train or utility channel. Press \*0# of the touch pad.

There will be a callback tone to indicate the call was received by the RTC radio. Transmit your emergency message, RTC will answer with priority.



**EQUIPMENT RESTRICTIONS**

Heaviest car permitted gross weight . . . . .263,000 lbs.

Movements must not exceed 5 MPH from a distance of 150 FT at public crossings at grade located at:

- Mile 0.3 (Gore and Andrew St.)
- Mile 0.6 (Huron St.)

**STEELTON YARD**

**Mile 2.0**

CAR SHOP MAXIMUM SPEED . . . . .5 MPH., Car must be shoved to spot.  
 LOCOMOTIVE SHOP MAXIMUM SPEED . . .5 MPH, Car must be shoved to spot.  
 6 AXLE LOCOMOTIVES . . . . .5 MPH.

In the application of Rule 112, handbrakes to a maximum of 2 are to be applied on the south end cuts of cars only.

Crews pulling cars from the south end of yard must ensure all cars are coupled.

Homeland Security has installed x-ray equipment on the Sault Ste. Marie lift bridge at the Canadian border. Do not exceed 5 MPH while passing this equipment.

**Soo Yard** - USOR Rule 814 and Rule 816 signal aspects and indications apply at the Swing Bridge over the Canadian Locks. USOR Rule 857 applies. When control operator is not on duty, if a train is stopped for a signal displaying a STOP indication, after stopping, verify that bridge is in proper position before proceeding.

**Soo Yard** - Weight restrictions on bridge between Sault Ste. Marie, Michigan and Sault Ste. Marie, Ontario, and power canal bridge at Soo Yard.

**Freight Cars:**

<i>No. Axles</i>	<i>Length</i>	<i>Max. Gross Wt.</i>
4 . . . . .	.44 ft. and longer . . . . .	.263,000 lbs.
4 . . . . .	.35 to 43 ft. . . . .	.258,000 lbs.
4 . . . . .	.Less than 35 ft. . . . .	.156,000 lbs.

**Locomotives:**

Not more than one locomotive weighing in excess of 270,000 lbs. gross weight may be operated in an engine consist.

**Rule 528 - Infrequently used crossings:**

Kincheloe - US 2 Crossing

**Trout Lake** - Switch to NE connection (Hogan's Alley) may be left in the position last used.

**Gladstone** - Crossover switch on the long extension at MP 120.3 may be left lined for either route when switching at the south end of the yard.

**Gladstone** - Remote Control Zone (RCZ) is in effect on the south ladder track from the clearance point of track 12 to MP 120.0, including the long extension and former main track from MP 120.3 to MP 120.0. Contact RCO on Channel (10 10) to determine if the zone is activated. If RCO cannot be contacted, ascertain this information from the RTC.

**LOCATIONS NOT SHOWN AS STATIONS**

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Fletcher's Spur . . . . .	.479.2 . . . . .	.307 . . . . .	.South
Kincheloe . . . . .	.476.3 . . . . .	.Industry . . . . .	.North
Mead Spur . . . . .	.399.0 . . . . .	.1174 . . . . .	.South