



**EASTERN REGION  
CHAMPLAIN DIVISION**

**TIME TABLE**

**80**

**GREATER MONTREAL ZONE  
QUEBEC SOUTH/NQISL ZONE  
ATLANTIC ZONE**



**EFFECTIVE  
SATURDAY JANUARY 1st, 2005**

**REFER TO INSIDE COVER FOR EFFECTIVE  
TIME, AND OTHER TIME AND DATE CHANGES  
THAT WILL OCCUR**

**K. E. CREEL  
SENIOR VICE-PRESIDENT EASTERN REGION**

**J. VENA  
VICE-PRESIDENT CHAMPLAIN DIVISION**

**THIS TIME TABLE IS FOR  
THE INFORMATION AND GUIDANCE  
OF EMPLOYEES AND OTHERS WHO  
HAVE BEEN AUTHORIZED TO USE IT.  
NOT FOR PUBLIC USE.**

TAKING EFFECT AT  
0001 Sat., January 1st 2005

Governed by:

Eastern Standard Time  
commencing 0100 on the last Sun.  
in October of each year.

Eastern Daylight Saving Time  
commencing 0300 on the first Sun.  
in April of each year.

Atlantic Standard Time  
commencing 0100 on the last Sun.  
in October of each year.

Atlantic Daylight Saving Time  
commencing 0300 on the first Sun.  
in April of each year.

**NOTE:**

Employees affected must refer to  
passenger train information section for  
times and information pertaining to passen-  
ger trains.

**RAILWAY APPROVED TIME SOURCE**

In the application of CROR Rule 3, employees having  
access to Montréal Centrex telephone may obtain the  
correct time by dialing 514-399-8999 or Local 8999

SPEED TABLE

| <u>Time per mile</u>   | <u>MPH</u> | <u>Time per mile</u>   | <u>MPH</u> |
|------------------------|------------|------------------------|------------|
| 36 sec . . . . .       | 100.0      | 1 min 43 sec . . . . . | 35.0       |
| 38 sec . . . . .       | 95.0       | 2 min . . . . .        | 30.0       |
| 40 sec . . . . .       | 90.0       | 2 min 25 sec . . . . . | 25.0       |
| 42 sec . . . . .       | 85.7       | 3 min . . . . .        | 20.0       |
| 45 sec . . . . .       | 80.0       | 4 min . . . . .        | 15.0       |
| 48 sec . . . . .       | 75.0       | 6 min . . . . .        | 10.0       |
| 51 sec . . . . .       | 70.6       | 12 min . . . . .       | 5.0        |
| 55 sec . . . . .       | 65.5       | 15 min . . . . .       | 4.0        |
| 1 min 5 sec . . . . .  | 55.4       | 20 min . . . . .       | 3.0        |
| 1 min 12 sec . . . . . | 50.0       | 30 min . . . . .       | 2.0        |
| 1 min 20 sec . . . . . | 45.0       | 1 hour . . . . .       | 1.0        |
| 1 min 30 sec . . . . . | 40.0       |                        |            |

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All subdivisions are formatted in the same manner, i.e.:

1. = Canadian Rail Operating Rules
2. = General footnotes
3. = Interlockings
4. = Equipment restrictions
5. = Speeds
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### Symbols utilized in the Time Table



Indicate a Montrain (AMT) station and is not a CN stations or controlled point.



Indicate a VIA station and is not a CN stations or controlled point.

**TOB** = Tons per operative brakes as indicated on the train journal/ WOPRT or gross tonnage divided by the number of cars cars with operative brakes.

& = indicates "and"

| METHOD OF CONTROL   | NUMBER OF TRACKS | BEDFORD SUBDIVISION       |        | MILE | SIDING CAPACITY IN FEET | TGBO LIMITS        | SWITCHING ZONE                             | DTMF RTC STANDBY CHANNELS | HOT BOX AND DRAGGING EQUIPMENT DETECTORS |
|---|------------------|---------------------------|--------|------|-------------------------|--------------------|--|---------------------------|--|
|   |                  | W<br>↓                    | E<br>↑ |      |                         |                    |  |                           |  |
| CTC   | 1                | FAIRVIEW                  |        | 5.1  |                         | 5.1<br>↑<br>64.0   | 5.1<br>↑<br>22.0<br>↓<br>56.0<br>↕<br>64.0 | C 8<br>*5<br>003<br>#     | 16.3<br><br>30.3<br>44.3<br>61.3         |
|   |                  | ROCKINGHAM                |        | 6.0  |                         |                    |  |                           |  |
|   |                  | MILLVIEW                  |        | 7.96 |                         |                    |  |                           |  |
|   |                  | BEDFORD                   |        | 10.6 |                         |                    |  |                           |  |
|   |                  | (Jct with Dartmouth Sub.) |        | 15.6 |                         |                    |  |                           |  |
|   |                  | (Jct with W.H.R.)         |        | 15.7 |                         |                    |  |                           |  |
|   |                  | WINSOR JCT Y              |        | 15.8 |                         |                    |  |                           |  |
|   |                  | KINSAC                    | 3920   | 20.0 |                         |                    |  |                           |  |
|   |                  | SANDY COVE                | 3800   | 27.0 |                         |                    |  |                           |  |
|   |                  | MILFORD                   | 6100   | 38.4 |                         |                    |  |                           |  |
|   |                  | ALTON                     | 6435   | 51.2 |                         |                    |  |                           |  |
|   |                  | HYDE                      |        | 61.5 |                         |                    |  |                           |  |
| TRURO EAST  |                  | 64.0                      |        |      |                         |                    |  |                           |  |
| <b>Subdivision Control Features</b><br>CTC between mile 5.1 and mile 64.0 |                  |                           |        |      |                         |                    |  |                           |  |
| <b>RTC Standby Channels and Tones</b><br>between mile 5.1 and mile 27.0   |                  |                           |        |      |                         |                    | <b>Emergency Call</b><br>C 8 T1            |                           |  |
| <b>Maintenance of Way Radio Channels</b>                                  |                  |                           |        |      | <b>Radio base</b>       | <b>Groupe Call</b> |  |                           |  |
| between mile 5.0 and mile 27.0  |                  |                           |        |      | CH 81                   | 2162               | 8003                                       |                           |  |
| between mile 27.0 and mile 40.0   |                  |                           |        |      | CH 82                   | 2161               | 8003                                       |                           |  |
| between mile 40.0 and mile 64.0   |                  |                           |        |      | CH 83                   | 2160               | 8003                                       |                           |  |

**BEDFORD SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

1.1 **Dispatched siding territory** - Dispatched Siding Divisional data "definition" in effect on entire subdivision.

**SPECIAL APPLICATIONS**

1.2 **Rule 13** - Passenger trains must ring engine bell continuously between Fairview Jct. and Rockingham Station and between mile 64.0 and mile 62.5.

1.3 **Rule 14 (I) (ii) applies** - at the following private crossings at grade:  
 -at mile 24.37  
 -at mile 25.04  
 -at mile 52.58

1.4 **Rule 14 (I) (iv) applies:**  
 -at mile 61.21 (Abenaki Road)  
 -at mile 62.75 (Willow St.) . . . . . RTC 109597  
 -at mile 63.17 (Kaulback St) . . . . . RTC 108428  
 -at mile 63.50 (King St.) . . . . . RTC 40190  
 -at mile 63.59 (Dominion St.) . . . . . RTC 40190  
 -at mile 63.67 (Pleasant St.) . . . . . RTC 40190  
 -at mile 63.82 (Young St.) . . . . . RTC 40190

1.5 **Rule 104.5 (c) applies:**  
**Siding Kinsac:** An exception derail has been installed at the east end of the siding. When the derail is in use, length of siding is reduced to 3553.

**2 GENERAL FOOTNOTES**

- 2.1 **Maximum Permissible Motorized Axles** - The locomotive consist may be increased to 30 working motorized axles.

**GENERAL OPERATING INSTRUCTIONS****2.2 Section 3 Item 3.10 - Application**

Due to non-standard track centres between St-André Jct. and Halifax, some dimensional traffic with a rating of D-3 may contain a "meet/pass " restriction. When a D-3 contains a "meet/pass " restriction the requirements of the item "meet/pass " must be complied with.

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.
- 4.2 Heaviest car permitted . . . . . 286,000 lbs.

**5 SPEEDS****5.1 Speed charts**

a) Speed at identified public crossings applies until the crossing is fully occupied.

b) Zone speed signs will not indicate speeds for freight trains restricted by **TOB**.

c) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

**5.2 Passenger train speeds**

| Mile  | MPH       |
|---|-----------|
| <b>5.0 to 6.2 zone</b>  | <b>45</b> |
| 5.9 to 6.2  | 20        |
| <b>6.2 to 9.7 zone</b>  | <b>45</b> |
| <b>9.7 to 15.4 zone</b>   | <b>50</b> |
| *15.09 (Cobequid Rd) Eastward movements, south track within 1700 feet until crossing occupied | 45        |
| <b>15.4 to 26.7 zone</b>  | <b>55</b> |
| *24.4 Eastward movements until crossing fully occupied  | 35        |
| 24.4 to 25.0  | 50        |
| <b>26.7 to 40.0 zone</b>  | <b>65</b> |
| 29.0 to 30.0  | 55        |
| 38.0 to 40.0  | 55        |
| <b>40.0 to 62.5 zone</b>  | <b>75</b> |
| 51.0 to 53.0  | 65        |
| <b>62.5 to 64.0 zone</b>  | <b>25</b> |
| *63.5 to 64.0 (King, Dominion, Pleasant and Young Sts) (RTC 51806) within 500 feet            | 10        |

**5.3 Freight train speeds**

| Mile   | MPH       |           |                     |
|--|-----------|-----------|---------------------|
|  |           | 80 TOB    | 8000 ft and 100 TOB |
| <b>5.0 to 6.2 zone</b>   | <b>35</b> | <b>35</b> | <b>35</b>           |
| 5.9 to 6.2   | 20        | 20        | 20                  |
| <b>6.2 to 9.7 zone</b>   | <b>35</b> | <b>35</b> | <b>35</b>           |
| <b>9.7 to 26.7 zone</b>  | <b>45</b> | <b>45</b> | <b>45</b>           |
| *17.9 <b>Westward</b> movements approaching signal <b>H179</b>                                       |           |           | 40                  |
| *24.4 <b>Eastward</b> movements until crossing fully occupied  | 35        | 35        | 35                  |
| <b>26.7 to 40.0 zone</b>   | <b>55</b> | <b>55</b> | <b>55</b>           |
| *29.0 <b>Eastward</b> movements approaching signal <b>H290</b>                                       |           | 50        | 45                  |
| 38.0 à 40.0  | 50        | 50        | 50                  |
| *38.3 <b>Westward</b> movements approaching signal <b>H381 Milford West</b>                          |           | 50        | 40                  |
| *39.9 <b>Eastward</b> movements approaching signal <b>H398</b>                                       |           | 50        | 45                  |
| <b>40.0 to 62.5 zone</b>   | <b>60</b> | <b>60</b> | <b>60</b>           |
| 51.0 to 53.0   | 50        | 50        | 50                  |
| <b>62.5 to 64.0 zone</b>   | <b>25</b> | <b>25</b> | <b>25</b>           |
| *63.5 to 64.0 ( <b>King, Dominion, Pleasant and Young Sts</b> ) ( <b>RTC 51806</b> ) within 500 feet |           | 10        | 10                  |

**\*Not marked by restricting speed signs**

**5.4 CONDITIONAL SPEED**

Eastward Trains must not exceed 20 mph between mile 62.5 and Hyde unless signal H616 at Hyde is displaying a permissive indication.

**6 PUBLIC CROSSINGS AT GRADE**

6.1 **Mile 27.47** (Frenchmans Road) - Warning devices. **Automatic:** Movements standing on Sandy Cove siding within 500 feet of crossing must use "stop" and "start" pushbuttons located at crossing.

6.2 **Mile 63.82** (Young St.) - Warning devices. **Automatic:** Eastward trains stopping at station must stop clear of crossing circuit sign located 50 feet west of crossing.

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 7.0 TO MILE 64.0**  
**Rule 105 (a)** applies on all spurs and other tracks.

7.2 All train crews or other CN personnel entering or working in Truro Yard are governed by and must have a copy of the current "Halifax Terminal Manual" accessible while on duty.

7.3 **HOT-ROCK CONNECTING TRACK**

**Mile 5.1** - Extends 3.5 miles eastward from mile 5.1 to mile 1.6.

**Controlled by the Traffic Coordinator at Rockingham.**

When authorized, movements may operate in either direction, and may operate at the speeds outlined.

**Special applications**

**Rule 40.1 - Not applicable.**

**Reduce speed applies.**

All trains and engines must stop at stop signs located at mile 5.1 or at mile 4.3 for eastward movements and at mile 1.6 for westward movements and must obtain verbal permission from the Traffic Coordinator at Rockingham for exclusive occupancy between mile 5.1 and mile 1.6.

**Note** - Stop need not to be made if permission is received from the Traffic Coordinator at Rockingham prior to reaching the Stop Sign.

**Mile 4.3** - Eastward movements must approach switch position indicator 44S and westward movements must approach switch position indicator 43 prepared to stop.

Train and engine movements must report to the Rockingham Traffic Coordinator immediately when the train or engine is clear of such limits, and permission is no longer required.

Engineering employees requiring protection for track units, or track work between mile 5.1 and mile 1.6 must in possession of a "Maintenance Protect Authority". Such authority must be in writing and cancelled immediately when protection is no longer required.

**Joint authority between train and foreman** -

Only the foreman holding a "Maintenance Protect Authority" may authorize a train or engine to pass the Stop sign and enter his limits after he/she has notified all other employees being protected by his "Maintenance Protect Authority". The foreman must not cancel the "Maintenance Protect Authority" until such time the train or engine has reported clear of his/her limits. **NOTE: Not more than one train can be authorized at the time.**

**Joint authority between trains** -

This authority is to be used under exceptional circumstances only. Only the train or engine already occupying such limits may authorize the other train or engine to pass the Stop sign after a thorough understanding in writing has been established between train crews as to each other movements. The train or engine originally holding the limits must not report clear of the limits until such time that all trains and engines under his authority have cleared the limits

**Rule 13** - All movements must ring engine bell continuously between mile 3.37 (Chebucto Road subway) and mile 3.85 (Mumford Road overpass) and between mile 4.3 and mile 5.0

**SPEEDS**

| <b>Mile</b>      | <b>MPH</b>   |             |
|------------------|--------------|-------------|
|                  | <b>Psgr.</b> | <b>Frt.</b> |
| 1.6 to 4.3 ..... | 40           | 35          |
| 4.3 .....        | 15           | 15          |
| 4.3 to 5.1 ..... | 45           | 35          |

**HALIFAX OCEAN TERMINAL (HOT)**

**Mile 1.6 (HOT-Rock Connecting Track)** - Extends eastward from mile 1.6 HOT-Rock Connecting track to mile 0.0.

**Special Applications**

**Rule 104 (c)** - All switches may be left lined and locked in either position.

**Rule 112 (ii) - Hand brakes need not be applied** in HP yard, Halterm Terminal.

No trains or engines or track units may enter the HOT permission from the Traffic Coordinator at HOT.

When there is no Traffic Coordinator on duty or the Traffic Coordinator cannot be contacted at HOT, trains or engines may enter the yard without permission. When entering the yard under these conditions, train or engine movements must be governed by **Rule 105 (a)**.

**Halifax** - Passenger trains only must report their departure to the RTC.

**General Footnotes**

Engine bell must be rung continuously while moving on Halterm trackage.

**Designated Tie-up Tracks Unattended Locomotives:**

H.O.T. .... Track HN-12

**Public/private Crossings at Grade**

Unless crossings are seen to be clear all movements over crossings at grade must be manually protected.

Automatic warning devices and stop signs have been installed where track H260 crosses terminal road. Movements must stop and must not proceed until the automatic warning devices have been operating for at least 20 seconds.

**RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

| <u>Location</u>                       | <u>Obstruction</u>       | <u>Side of track or overhead</u> |
|---------------------------------------|--------------------------|----------------------------------|
| Coach yard tracks<br>HC10, HC12, HC13 | Light standards          | Overhead                         |
| Turntable track<br>HT-1               | Wires and turntable arch | Overhead                         |
| HC-01                                 | Steam pipe and sand pipe | Overhead                         |
| H-240 near marginal road              | Steam pipe               | Overhead                         |
| H-250 near marginal road              | Grain gallery support    | Overhead                         |
| HE-14 and HE-15 grain elevator dumper | Dorway                   | Overhead                         |
| HE-15E near end of track              | Wires                    | Overhead                         |
| HE14E,14S, 15E, and 15S               | Grain Galley             | Overhead                         |
| Mile 0.3                              | Grain conveyor belt      | West side                        |
| Mile 0.6                              | Signal post              | Both sides                       |

**Cont...**

**Cont....**

**RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

| <b>Location</b>                    | <b>Obstruction</b>     | <b>Side of track or overhead</b> |
|------------------------------------|------------------------|----------------------------------|
| Train shed                         | Entrance               | Overhead                         |
| HL zone - tracks 12 to 18          | Obstructing each other | Between tracks                   |
| HB zone - tracks 17 and 18         | Obstructing each other | Between tracks                   |
| HS zone - tracks 12 to 19          | Obstructing each other | Between tracks                   |
| HR zone - tracks 12 to 16          | Obstructing each other | Between tracks                   |
| HE zone - tracks 11, 12, 15 and 16 | Obstructing each other | Between tracks                   |

**TRACK HS-01**

**Mile 2.45 (HOT-Rock Connecting Track)** - Extends 1.05 miles eastward on the south side and connects with the HOT at mile 1.4

**Rule 104 (c)** - Switch at mile 2.45 must be left lined and locked for through movement on the HOT-Rock Connecting Track.

**Rule 104.5 (c) applies** - Exception derails have been installed at both ends of this track, 100 feet from the switches.

Unless otherwise authorized by dimensional load messages, all dimensional traffic including double stack containers are prohibited from operating on this track.

**CHESTER SPUR - Mile 4.35 (HOT-Rock connecting track)** - Extends 4.9 miles southward. Switch points face east.

**Rule 14 (I) (iv) applies:**

- at mile 0.34 (Howe Ave.) . . . . . RTC 13379
- at mile 0.70 (Bayers Rd.) . . . . . RTC 13379
- at mile 0.92 (Dutch Village Rd.) . . . . . RTC 13379
- at mile 1.21 (Springvale Ave.) . . . . . RTC 13379
- at mile 1.69 (Brook St.)

**Rule 103.1 (f) applies:**

Due to rusty rail condition

**Rule 104 (c)** - Switch at mile 4.6 (Lakeside Industrial track) may be left lined and locked in either position.

**Rule 105 (a) is applicable**

**Rule 112 (ii) - Add one handbrake** at mile 4.35.

**General Footnotes**

Switch point type spring derail located on spur track at switch with the HOT-Rock connecting track. When a westward movement is stopped before passing entirely through the derail, the movement must not be reversed nor slack taken until the derail has been properly set by hand.

**Equipment Restrictions**

Locomotives in groups A, B, D1 and D2, and CN 4700 to 4789 and CN 4799 to 4810 of group E are permitted.

Heaviest car permitted . . . . . 286,000 lbs.  
MAXIMUM SPEED . . . . . 10 MPH

**Public crossings at grade**

**Mile 3.4, Tracks BJ-12 and BJ-13** - All movements over crossings at grade must be manually protected.

**LAKESIDE INDUSTRIAL TRACK - MILE 4.6 (Chester Spur)** - Extends 0.5 mile north of the spur track. Switch points face east.

**Rule 105 (a) is applicable.**

When switching, air brakes must be fully operative and in no case must cars be left on that portion of curved trackage between the derail and spur track switch.

**Public crossing at grade**

**Mile 0.2 and mile 0.3** - All movements over crossings at grade must be manually protected (RTC R-20852 and RTC R-20845).

**7.4 HALIFAX TRANSFER TRACK**

**Mile 7.96** - Extends eastward for a distance of 3.66 miles, from mile 7.96 to mile 4.3.

Switch points face west.

**Special applications**

**Rule 112 (ii) - Hand brakes need not be applied** at the following locations:

FC yard, Ceres Container Terminal.

RH yard at Rockingham.

RG yard at Rockingham.

**Rockingham Yard Traffic Control (YTC)** - Remotely controlled by Traffic Co-ordinator at Rockingham.

Rockingham YTC limits extend between westward switch position indicators 43 at mile 4.3, 49D at mile 4.9 and eastward switch position indicators 52N, 52D at mile 5.2. The YTC limits also apply on the HOT-Rock connecting track between switch position indicators 43 and 44S at mile 4.3. Movements must approach each switch position indicators within these limits prepared to stop.

When the switch position indicator is yellow, it will indicate that the route is lined for the movement. When the switch position indicator is red, train and engine movements will be governed by the verbal instructions received by the Traffic Co-ordinator at Rockingham.

All switches within the Rockingham YTC limits are dual control. **Rule 104.2 is applicable.**

A special switching feature exists on switch position indicator signals 47D and 48N when route is lined for movement between Halifax Transfer Track and track leading to the engine house. When these route indicator signals indicate the route is lined, switching movements may be made over the dual control switch in both directions. This special feature when required, must be requested from the Traffic Co-ordinator at Rockingham and the Traffic Co-ordinator must be informed when switching completed.

**General footnotes**

Signals required to be placed to the right of the track as seen by the crew of an approaching train or engine under Rule 43 must be placed to the outside of the track affected and not between the main track and the Halifax Transfer Track.

Double stacked containers must not be switched between the Halifax Transfer Track and the track leading to the Engine House/Car Shop (FV yard).

| <b>SPEEDS</b>     | <b>MPH</b>  |
|-------------------|-------------|
| <b>Mile</b>       | <b>Frts</b> |
| 7.96 to 5.5 ..... | 30          |
| 5.5 to 4.3 .....  | 15          |

**Rockingham**

The following tracks fall under the jurisdiction of the Traffic Coordinator at Rockingham:

- Track between mile 7.96 and mile 7.0.
- All yard tracks west of Stop sign mile 4.3 HOT-Rock Connecting Track and mile 7.96

No trains or engines or track units may enter the above tracks without permission from the Traffic Coordinator at Rockingham.

**Airbrakes general**

Crews may be directed by the Traffic Coordinator at Rockingham or other proper authority to leave equipment with the angle cock closed on the following tracks:

- RG01 to RG10 inclusive
- RH01 to RH19 inclusive
- Halifax transfer track between mile 4.3 and mile 7.

Such equipment must first have the air brakes applied in either full service or emergency.

**CERES CONTAINER TRACKAGE** - Engine bell must be rung continuously while moving on container terminal.

**DEEPWATER BRANCH**

**Mile 5.0 (Halifax Transfer Track)** - Extends 1.17 miles north. Switch points face west.

**Rule 14 (l) (iv) applies:**

- at mile 0.3 (Barrington St.) . . . . . RTC 13379
- at mile 1.4 (Seaview Park Road) . . . RTC 13379

**Rule 26 (e) applies:**

on tracks RY01 and RY02 Halifax Intermodal Terminal  
- Blue flag derails have been installed at the west end of these tracks.

**Rule 105 (a) is applicable**

**Rule 112 (ii)**

**Hand brakes need not be applied** in Halifax Intermodal Terminal :Tracks RY01- RY02

MAXIMUM SPEED . . . . . 20 MPH

**Airbrakes - general**

Crews may be directed by the Traffic Coordinator at Rockingham or other proper authority to leave equipment with the angle cock closed on the following tracks:

- RY01 and RY02

Such equipment must first have the air brakes applied in either full service or emergency.

**Public crossings at grade**

**Mile 0.3** (Barrington St.) Warning devices.

**Automatic:** Do not exceed 15 miles per hour within 540 feet of crossing until crossing fully occupied.

**Mile 1.4** (Seaview Park Road.) Warning devices.

**Automatic:** Do not exceed 10 miles per hour within 410 feet of crossing until crossing fully occupied.

**RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

| <b>Location</b>                          | <b>Obstruction</b>     | <b>Side of track or overhead</b> |
|--|------------------------|----------------------------------|
| <b>Rockingham</b>                        |                        |                                  |
| RG Zone - tracks 1 to 10                 | Obstructing each other | Between tracks                   |
| RH Zone - tracks 1 to 19                 | Obstructing each other | Between tracks                   |
| <b>Basin yard</b>                        |                        |                                  |
| RZ Zone - tracks 2, 3, 5 to 10           | Obstructing each other | Between tracks                   |
| <b>Fairview Jct</b><br>lead to car shops | Overpass               | Overhead                         |

7.5 **MUNICIPAL SPRAYING**

**Mile 13.2** - Extends north of the north track. Length of track is 3728 ft. Switch points face east.

**Public crossings at grade**

**Mile 0.07** (Highway No. 2) Warning devices.

**Non-Automatic:** Stop signs on both sides of crossing. Pushbuttons located on east side of crossing.

7.6 **WINDSOR JCT**

**Mile 15.6** - West leg of wye.

MAXIMUM SPEED ..... 5 MPH.

7.7 **TRACKS TU-61 AND TU62 (Elmdale)**

**Mile 32.0** - Extends north of main track. Switch points face west

**Private crossing at grade**

**Mile 32.0** - Warning devices.

**Automatic:** Stop signs both sides of crossing. Cars or engines must not be left within 100 feet of crossing.

7.8 **NATIONAL GYPSUM (CANADA) LIMITED**

**Mile 36.6 (East Milford)** - Extends north of the main track.

Movements entering National Gypsum (Canada) Limited private trackage are governed by the display of a "Green" or "Red" light located on posts of gate. The display of a "Green" light indicates proceed at reduced speed and that no conflicting movements are being made by the National Gypsum engine. The display of a "Red" light indicates "Stop" until the "Green" light is displayed or until authority is personally received from National Gypsum (Canada) Limited to enter their tracks beyond this location.

Engines or cars exceeding 12 feet 7 inches in height above top of rail must not be moved beyond restricted clearance sign on gypsum mine loading track TU-45.

Local Control Dual Control Switch located at mile 36.6. Employees are governed by the following instructions:

**Rule 104.2 (a)****LOCAL CONTROL DUAL CONTROL SWITCHES (LCS)****Operating Instructions Self Restoring Switch**

Note: IF INDICATOR LIGHTS ARE EXTINGUISHED, RULE 104.2(C) MUST BE COMPLIED WITH IN ALL CASES.

**To Exit Main Track:**

- 1) Train must be stopped within 75 feet of switch.
- 2) Push "REVERSE" push-button, wait 20 seconds. Switch will move to reverse position and light will so indicate.
- 3) Occupy switch points then close and lock door.

**To Enter Main Track:**

- 1) Obtain permission from RTC to occupy main track.
- 2) Push "Reverse" push-button, wait 20 seconds. Switch will move to reverse position and light will so indicate.
- 3) Occupy switch points then close and lock door. 1.2

**Restoring Switch to Normal if Not Required:**

Push "NORMAL" push-button, wait 20 seconds. Switch will move to normal position and light will so indicate.

**General instructions**

**Lights:** Lights are provided to indicate switch position. If the light is not lighted for the requested position within one minute, the switch must be placed in "hand" position in accordance with the provisions of Rule 104.2 (c). After the movement has occupied the switch points, close and lock door of box.

**Rule 568:** A train or engine movement entering the main track will, after complying with Rule 568(a), line the dual control switch for the route to be used, by means of a push button located in a box near the switch. Lights are provided to indicate switch position. If the light is not lighted for the requested position within one minute, the provisions of Rule 568(b) must be complied with and the switch must then be placed in "hand" position in accordance with the provisions of Rule 104.2 (c).

A train or engine movement entering the main track under the provisions of Rule 568 (a) must approach the next signal prepared to stop, unless or until the track is seen to be clear to the next signal and such signal displays a more favourable indication than Stop or Stop and Proceed. A train or engine movement entering the main track under the provisions of Rule 568 (b) must move at restricted speed to the next signal.

**Restricted speed:** When a train or engine is required to move over an LCS switch under a Restricting Signal indication, a Stop and Proceed Signal indication, or a Stop Signal indication, or if switching is to be performed over this switch, movement must not be made until such switch has been placed in "hand" position in accordance with the provisions of Rule 104.2 (c).

**Rule 564:** A Rule 564 authority given to pass a stop signal where LCS switches are present in the block, and stating that dual control switches "Need Not" be placed in hand position does not relieve the employee from the requirement of placing an LCS switch in hand position as outlined above.

**Track Unit Operation:** Track units operating under the direction of a conductor in accordance with Section 2 of "Track Units" item 2.3; or Engineering Foreman operating in accordance with Section 3 of "Track Units" Rule 845 are governed by the following:

When making a through movement on the main track, if the light is not lighted for the requested position

within one minute, the conductor or foreman must operate such switch in the "hand" position and not restore it to the "power" position until all track units have moved off the switch. When making a movement to or from the main track, the conductor or foreman must operate such switch in the "hand" position and not restore it to the "power" position until all track units have moved off the switch.

7.9 **CANADA CEMENT SPUR**

**Mile 56.0** - Extends 2.8 miles south of the main track. Switch points face west.

When derails at the entrance to Canada Cement Company private tracks TU-10 and TU-12 are locked with private locks, it will be necessary when required to enter these tracks, to have derails removed by an employee of Canada Cement Company, ensuring that tracks are clear of self - propelled equipment and conflicting movements.

**Public crossings at grade**

Movements over all public crossings at grade must be protected by a member of the crew (RTC 118356).

7.10 **TRURO INDUSTRIAL SPUR**

**Mile 63.0** - Extends north of the main track for a distance of 0.66 mile. Switch points face west.

When switching, air brakes must be fully operative and in no case must cars be left standing on the lead track due to heavy grades.

**Exception:** Switching is permitted at switch TC52 using main line and Industrial spur.

**Public crossings at grade**

All movements over crossings at grade must be manually protected.

7.11 **TRACK TC-49**

**Mile 63.56** - Extends eastward south of the main track for a distance of 0.56 mile. Switch points face west.

**Rule 14 (I) (iv) applies:**

- at mile 63.33 (Kaulback St.)

**Public crossings at grade**

**Mile 63.33 (Kaulback St.)** - warning devices

**Track TC-49**

**Automatic:** Westward movements must not exceed 10 mph until crossing is occupied

Unless protected manually, eastward movements must approach crossing at mile 63.50 (King St.) and all movements must approach crossing at mile 63.33 (Kaulback St.) prepared to stop and not obstruct crossing until the crossing protection devices have been operating for at least 20 seconds.

Westward movements must stop at Stop sign located east of crossing at mile 63.50 (King St.) and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**8.0 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

**Unless inspected at mile  
eastward westward  
movements movements**

| <b>Mile</b>       |   | <b>MPH</b> |
|-------------------|---|------------|
| 9.7 to 17.5 ..... |   | 35         |
| 61.0 to 64.0 .... | 12.1 (Spr- 44.3 or 61.3 ..<br>..... inghill Sub.) | 35         |

8.2 Eastward movements, including the Eastward movements from Dartmouth sub, must be inspected at mile 16.3 Bedford Sub.

|   |                  |  |                      |                                  |                  |                           |      |        |
|---|------------------|--|----------------------|----------------------------------|------------------|---------------------------|------|--------|
| METHOD OF CONTROL   | NUMBER OF TRACKS | <b>DARTMOUTH</b><br>SUBDIVISION              |                      | MILE                             | DOB / TGBOLIMITS | DTMF RTC STANDBY CHANNELS |      |        |
|   |                  | <b>W</b><br>↓                                | <b>E</b><br>↑        |                                  |                  |                           |      |        |
|   |                  | <b>105</b>                                   | <b>END OF TRACKS</b> |                                  |                  |                           | 16.5 | 16.5   |
|   |                  | <b>ROV</b>                                   | <b>DARTMOUTH</b>     |                                  |                  |                           | 12.5 | ↑<br>↓ |
| <b>CTC</b>  | <b>1</b>         | <b>WRIGHTS COVE</b>                          | 10.1                 |                                  |                  |                           |      |        |
|   |                  | <b>WINDSOR JCT</b><br>(Jct with sub Bedford) | 0.2                  | 0.2                              |                  |                           |      |        |
| <b>Subdivision Control Features</b><br>CTC between Windsor Jct and mile 0.4<br>OCS between mile 0.4 and mile 11.0<br>Rule 105 between mile 11.0 and mile 16.5 |                  |  |                      |                                  |                  |                           |      |        |
| <b>RTC Standby Channels and Tones</b><br>between mile 0.2 and mile 16.5 C 3 T2  |                  |  |                      | <b>Emergency Call</b><br>C 3 *0# |                  |                           |      |        |
| <b>Maintenance of Way Radio Channels</b><br>between mile 0.2 and mile 16.5 C 81   |                  |  |                      | <b>Radio base</b><br>2162        |                  |                           |      |        |

**DARTMOUTH SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 14 (l) (iv) applies:**  
 -at mile 10.33 (Princess Margaret Blvd.)  
 -at mile 10.55 (Nootka Ave.)  
 -at mile 12.66 (Ochterloney St.)  
 -at mile 12.75 (pedestrian crossing)
- 1.2 **Rule 104 (c) -** Switches of tracks DD-81 to DD-87 inclusively at Dartmouth and switches at mile 11.90, 12.66 and 16.5 (Auto-Port spur) may be left lined and locked in either position.

**2 GENERAL FOOTNOTES**

- 2.1 **Unattended Locomotives:**  
 Dartmouth . . . . . Tracks DD-89 and DD-90
  - 2.2 **RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**
- | Location                                     | Obstruction            | Side of track or overhead |
|--|------------------------|---------------------------|
| Dartmouth<br>Tracks DD-18 to DD-84           | Obstructing each other | Between tracks            |
| Dartmouth<br>Main track & JP Porter and Sons | Obstructing each other | Between tracks            |
| Mile 16.11<br>DA storage tracks              | Obstructing each other | Between tracks            |

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted . . . . . 286,000 lbs.

**5 SPEEDS**

## 5.1

| <b>Mile</b>   | <b>MPH</b> |
|---|------------|
| <b>Zone 0.2 to 1.9</b>  | <b>15</b>  |
| <b>Zone 1.9 to 6.8</b>  | <b>30</b>  |
| <b>Zone 6.8 to 16.5</b>   | <b>25</b>  |
| *9.27 <b>(Wright Ave.)</b> , within 570 feet of crossing until crossing occupied            | 15         |
| *10.33 <b>(Princess Margaret Blvd.)</b> within 400 feet of crossing until crossing occupied | 10         |
| *10.55 <b>(Nootka Ave.)</b> , within 400 feet of crossing until crossing occupied           | 10         |
| *11.0 to 16.5 Rule 105  | 15         |
| *12.75 crossing at Ferry Landing until crossing occupied                                    | 5          |

**\*Not marked by restricting speed signs**

**6 PUBLIC CROSSINGS AT GRADE**

6.1 **Mile 0.50** (Cobequid Road) - After accepting a CLEAR TO STOP indication or RESTRICTING SIGNAL at signal 17, westward movements must stop east of crossing circuit signs governing public crossing at grade mile 0.50 until signal H155-1 displays a permissive indication or permission received from RTC.

6.2 **Mile 8.39** (Akerley Blvd.) - Warning devices.  
**Track DD-16**  
**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

6.3 **Mile 12.66** (Ochterloney St.) - Warning devices.  
**Automatic:** Stop signs on both sides of the crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

6.4 **Mile 12.75** - Movements over crossing leading to the Ferry landing must be manually protected.

6.5 **Mile 16.49** - Unless manually protected, westward movements must not obstruct crossing until the protection devices have been operating for at least 20 seconds.

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 0.2 TO MILE 16.5**  
**Rule 105 (a)** applies on all spurs and other tracks.

7.2 All train crews or other CN personnel entering or working in Dartmouth Yard are governed by and must have a copy of the current "Halifax Terminal Manual" accessible while on duty.

7.3 **BURNSIDE INDUSTRIAL SPUR A**  
**Mile 8.39** - Extends 1.5 miles north of track DD-16. Switch points face west.

**General footnotes**

Air brakes must be fully operational when switching.

**Public crossing at grade**

**Mile 0.4** (Vidito Drive) - Movements over crossing must be manually protected.

- 7.4 **BURNSIDE INDUSTRIAL SPUR B**  
**Mile 8.52** - Extends 0.5 mile north of track DD-16.  
Switch points face west.

**General footnotes**

Air brakes must be fully operational when switching.

- 7.5 **BURNSIDE INDUSTRIAL SPUR D**  
**Mile 8.72** - Extends 1.2 miles north of track DD-16.  
Switch points face west.

**General footnotes**

Look out for falling rocks. Air brakes must be fully operational when switching.

**Public crossing at grade**

**Mile 0.5** (Wright Ave) - Movements over crossing must be manually protected (RTC R-36119).

- 7.6 **WRIGHTS COVE**  
**Mile 10.1** - Extends south of the main track. Switch points face east.

Lookout for National Gypsum trackmobile when occupying National Gypsum (Canada) Limited private trackage.

**Rule 104 (c)** - All switches on private trackage may be locked in either position.

The car inspector will assist in closing the split derail when trains depart.

When switching gypsum trains for unloading, arrange to cut train and place at unloading plant in two parts.

**Rule 104.5 (c)** - Exemption derails are installed on tracks DD40 and DD41 at National Gypsum Company.

**RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

| Location               | Obstruction    | Side of track or overhead |
|------------------------|----------------|---------------------------|
| Tracks DD-40 and DD-42 | Gate and fence | Both sides                |

- 7.7 **IMPERIAL OIL LTD**  
**Mile 15.5** - Extends both sides of track DD00 (old main track). Switch points face east and west.

When switching filling building track DU-41, air brakes must be fully operative.

**RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

| Location                | Obstruction | Side of track or overhead |
|-------------------------|-------------|---------------------------|
| Mile 15.11 Imperial Oil | Pipe        | Overhead                  |

- 7.8 **DARTMOUTH AUTO-PORT**  
**Mile 16.5** - Extends south of track DD00(old main track). Points face west.

When switching on these tracks air brakes must be fully operative.

**Public crossing at grade**

**Mile 0.25** (Labrador Avenue) - Warning devices. **Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Mile 0.37** (Bonaventure Avenue) - Warning devices.  
**Automatic:** Stop signs on both sides of crossing. Movements over this public crossing must stop and not obstruct crossing until strobe light on instrument case is observed to be a flashing white light which will indicate that highway traffic lights are displaying stop to highway traffic. If strobe light fails to operate within five minutes after stopping at the crossing, movement over crossing must be manually protected (RTC R-40039).

**Mile 0.45** (Hines Road) - Warning devices.  
**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Mile 0.71** (Howard Ave.) All movements headed by an engine must stop and then proceed provided there is no traffic closely approaching the crossing.

## **8 SPECIAL DANGEROUS COMMODITIES**

- 8.1 Unless inspected at mile 16.3 Bedford sub, eastward movements from Bedford Sub which originated at Rockingham, must not exceed 15 miles per hour between mile 10.1 and mile 12.5.
- 8.2 All trains and transfer movements made up at or between mile 12.5 and mile 16.5 must be inspected before departure.

| METHOD OF CONTROL      | NUMBER OF TRACKS              | SPRINGHILL SUBDIVISION |           | MILE   | SIDING CAPACITY IN FEET | TGBO LIMITS       | SWITCHING ZONE                   | DTMF RTC STANDBY CHANNELS | HOT BOX AND DRAGGING EQUIPMENT DETECTORS |
|------------------------|-------------------------------|------------------------|-----------|--------|-------------------------|-------------------|----------------------------------|---------------------------|--|
|                        |                               | W<br>↓                 | E<br>↑    |        |                         |                   |                                  |                           |  |
| CTC                    | 1                             | TRURO EAST             | Y         | 0.0    |                         | 0.0<br>↑<br>136.7 | 0.00<br>↑<br>116.0<br>↓<br>136.7 |                           |  |
|                        |                               | TRURO                  |           | 0.47   |                         |                   |                                  |                           |  |
|                        |                               | BELMONT                |           | 4.8    | 15340                   |                   |                                  |                           |  |
|                        |                               | LONDONDERRY            |           | 16.9   | 6635                    |                   |                                  |                           |  |
|                        |                               | FOLLY LAKE             |           | 24.0   | 7160                    |                   |                                  |                           |  |
|                        |                               | ATKINSON               |           | 37.7   | 6150                    |                   |                                  |                           |  |
|                        |                               | OXFORD JCT             |           | 46.7   | 6360                    |                   |                                  |                           |  |
|                        |                               | SALT SPRINGS           |           | 52.9   |                         |                   |                                  |                           |  |
|                        |                               | SPRINGHILL JCT         |           | 59.6   | 11350                   |                   |                                  |                           |  |
|                        |                               | MACCAN                 |           | 69.0   |                         |                   |                                  |                           |  |
|                        |                               | AMHERST                |           | 76.8   | 8785                    |                   |                                  |                           |  |
|                        |                               | SACKVILLE              |           | 86.7   |                         |                   |                                  |                           |  |
|                        |                               | EVANS                  |           | 92.7   | 8810                    |                   |                                  |                           |  |
|                        |                               | UPPER DORCHESTER       |           | 100.4  | 6375                    |                   |                                  |                           |  |
|                        |                               | PAINSEC JCT            |           | 117.46 | 9240                    |                   |                                  |                           |  |
|                        |                               | MONCTON                |           | 124.9  |                         |                   |                                  |                           |  |
|                        |                               | WEST END               |           | 126.0  |                         |                   |                                  |                           |  |
|                        |                               | 2                      | MARSH JCT |        | 127.0                   |                   |                                  |                           |  |
| (Jct with Sussex sub.) |                               |                        |           |        |                         |                   |                                  |                           |  |
| 1                      | GORT                          |                        | 128.5     |        |                         |                   |                                  |                           |  |
|                        | ( Entrance/Exit Gordon Yard ) |                        |           |        |                         |                   |                                  |                           |  |
|                        | ODLUM                         |                        | 129.7     |        |                         |                   |                                  |                           |  |
|                        | LUTESVILLE                    |                        | 131.8     | 5910   |                         |                   |                                  |                           |  |
|                        |                               | ( Jct N.B.E.C.R. )     |           |        |                         |                   |                                  |                           |  |
|                        |                               | PACIFIC JCT            | 136.7     |        |                         |                   |                                  |                           |  |

**Subdivision Control Features**  
CTC between mile 0.0 and Pacific Jct

| RTC Standby Channels and Tones            | Emergency Call |
|---|----------------|
| between mile 0.0 and mile 118.8 C 8 T1    | C 8 *0#        |
| between mile 118.8 t le mile 125.9 C 2 T1 | C 2 *0#        |
| between mile 125.9 t le mile 136.7 C 4 T1 | C 4 *0#        |

| Maintenance of Way Radio Channels      | Radio base | Group Call |
|--|------------|------------|
| between mile 0.0 and mile 29.0 C 84    | 2170       | 8004       |
| between mile 29.0 and mile 66.0 C 83   | 2169       | 8004       |
| between mile 66.0 and mile 126.0 C 84  | 2168       | 8004       |
| between mile 126.0 and mile 136.7 C 81 | 2200       | 8004       |

**SPRINGHILL SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

1.1 **Dispatched siding territory** - Dispatched Siding Divisional data "definition" in effect on entire subdivision.

**SPECIAL APPLICATIONS**

1.2 **Rule 13** - Engine bell must be rung continuously between mile 0.0 and mile 0.5 and between mile 75.6 and mile 77.4.

1.3 **Rule 14 (I) (ii)** applies at the following private crossings at grade:  
-at mile 29.5  
-at mile 30.7.

1.4 **Rule 14 (I) (iv) applies:**

|                                  |           |
|----------------------------------|-----------|
| -at mile 0.18 (Prince St.)       | RTC 40190 |
| -at mile 0.41 (Queen St.)        | RTC 40190 |
| -at mile 75.92 (Chamberlain St.) | RTC 11202 |
| -at mile 76.95 (Victoria St.)    | RTC 11202 |
| -at mile 77.15 (Erncliffe St.)   | RTC 11202 |
| -at mile 122.78 (Mill Road)      |           |
| -at mile 123.47 (Elmwood Drive)  |           |
| -at mile 124.26 (Church St.)     | RTC 82778 |
| -at mile 124.27 (St. George St.) | RTC 82778 |
| -at mile 124.39 (Victoria St.)   | RTC 82778 |
| -at mile 124.43 (Robinson St.)   | RTC 82278 |
| -at mile 124.45 (Queen St.)      | RTC 82278 |
| -at mile 124.49 (Lutz St.)       | RTC 82278 |
| -at mile 127.42 (Edinburg Dr.)   |           |

1.5 **Rule 104.1 - Spring switch**

**Gort** ..... faces west

1.6 **Rule 112 (ii)**

**Double the hand brake requirement** on track DO-07 Humphrey, mile 122.5.

**Triple the handbrake requirement at the following locations:** sdg Folly Lake, sdg Atkinson, sdg Springhill Jct, sdg Amherst, sdg Evans.

**2 GENERAL FOOTNOTES**

2.1 **Maximum Permissible Motorized Axles** - The locomotive consist may be increased to 30 working motorized axles. Tonnage may be increased to that which can be handled by 24 motorized axles.

**GENERAL OPERATING INSTRUCTIONS**

2.2 **Section 3 item 3.10 - application**

Due to non-standard track centres between St-André Jct. and Halifax, some dimensional traffic with a rating of D-3 may contain a "meet/pass " restriction. When a D-3 contains a "meet/pass " restriction the requirements of the item "meet/pass " must be complied with.

2.3 Due to distance between tracks trains handling dimensional loads must ensure that there is no equipment on the adjacent track within 50 feet of signals M469 or D469 at the west end of siding Oxford Jct and of signals M935 or D935 at the west end of siding Evans. If there is equipment within 50 feet of these signals trains handling dimensional loads must stop and ensure that clearance is sufficient before proceeding.

2.4 **Moncton** - Industrial switch SO-68A is to be left lined and locked for through movement from Track SO-01 to Industrial lead.

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.

4.2 Heaviest car permitted ..... 286,000 lbs.

**5 SPEEDS**

**5.1 Speed charts**

a) Speed at identified public crossings applies until the crossing is fully occupied.

b) Zone speed signs will not indicate speeds for freight trains restricted by **TOB**.

c) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

**5.2 Passenger trains speeds**

| Mile  | MPH       |
|---|-----------|
| <b>0.0 to 1.0 zone</b>  | <b>30</b> |
| 0.1 to 0.5 until crossings at mile 0.18 (Prince St.) and mile 0.41 (Queen St.) are fully occupied | 10        |
| <b>1.0 to 1.7 zone</b>  | <b>50</b> |
| <b>1.7 to 17.0 zone</b>   | <b>70</b> |
| <b>17.0 to 30.3 zone</b>  | <b>45</b> |
| <b>30.3 to 38.9 zone</b>  | <b>50</b> |
| <b>38.9 to 47.9 zone</b>  | <b>65</b> |
| <b>47.9 to 50.9 zone</b>  | <b>60</b> |
| <b>50.9 to 69.8 zone</b>  | <b>55</b> |
| <b>69.8 to 82.4 zone</b>  | <b>70</b> |
| 75.4 to 77.6  | 30        |
| *76.95 ( <b>Victoria St.</b> ) within 1000 feet   | 20        |
| *77.15 ( <b>Erncliff St.</b> ) within 1000 feet   | 20        |
| <b>82.4 to 85.5 zone</b>  | <b>60</b> |
| 85.3 to 85.5  | 45        |
| <b>85.5 to 97.5 zone</b>  | <b>50</b> |
| 85.5 to 86.9  | 30        |
| <b>97.5 to 100.8 zone</b>   | <b>70</b> |
| <b>100.8 to 113.8 zone</b>  | <b>60</b> |
| 109.6 to 109.9  | 55        |
| <b>113.8 to 121.8 zone</b>  | <b>70</b> |
| <b>121.8 to 124.2 zone</b>  | <b>50</b> |
| *123.47 ( <b>Elmwood Dr.</b> ) Westward movements within 1800 feet                                | 45        |
| <b>124.2 to 126.0 zone</b>  | <b>35</b> |
| *124.2 to 124.3 ( <b>Church and George Sts.</b> ) within 1500 feet                                | 30        |
| 124.3 to 124.9  | 30        |
| <b>126.0 to 129.3 zone</b>  | <b>40</b> |
| <b>129.3 to 136.7 zone</b>  | <b>60</b> |
| 136.3 to 137.6  | 55        |

5.3 Freight train speeds

| Mile   | MPH       |              |                 |
|--|-----------|--------------|-----------------|
|  |           | exceeding 80 | 8000 ft and 100 |
| <b>0.0 to 1.0 zone</b>   | <b>30</b> | <b>30</b>    | <b>30</b>       |
| *0.1 to 0.5 until crossings at mile 0.18 (Prince St.) and mile 0.41 (Queen St.) are fully occupied | 10        | 10           | 10              |
| <b>1.0 to 1.7 zone</b>   | <b>45</b> | <b>45</b>    | <b>45</b>       |
| <b>1.7 to 17.0 zone</b>  | <b>55</b> | <b>55</b>    | <b>55</b>       |
| 2.0 Bridge   | 50        | 50           | 50              |
| 8.2 Bridge   | 50        | 50           | 50              |
| *9.2 Westward approaching signal M 91  |           |              | 50              |
| <b>17.0 to 38.9 zone</b>   | <b>40</b> | <b>40</b>    | <b>40</b>       |
| <b>38.9 to 50.9 zone</b>   | <b>55</b> | <b>55</b>    | <b>55</b>       |
| <b>50.9 to 66.1 zone</b>   | <b>45</b> | <b>45</b>    | <b>45</b>       |
| <b>66.1 to 69.8 zone</b>   | <b>55</b> | <b>55</b>    | <b>55</b>       |
| <b>69.8 to 82.4 zone</b>   | <b>60</b> | <b>60</b>    | <b>60</b>       |
| *74.04 Westward approaching signal M 741   |           |              | 55              |
| 75.4 to 77.6   | 30        | 30           | 30              |
| *76.95 (Victoria St.) within 1000 feet   | 20        | 20           | 20              |
| *77.15 (Erncliff St.) within 1000 feet   | 20        | 20           | 20              |
| <b>82.4 to 85.5 zone</b>   | <b>55</b> | <b>55</b>    | <b>55</b>       |
| 85.3 to 85.5   | 40        | 40           | 40              |
| <b>85.5 to 97.5 zone</b>   | <b>45</b> | <b>45</b>    | <b>45</b>       |
| 85.5 to 86.9   | 30        | 30           | 30              |
| *89.6 Eastward movements approaching advance signal M896   |           |              | 40              |
| <b>97.5 to 106.9 zone</b>  | <b>60</b> | <b>60</b>    | <b>60</b>       |
| <b>106.9 to 121.8 zone</b>   | <b>55</b> | <b>55</b>    | <b>55</b>       |
| *116.82 Westward approaching signal M 1167   |           |              | 50              |
| *118.47 Eastward approaching signal M 1118   |           |              | 50              |
| <b>121.8 to 124.2 zone</b>   | <b>50</b> | <b>50</b>    | <b>50</b>       |
| 123.2 to 124.2   | 30        | 30           | 30              |
| <b>124.2 to 126.0 zone</b>   | <b>35</b> | <b>35</b>    | <b>35</b>       |
| *124.2 to 124.3 (Church and George Sts.) within 1500 feet  | 30        | 30           | 30              |
| 124.3 to 124.9   | 30        | 30           | 30              |
| <b>126.0 to 129.3 zone</b>   | <b>40</b> | <b>40</b>    | <b>40</b>       |
| <b>129.3 to 137.6 zone</b>   | <b>45</b> | <b>45</b>    | <b>45</b>       |
| *131.2 Eastward approaching signal 64  |           |              | 35              |

\*Not marked by restricting speed signs

5.4 CONDITIONAL SPEEDS

| Mile   | MPH |
|--|-----|
| 4.8 Sdg Belmont  | 25  |
| 6.43 Westward movements leaving from siding at Belmont until crossing fully occupied | 15  |
| 117.46 Sdg Painsec Jct   | 25  |
| *123.7 Heavy Axle Load Trains on bridge  | 10  |
| 129.7 to 133.9 Test engines  | 70  |

\*Applicable until the last Heavy Axle Load on the train clears the bridge.

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 0.18** (Prince St.) - Warning devices.  
**Automatic:** Westward movements stopped within 400 feet of crossing for 2 minutes or more must use "start" pushbutton located east of crossing.
- 6.2 **Mile 0.41** (Queen St.) - Warning devices.  
**Automatic:** Train movements on "TA" yard lead at Truro must not exceed 10 miles per hour within 400 feet of crossing until crossing occupied.
- 6.3 **Mile 1.35** (Park Street) - Warning devices.  
**Automatic:** All movements on Stella Jones tracks must stop at stop signs located on each side of the crossing.
- 6.4 **Mile 6.43** (Higgins Road) - warning devices  
**Automatic:** Westward movements leaving from the sdg at Belmont must not exceed 15 mph until crossing occupied.
- 6.5 **Mile 46.90** (De La Station Rd) - Warning devices.  
**Automatic:** Westward movements complying with Rule 564 at signal M469 or signal D469 at Oxford Jct must not obstruct crossing until warning devices have been operating for at least 20 seconds. Warning devices will activate once the movement occupies the crossing circuit designated by the operating sign located on the north side of the track.
- 6.6 **Mile 75.46** (Anson Ave.) - Warning devices  
**Automatic:** Westward trains switching at east end Amherst and leaving train on main track must leave train east of "crossing circuit" sign located 2300 feet east of crossing. When switching completed entire train must be east of "crossing circuit" sign before proceeding over crossing.
- 6.7 **Mile 76.95** (Victoria St.) - Warning devices.  
**Automatic:** Westward movements standing on main track at station must use "stop" and "start" pushbuttons located at station or at crossing.

Eastward trains not exceeding 5300 feet will pull by Victoria St. crossing until automatic gates rise, then perform switching from east end of yard. If a train is too long to perform switching within these limits, the train must be stopped west of sign marked "Gate Crossing Circuit" which is located approximately 1350 ft. west of Victoria St. crossing, also allowing room for cars which are picked up.

- 6.8 **Mile 85.87** (Crescent St.) - Eastward movements stopped at signal M860 Sackville must not exceed 10 mph until crossing occupied.
- 6.9 **Mile 131.0** (Private Crossing at Grade) - Warning devices.  
**Automatic:** Unless crossing protection devices have been in operation for at least 30 seconds eastward movements stopped at signal 64 or D64 at Lutesville east must not exceed 15 mph until crossing is occupied.

**7 SPURS AND OTHER TRACKS**

- 7.1 **MILE 0.0 TO MILE 136.7**  
**Rule 105 (a) applies** on all spurs and other tracks except Gordon Yard.
- 7.2 All train crews or other CN personnel entering or working in Truro Yard are governed by and must have a copy of the current "Halifax Terminal Manual" accessible while on duty.

7.3 **Truro Yard**

**Mile 0.47** - Connection with CB & CNS Railway is via Truro Yard. Tracks TD-18 to TD-29 are CB & CNS tracks.

**Designated Tie-up Tracks Unattended Locomotives:**

Truro ..... Track TB-14

**Rule 104 (c)** - All switches in Truro yard may be left lined and locked in either position.

**Rule 112 (ii)** - One hand brake must be applied per cut of cars on the following tracks:  
TD-06 à TD-13, TD-17, TA-11, TC-30.

CN Trains will normally be yarded in TD-15 with local traffic set in TD-13. CN crews are permitted to operate on the lead east of Truro Yard (old Hopewell Sub) to the rule 105 limit located at mile 2.5 CB & CNS Hopewell Sub approximately 3600 feet east of TD-16 switch. The crossing at mile 2.13 CB & CNS Hopewell Sub (East Prince Street ) is a whistle crossing. Trains or engines must not clear the main track at mile 0.9 and track TH-08.

**CN movements or other CN personnel operating or working between mile 1.9 and mile 2.5 CB & NS Hopewell Sub are governed by the following rules: - Rule 105, 105(a) and 105 (c). GBO's are not required for other than main track on the CB&CNS.**

**RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

| Location                                | Obstruction                     | Side of track or overhead |
|---|---------------------------------|---------------------------|
| Domtar Tracks TD-07,08, 11 to 14, 16,17 | Guy wire Obstructing each other | Overhead Between tracks   |

7.4 **OXFORD SPUR**

**Mile 46.7-** Extends 0.85 mile north of main track. Switch points face east and west. Stop blocks are installed at mile 0.85.

**Rule 104.5 (c) applies:**  
**Tracks Q-002 and Q-003:** Exception derails are in service on these tracks. They are installed 200 feet from the switches with the main track.

**General footnotes**

A salt transfer facility has been constructed astride track Q007 with a 300 foot storage capacity on either side of the building. Track Q007 has a derail installed. Except in case of emergency, locomotives are prohibited from operating over the scale on this track.

MAXIMUM SPEED ..... 10 MPH

**Public/private crossing at grade**

All movements over crossings must be manually protected.

7.5 **SPRINGHILL JCT**

**Mile 59.6** - An under track unloading pit exists on the east end of Track E0-84. Use caution while walking along the south side of this track.

7.6 **AMHERST**  
**Mile 76.8**

**Rule 112 (ii) -Handbrakes must be applied** on all cars left on tracks other than the siding.

MAXIMUM SPEED  
Track EO-59 . . . . . 10 MPH

**Public crossings at grade**  
**Track E0-57** (Chamberlain St.) - Warning devices.  
**Automatic:** Westward movements must stop and not obstruct crossing until warning devices have been operating for at least 20 seconds.  
**Track E0-59** (Park St.) - All movements over crossing must be protected by a member of the crew (NTA 1988-R-1).

7.7 **TRACK D070 - (Formerly Sackville)**  
**Mile 86.0** - Extends 600 ft north of main track. Switch points face West.

7.8 **DORCHESTER - (Chemical Industrial Park Spur).**  
**Mile 97.7** - Extends 2.4 miles south of track DO-50. Switch points face west.

**General footnotes**  
**Track D0-56** - A single locomotive must be used when switching this track. Cars 69 feet or greater must be handled through curve individually.

**Equipment restrictions**  
Locomotives in groups E, F, G and H prohibited.

MAXIMUM SPEED . . . . . 10 MPH

7.9 **POINT DU CHENE SPUR**  
**Mile 117.46** - Extends 5.4 miles north of main track. Switch points face west.

**Rule 104.5 (c) applies:**  
**Track :** An exception derail is installed at the entrance of the spur. This derail is located 200 feet from the switch at mile 117.46.

**Equipment restrictions**  
Locomotives in groups E, F, G and H prohibited.

**RESTRICTED CLEARANCES**

| Location   | Obstruction                        | Side of track or overhead |
|------------|------------------------------------|---------------------------|
| Track LO10 | Pulley mechanism & walkway railing | north side                |

7.10 **DIEPPE SPUR**  
**Mile 118.5** - Extends 3.8 miles south of the siding. Switch points face east.

**Rule 104.5 (c) applies:**  
**Track DP-23 - Runaround track:** Exception derails are installed at both ends of the track.

**Equipment restrictions**  
Locomotives in groups E and H prohibited.

**Public crossings at grade**  
**Mile 1.07 (Moncton Shediac Hwy/Hwy No. 15)** - Warning devices  
**Automatic:** Unless the crossing is manually protected, all movements must not obstruct crossing until the protection devices have been operating for at least 20 seconds.  
**Mile 2.62** (Dawson St.) All movements over crossing must be manually protected. (RTC R-33795).  
**Mile 2.77** (Thibodeau St.) All movements over crossing must be manually protected. (RTC R-33795).

7.11 **HUMPHREY SPUR**

**Mile 122.3** - Extends 1.7 miles north of the main track. Switch points face west.

**Special applications**

**Rule 104 (c)**- Switch mile 1.01 is to be left lined and locked in reversed position.

Switches miles 0.84 and 1.2 are to be left lined and locked in reversed position.

**Equipment restrictions**

Locomotives in group H prohibited.

**Mile 0.84 - Switch.** Switch points face south. The switch is in normal position when lined for the Caledonia Loop Track.

**Mile 0.83 - Spring derail**

Spring derail is installed. Derail must be on at all time. When ice and snow conditions warrant, all movements must stop before passing over the derail.

**Public crossing at grade**

**Mile 1.0** (Caledonia Rd.) - Southward movements over public crossing must be manually protected.

**CALEDONIA LOOP TRACK - Mile 0.84 and mile 1.01 (Humphrey Spur)**- Extends 1.6 miles. Switch points face south.

7.12 **"PO" Zone**

**Mile 126.7** - Extends north of the main track. Switch points face east.

**General footnotes**

Due to heavy curvature, maximum speed of 5 miles per hour must be observed while operating private track PO-17.

**Equipment restrictions**

Only locomotives in groups A, B, D and E may enter these tracks beyond the frog.

7.13 **Gort**

**Mile 128.5** - Due to reduced distance between tracks, no train must stop with the front or rear of their train within 50 feet of signal D37 on track DX3 at Gort mile 128.5 Springhill subdivision. Block begin sign is erected to indicate start of fouling point.

7.14 **FRANKLIN SPUR**

**Mile 128.9** - Extends 2.7 miles north of the main track. Switch points face east

**Public crossing at grade**

**Mile 0.48** (Edinburgh Drive)

**Rule 14 (I) (iv) applies.**

Movements must not exceed 10 mph over crossing.

**MONCTON INDUSTRIAL DEVELOPMENT SPUR NO. 5 - Mile 0.28 (Franklin Spur)** - Extends 1.1 miles east. Switch points face north.

**Public crossings at grade**

**Moncton Industrial Development Spur No. 1 - Mile 1.1 (Moncton Industrial Development Spur No.5)** - Extends 0.9 mile east. Movements over all public crossings at grade must be manually protected (RTC 124703).

**Moncton Industrial Development Spur No. 2 - Mile 0.06 (Moncton Industrial Development Spur No. 1)** - Extends 0.7 mile north. Switch points face west. Movements over all public crossings at grade must be manually protected (RTC R-13844).

**MONCTON INDUSTRIAL DEVELOPMENT SPUR NO. 3 - Mile 0.3 (Franklin Spur) - Extends 0.7 mile east of Franklin Spur. Switch points face south.**

**Public crossing at grade**

Movements over all public crossings at grade must be manually protected (RTC R-21016, R-32578).

**VIC INDUSTRIAL SPUR A**

**Mile 1.1 (Franklin Spur) - Extends 1.1 miles west. Switch points face south.**

**Public crossing at grade**

**Rule 14 (I) (iv) applies:**

-at mile 0.15 (Pacific Ave.)

7.15 **GORDON YARD**

**Mile 129.6**

**Rule 26 (e) applies:** On tracks B001, B003 and P005, blue flag derails have been installed and are located 150 feet from the west end of the pad and 100 feet from the east end respectively.

On tracks C015 and C016, blue flag derails have been installed and are located 100 feet outside of the fenced compound.

**Rule 105 - (a) applies:**

On tracks DX01 to DX03, EL01, LX03 to LX05, RX01 to RX03 and TH01

**Rule 112 (ii) - Hand brakes need not be applied on equipment at the following location:**

A, C, E, R, S, W Yards and on tracks PO-03, PO-05 and TH-01.

**Rule 112 (v)**

A maximum of one (1) handbrake must be applied to locomotives left unattended separated from other equipment whether running or not running on the following tracks:

Tracks DS01 to DS04

Tracks FS02 to FS06

Tracks LX01 and LX02

Shop track lead

**MAXIMUM SPEED**

Track LX-03 and class Track (switching) 10 MPH

Tracks LX01 and LX02 ..... 5 MPH

**Airbrakes general**

Crews may be directed by the Traffic Coordinator at Gordon Yard or other proper authority to leave equipment with the angle cock closed on the following tracks:

PO-03 and PO-05

RO-01 to RO-06 inclusive

WO-03 to WO-06 inclusive

TH-01

Such equipment must first have the air brakes applied in either full service or emergency.

**RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

| <b>Location</b>    | <b>Obstruction</b> | <b>Side of track or overhead</b> |
|--------------------|--------------------|----------------------------------|
| Mile 124.1         | Overpass           | Overhead                         |
| Tracks P003 - P005 |                    | Both sides                       |
| Track TH01         |                    | Both sides                       |

**8 SPECIAL DANGEROUS COMMODITIES**





**8.1 SPEEDS**

**Unless inspected at mile:**

|                  | <b>eastward<br/>movements</b> | <b>westward<br/>movements</b> |            |
|------------------|-------------------------------|-------------------------------|------------|
| <b>Mile</b>      |                               |                               | <b>MPH</b> |
| 0.0 to 3.0 ..... | 12.1 .....                    | 61.3                          | 35         |
|                  |                               | (Bedford Sub.)                |            |

8.2 Westward movements must be inspected at mile 113.0.

8.3 All trains and transfer movements originating at Gordon Yard must be inspected before departure.

| METHOD OF CONTROL   | NUMBER OF TRACKS   | SUSSEX SUBDIVISION                       |      | MILE | SIDING CAPACITY IN FEET | TGBO LIMITS   | SWITCHING ZONE  | DTMF RTC STANDBY CHANNELS | HOT BOX AND DRAGGING EQUIPMENT DETECTORS |      |     |      |      |
|---|--|--|------|------|-------------------------|---|---|---------------------------|--|------|-----|------|------|
|   | W<br><br>E<br> |  |      |      |                         |   |   |                           |  |      |     |      |      |
| CTC   | 1  | MARSH JCT.<br>(Jct with springhill sub.) | 0.0  |      |                         |                                        |  | C4<br>*5<br>007<br>#      | 20.3                                     |      |     |      |      |
|   |  | BEND<br>(Entrance/exit Gordon yard)      | 2.1  |      |                         |   |   |                           |  |      |     |      |      |
|   |  | APEX<br>(Exit Gordon yard)               | 2.5  |      |                         |   |   |                           |  |      |     |      |      |
| OCS   | 1  | FUNDY<br>(Entrance/exit Gordon yard)     | 2.9  |      |                         |   |   |                           |  |      | 2.9 |      |      |
|   |  | PETITCODIAC                              | 20.6 |      |                         |   |   |                           |  |      |     |      |      |
|   |  | MCCULLYS Y                               | 38.5 |      |                         |   |   |                           |  |      |     | C 28 |      |
|   |  | SUSSEX                                   | 43.3 | 2640 |                         |   |   |                           |  |      |     | *5   |      |
|   |  | NORTON                                   | 54.3 |      |                         |   |   |                           |  |      |     | 009  |      |
|   |  | MOOSEHORN                                | 57.2 | 5350 |                         |   |   |                           |  |      |     | #    |      |
|   |  | Connection with NBSR                     | 83.5 |      |                         |   |   |                           |  | 83.5 |     |      | 65.8 |
| <b>Subdivision Control Features</b><br>CTC between Marsh Jct and mile 2.9<br>OCS between mile 2.9 and mile 83.5                       |  |  |      |      |                         |   |   |                           |  |      |     |      |      |
| <b>RTC Standby Channels and Tones</b><br>between mile 0.0 and mile 2.9 <b>C 4 T1</b><br>between mile 2.9 and mile 83.5 <b>C 28 T1</b> |  |  |      |      |                         | <b>Emergency Call</b><br>between mile 0.0 and mile 2.9 <b>C 4 *0#</b><br>between mile 2.9 and mile 83.5 <b>C 28 *0#</b> |   |                           |  |      |     |      |      |

**SUSSEX SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**CTC SPECIAL FEATURES**

**1.1 Other signalled tracks**

**Track RDX1**

CTC - Extends between from no 3 switch at Apex to no 1 switch at Fundy. Length is 1270 feet.

**Track DX-1/Yard**

CTC - Extends between signal DDX1 at Apex and no 4 switch at Bend. Length is 2693 feet.

**SPECIAL APPLICATIONS**

**1.2 Rule 14 (I) (iv) applies:**

- at mile 0.33 (Edinburgh Drive)
- at mile 42.50 (Marble Ave.)
- at mile 43.15 (Main St.)

**1.3 Rule 112 (ii)**

**Add one additional hand brake at following locations:**

- Petitcodiac tracks CO-32 and CO-33,
- Sussex siding and tracks CO-66 and CO-72,

**2 GENERAL FOOTNOTES**

**2.1 Maximum Permissible Motorized Axles -** The locomotive consist may be increased to 30 working motorized axles. Tonnage may be increased to that which can be handled by 24 motorized axles.

2.2 **Moosehorn** - Connection with Denison Sub is via siding. The switch connecting the Denison Sub to the siding is to be left lined and locked for movement to the Denison Sub. When in this position yellow target will so indicate.

Movements must have permission from the RTC to enter siding.

2.3 Mile 83.5 - CN crews operating west of mile 83.5 Sussex Subdivision must be in possession of supplement in effect as specified on the first page of the CN bulletins monthly re-issue. They are not required to be in possession of NBSR time table. An NBSR bulletin book is located in Gordon Yard for CN Operating Crews operating to Saint John

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.

4.2 Heaviest car permitted ..... 286,000 lbs.

**5 SPEEDS**

| Mile   | MPH       |
|--|-----------|
| <b>0.0 to 83.5 zone</b>  | <b>40</b> |
| *1.9 public crossing at grade<br><b>(Hump Yard Rd)</b> within 700 feet<br>of crossing until crossing occupied<br>(RTC 103967)      | 15        |
| 42.3 to 44.0 <b>Eastward</b> movements may<br>resume speed when crossing at<br>mile <b>42.5 (Morrow ave)</b> is fully<br>occupied. | 20        |
| <b>Westward</b> movements may<br>resume speed when crossing at<br>mile <b>43.8 (Floral ave)</b> is fully<br>occupied.              |           |
| *Not marked by restricting speed signs   |           |

**5.2 CONDITIONAL SPEEDS**

| Mile                                       | MPH |
|--|-----|
| *36.9 Heavy Axle Load Trains on bridge ... | 20  |
| *46.1 Heavy Axle Load Trains on bridge ... | 20  |
| *48.9 Heavy Axle Load Trains on bridge ... | 20  |
| 57.2 Moosehorn through siding .....        | 25  |
| Note: Rule 98.1 applies through turnouts   |     |
| *66.6 Heavy Axle Load Trains on bridge ... | 20  |
| *70.8 Heavy Axle Load Trains on bridge ... | 20  |
| *78.7 Heavy Axle Load Trains on bridge ... | 20  |

**\*Applicable until the last Heavy Axle Load on the train clears the bridge.**

**6 PUBLIC CROSSINGS AT GRADE**

6.1 **Mile 20.51** (Pleasant Road) - Westward movements switching at Petitcodiac must leave their train clear east of crossing circuit sign.

**7.0 SPURS AND OTHER TRACKS**

7.1 **MILE 0.0 TO MILE 83.5**

**Rule 105 (a) applies** on all spurs and other tracks except Gordon Yard.

7.2 **GORDON YARD**

**Mile 2.1 and Mile 2.9**

**Rule 26 (e) applies:**

On tracks B001, B003 and P005, blue flag derails have been installed and are located 150 feet from the west end of the pad and 100 feet from the east end respectively.

On tracks C015 and C016, blue flag derails have been installed and are located 100 feet outside of the fenced compound.

**Rule 105 - (a) applies:**

On tracks DX01 to DX03, EL01, LX03 to LX05, RX01 to RX03 and TH01

**Rule 112 (ii) - Hand brakes need not be applied on equipment at the following location:**

A, C, MW, W Yards and on tracks PO-03 and PO-05. When trains are yarded at East yard, West Yard, Receiving Yard and Intermodal Yard.

Cars being switched by yard crews at the East Yard and Receiving Yard must be secured with two hand brakes when left unattended.

**Rule 112 (v)**

A maximum of one (1) handbrake must be applied to locomotives left unattended separated from other equipment whether running or not running on the following tracks:

- Tracks DS01 to DS04
- Tracks FS02 to FS06
- Tracks LX01 and LX02
- Shop track lead

**MAXIMUM SPEED**

- Track LX-03 and class Track (switching) 10 MPH
- Tracks LX01 and LX02 ..... 5 MPH

**Airbrakes - general**

Crews may be directed by the Traffic Coordinator at Gordon Yard or other proper authority to leave equipment with the angle cock closed on the following tracks:

- PO-03 and PO-05
- RO-01 to RO-06 inclusive
- WO-03 to WO-06 inclusive

Such equipment must first have the air brakes applied in either full service or emergency.

**RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

| Location           | Obstruction | Side of track or overhead |
|--------------------|-------------|---------------------------|
| Mile 124.1         | Overpass    | Overhead                  |
| Tracks P003 - P005 |             | Both sides                |
| Track TH01         |             | Both sides                |

7.3 **PETITCODIAC SPUR**

**Mile 20.6** - Extends 0.5 mile north of the main track. Switch points face west.

MAXIMUM SPEED ..... 10 MPH

**Public crossings at grade**

Movements over public crossings at grade must be manually protected by a member of the crew.

**Mile 0.38** - Warning devices.

**Automatic:** Stop sign located on north side of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

7.4 **MCCULLYS, POTASH COPR. OF SASKATCHEWAN**

**Mile 38.6** - Extends south of the main track. Switch points face East and West.

Movements operating south of the bridge must be authorized by the Potash Corp. of Saskatchewan. Authorization may be obtained in either verbal or written form from the Customer Service Centre, a Transportation Officer or the RTC. Authorization must not be given by the RTC without authority from the Customer Service Centre.

7.5 **TRACK CO-63**

**Mile 42.51** - Extends north of the main track. Switch points face East.

**Public crossing at grade**

Movements over all public crossings at grade must be manually protected.

**8 SPECIAL DANGEROUS COMMODITIES**

8.1 **SPEEDS**

| <b>Mile</b>        | <b>MPH</b> |
|--------------------|------------|
| 73.0 to 83.5 ..... | 35         |

8.2 Eastward movements must be inspected at mile 20.3.

8.3 Westward movements must be inspected at mile 65.8.

8.4 All trains and transfer movements made up or moving within yards between mile 0.0 and mile 20.3 and between mile 65.8 and mile 83.5 must be inspected before departure.

| METHOD OF CONTROL  | NUMBER OF TRACKS | DENISON<br>SUBDIVISION |        | MILE | SIDING CAPACITY IN<br>FEET        | TGBO LIMITS           | DTMF RTC STANDBY<br>CHANNELS |
|--|------------------|------------------------|--------|------|-----------------------------------|-----------------------|------------------------------|
|  |                  | N<br>↓                 | S<br>↑ |      |                                   |                       |                              |
| OCS  | 1                | CLOVER HILL            |        | 11.7 |                                   | 11.7<br>↑<br>↓<br>0.0 | C28<br>*5<br>009<br>#        |
|  |                  | MOOSEHORN              |        | 0.0  | 5350                              |                       |                              |
| <b>Subdivision Control Features</b><br>OCS between mile 0.0 and mile 11.7          |                  |                        |        |      |                                   |                       |                              |
| <b>RTC Standby Channels and Tones</b><br>between mile 0.0 and mile 11.7    C 28 T1 |                  |                        |        |      | <b>Emergency Call</b><br>C 28 *0# |                       |                              |

**DENISON SUBDIVISION FOOTNOTES**

**1 GENERAL FOOTNOTES**

1.1 **Moosehorn** - Connection with Sussex Sub. is via siding. The switch connecting the Denison Sub. to the siding is to be left lined and locked for movement to the Denison Sub. When in this position yellow target will so indicate.

Movements must have permission from the RTC to enter siding.

1.2 **Mile 4.5** - Northward movements in possession of an OCS clearance must not travel beyond mile 4.5 until permission has been received from the RTC.

1.3 **Clover Hill** - A local telephone is located just inside the entrance gate to the PCS private trackage. Before proceeding beyond the gate a member of the crew must contact the PCS control room and request permission to enter, ensuring that all tracks are clear of self propelled equipment and conflicting movements. The telephone numbers of the control room are posted in the telephone box. If contact cannot be made with the control room, authorization may be obtained through the Customer Support Centre.

Derail has been installed inside gate at mile 11.7. Movements departing PCS must contact the control room by radio after clearing the derail and receive confirmation from the employee on duty that the derail has been restored to derailing position prior to departing that location.

The control room must be advised when work has been completed and tracks vacated.

**GENERAL OPERATING INSTRUCTIONS**

**Section 7 Air Brakes item 7.2 (f)**

A brake test must be made at Clover Hill prior to departure.

1.4 **Between Clover Hill and Mossehorn** - When descending grades, if brake pipe air pressure is depleted to a point where a recharge is necessary, movement must be stopped and a sufficient number of retainers set in H.P. (high pressure) position to hold the train on the grade during recharge of the brake system. At least 3 retainers should be set for every 1000 tons.

It may also be necessary to use retaining valves to safely control movement when operating over heavy grades on this territory.

Retainers must be released when they are no longer required.

**2 GENERAL FOOTNOTES**

NIL

**3 INTERLOCKING**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Heaviest car permitted ..... 286,000 lbs.

**5.0 SPEEDS**

5.1 **Mile** **MPH**  
**0.0 to 11.7 zone** ..... **25**

**5.2 Conditional speeds**

**Mile** **MPH**  
0.0 Through siding Moosehorn ..... 25

Note: Rule 98.1 applies through turnouts

**6 PUBLIC CROSSING AT GRADE**

6.1 **Mile 11.72** - Warning devices.  
**Automatic:** Stop signs on both sides of crossing. Movements must not obstruct crossing until protection devices have been operating for at least 20 seconds.



1.3 **Rule 104.1- Spring switches**

- Bantalor ..... West end.
- Deersdale ..... West end.
- Green River ..... West end.

1.4 **Rule 112 (ii) - Add one hand brake at the following location:** Sdg North Branch, sdg Pangburn, sdg Bantalor, sdg McGivney, sdg Longley, sdg Plaster Rock, sdg Grand Falls and sdg Green River.

**Double the hand brake requirement at the following locations:** Tracks EH-52 to EH-54 at mile 177.3, sdg Cantor, Track EG-15 at Maple Grove, sdg Napadogan and sdg Blue Bell.

**Triple the hand brake requirement at the following locations:** Sdg Summit and track EH-80 Odell.

**2 GENERAL FOOTNOTES**

2.1 **Maximum Permissible Motorized Axles -** The locomotive consist may be increased to 30 working motorized axles. Tonnage may be increased to that which can be handled by 24 motorized axles.

**GENERAL OPERATING INSTRUCTIONS**

2.2 **Stand alone Dragging Equipment Detector-** Located (Refer to the Divisional Data for instructions):

- Mile 170.97**
- Mile 175.3**

2.3 **ITEM 3.10 - APPLICATION**

Due to non-standard track centres between St-André Jct. and Halifax, some dimensional traffic with a rating of D-3 may contain a "meet/pass " restriction. When a D-3 contains a "meet/pass " restriction the requirements of the item "meet/pass " must be complied with.

2.4 **Summit - Longley**

When descending grade between Summit and Longley, if brake pipe air pressure is depleted to a point where a recharge is necessary, movement must be stopped and a sufficient number of retainers set in H.P. (high pressure) position to hold the train on the grade during recharge of the brake system. At least three retainers should be set for every 1000 tons. Retainers must be released when they are no longer required.

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.

4.2 Heaviest car permitted ..... 286,000 lbs.

**5 SPEEDS**

5.1 **Speed charts**

a) Speed at identified public crossings applies until the crossing is fully occupied.

b) Zone speed signs will not indicate speeds for freight trains restricted by **TOB**.

c) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

5.2 Freight trains

| Mile  | MPH       |           |                     |
|---|-----------|-----------|---------------------|
|   |           | 80 TOB    | 8000 ft and 100 TOB |
| <b>0.0 to 2.0 zone</b>                          | <b>40</b> | <b>40</b> | <b>40</b>           |
| *1.18 <b>Eastward</b> approaching signal 12     |           |           | 25                  |
| <b>2.0 to 18.2 zone</b>                         | <b>65</b> | <b>65</b> | <b>65</b>           |
| *9.75 <b>Westward</b> approaching signal 97     | 60        | 55        | 50                  |
| 10.9 Bridge                                     | 55        | 55        | 55                  |
| *14.85 <b>Eastward</b> approaching signal 148   |           | 55        | 50                  |
| <b>18.2 to 34.8 zone</b>                        | <b>55</b> | <b>55</b> | <b>55</b>           |
| 18.2 to 19.8                                    | 40        | 40        | 40                  |
| *26.95 <b>Westward</b> approaching signal 269   |           |           | 50                  |
| <b>34.8 to 89.9 zone</b>                        | <b>60</b> | <b>60</b> | <b>60</b>           |
| *36.35 <b>Westward</b> approaching signal 363   |           | 55        | 50                  |
| *42.39 <b>Westward</b> approaching signal 423   |           |           | 55                  |
| 43.7 to 45.1                                    | 55        | 55        | 55                  |
| 45.1 to 47.4                                    | 40        | 40        | 40                  |
| 47.4 to 50.3                                    | 50        | 50        | 50                  |
| *47.9 <b>Eastward</b> approaching signal 478    |           |           | 45                  |
| *56.32 <b>Eastward</b> approaching signal 564   |           |           | 40                  |
| 56.4 to 58.4                                    | 45        | 45        | 45                  |
| *67.45 <b>Westward</b> approaching signal 675   |           | 55        | 50                  |
| *71.59 <b>Eastward</b> approaching signal 710   |           |           | 55                  |
| 75.3 to 75.7                                    | 55        | 55        | 55                  |
| *76.32 <b>Westward</b> approaching signal 763   |           |           | 50                  |
| *79.62 <b>Eastward</b> approaching signal 796   |           | 55        | 50                  |
| *84.04 <b>Westward</b> approaching signal 841   |           |           | 50                  |
| <b>89.9 to 110.4 zone</b>                       | <b>55</b> | <b>55</b> | <b>55</b>           |
| 93.1 to 95.0                                    | 45        | 45        | 45                  |
| *100.56 <b>Eastward</b> approaching signal 1006 |           | 50        | 45                  |
| 103.1 to 110.0                                  | 45        | 45        | 45                  |
| <b>110.4 to 130.9 zone</b>                      | <b>60</b> | <b>60</b> | <b>60</b>           |
| *112.5 <b>Westward</b> approaching signal 1125  |           | 55        | 50                  |
| *116.24 <b>Eastward</b> approaching signal 1162 |           | 55        | 50                  |
| 118.7 to 119.8                                  | 40        | 40        | 40                  |
| 126.8 to 130.9                                  | 45        | 45        | 45                  |
| <b>130.9 to 147.3 zone</b>                      | <b>50</b> | <b>50</b> | <b>50</b>           |
| *138.59 <b>Westward</b> approaching signal 1385 |           |           | 45                  |
| 139.4 to 141.0                                  | 40        | 40        | 40                  |
| 144.0 to 147.0                                  | 40        | 40        | 40                  |
| <b>147.3 to 153.0 zone</b>                      | <b>60</b> | <b>60</b> | <b>60</b>           |
| *148.08 <b>Westward</b> approaching             |           |           | 25                  |

**Freight trains cont'd .....**

| Mile  | MPH       |           |                     |
|---|-----------|-----------|---------------------|
|   |           | 80 TOB    | 8000 ft and 100 TOB |
| <b>153.0 to 159.5 zone</b>                      | <b>50</b> | <b>50</b> | <b>50</b>           |
| 153.0 to 154.1                                  | 45        | 45        | 45                  |
| 154.1 to 154.2                                  | 40        | 40        | 40                  |
| 159.1 to 159.5                                  | 35        | 35        | 35                  |
| <b>159.5 to 167.9 zone</b>                      | <b>40</b> | <b>40</b> | <b>40</b>           |
| 163.0 to 163.5                                  | 35        | 35        | 35                  |
| <b>167.9 to 176.8 zone</b>                      | <b>35</b> | <b>35</b> | <b>35</b>           |
| 172.5 to 173.7                                  | 20        | 20        | 20                  |
| <b>176.8 to 187.2 zone</b>                      | <b>50</b> | <b>50</b> | <b>50</b>           |
| *180.3 <b>Westward</b> approaching signal 1805  |           |           | 45                  |
| 180.0 to 181.0                                  | 40        | 40        | 40                  |
| *183.05 (St-Andre Rd) within 1500 ft            | 45        | 45        | 45                  |
| *183.7 <b>Eastward</b> approaching signal 1834  |           | 45        | 40                  |
| <b>187.2 to 209.8 zone</b>                      | <b>60</b> | <b>60</b> | <b>60</b>           |
| 188.6 to 188.9                                  | 50        | 50        | 50                  |
| *192.46 <b>Westward</b> approaching signal 1927 |           | 50        | 45                  |
| 192.7 to 192.9                                  | 50        | 50        | 50                  |
| *194.06 <b>Westward</b> approaching signal 1943 |           | 55        | 50                  |
| *195.9 <b>Eastward</b> approaching signal 1962  |           |           | 50                  |
| *197.5 <b>Eastward</b> approaching signal 1978  |           | 55        | 45                  |
| *202.06 <b>Westward</b> approaching signal 2023 |           | 55        | 50                  |
| 204.8 to 205.9                                  | 45        | 45        | 45                  |
| 205.9 to 209.8                                  | 55        | 55        | 55                  |
| <b>209.8 to 219.4 zone</b>                      | <b>50</b> | <b>50</b> | <b>50</b>           |
| 215.9 to 219.2                                  | 40        | 40        | 40                  |
| 219.2 to 219.4 rule 105                         | 30        | 30        | 30                  |
| *219.32 (private crossing) until occupied       | 5         | 5         | 5                   |

\*Not marked by restricting speed signs .....

**5.3 CONDITIONAL SPEEDS**

| Mile   | MPH |
|--|-----|
| 114.9 Deersdale facing point movement when spring switch for diverging route ..... | 5   |

**5.4 RESTRICTED SPEED**

When a train is authorized to operate at restricted speed (either by signal indication or by the requirements of Rule 564) within a block where a bridge is equipped with sliding rail joints, trains are further restricted as follows:

- Train speed must not exceed 10 mph over the bridge and within 500 feet on either side of the bridge.
- Unless absolutely necessary, brake application must be avoided on the bridge and within 500 feet on either side of the bridge.

Bridges equipped with sliding rail joints are at miles: 10.9, 56.4, 154.1, 169.2, 170.5, 173.2 and 180.5

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 166.20** (Highway no 108) - Warning devices.  
**Automatic:** Eastward movements stopping at signal D1660 siding Blue Bell must stop clear of crossing circuit sign located 600 feet west of crossing.
- 6.2 **Mile 175.73** (Violette St) - Warning devices.  
**Automatic:** Movements entering or leaving siding Ennishore must not occupy crossing until warning devices have been operating for at least 20 seconds.
- 6.3 **Mile 194.05** (Bridge St.) - Warning devices.  
**Automatic:** Westward movements stopping at signal 1943 St. Leonard must stop clear of crossing circuit sign located east of the crossing level.

**7 SPURS AND OTHER TRACKS**

- 7.1 **MILE 0.0 TO MILE 219.2**  
**Rule 105 (a) applies** on all spurs and other tracks.
- 7.2 **CHIPMAN**  
**Mile 45.8** - Extends south of siding. Switch points face east and west.

MAXIMUM SPEED  
Wye Tracks, EG-63 and EG-67 . . . . . 10 mph.  
Tracks EP-01 and EP-11 . . . . . 10 mph.

**Public crossings at grade**  
**King Street** - All movements over crossing must be manually protected.  
**Main St.** - All movements over crossing must be manually protected.

**Special applications**  
**Rule 104 c)** - Switch EP-01 may be left lined and locked in either position.

- 7.3 **NAPADOGAN**  
**Mile 106.6**

MAXIMUM SPEED  
Wye Tracks, EG-12 and EG-13 . . . . . 5 mph.

- 7.4 **McCAIN SPUR**  
**MILE 191.1 (Cyr Jct)** - Extends 7.8 miles south of main track from mile 28.2 (Cyr Jct) to mile 20.4. Switch points face west.

**Equipment restrictions**  
Locomotives in group G prohibited.

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

| Location   | Obstruction | Side of Track or Overhead |
|------------|-------------|---------------------------|
| Track EJ63 | Building    | East side                 |

- 7.5 **ST. LEONARD**  
**Mile 194.1**

MAXIMUM SPEED  
Track EH-23 . . . . . 5 mph.

- 7.6 **ST. LEONARD SPUR**  
**Mile 195.5** - Extends 1.0 mile north of main track. Switch points face east and west. Derail is located 300 yards North of crossing at mile 0.4.

**Equipment restrictions**

Movements of group G locomotives are authorized when consisting of single unit with or without cars.

Locomotives must not exceed 5 miles per hour on the wye at St. Leonard.

MAXIMUM SPEED ..... 10 mph.

**Public crossing at grade**

**Mile 0.4** - Movements must not obstruct public crossing at grade until it is known that protection devices have been operating for at least 20 seconds.

7.7 **EDMUNDSTON SPUR**

**Mile 218.1** - Extends 3.25 miles north of main track. Switch points face East.

**Equipment restrictions**

Locomotives in group G prohibited.

MAXIMUM SPEED ..... 10 MPH.

**Fraser Mill Yard**

An electronic gate is installed at the east end of train trestle crossing the Madawaska river which functions as follows:

A train or engine movement passing beneath the Fournier bridge and also when exiting Fraser Inc. will activate photoelectric sensors which will open the gate. The gate will remain open for a minimum of 20 minutes or until such time as there are no longer obstructions in the gate-path. A flashing light has also been installed at the gate to alert crew members that the gate has fully opened.

**Special applications**

**Rule 104 c)** - Switch EB-10 may be left lined and locked in either position.

**Private crossings**

Engine bell must be used to protect private crossings within yard.

**Public crossing at grade**

**Mile 0.9** (Victoria St.) - Maximum permissible speed 10 miles per hour until crossing occupied. All movements must be manually protected. **Rule 14 (I) (iv) applicable.**

7.8 **EDMUNDSTON YARD**

**Mile 219.4**

**Special applications**

**Rule 104 (c)** - Switch EA-14 may be left lined and locked in either position.

**Rule 105 (a) applies** on tracks ML-01 and EA-14 only.

**Unattended Locomotives:**

Edmundston ..... Track EA-15.

**8 SPECIAL DANGEROUS COMMODITIES**

8.1 **SPEEDS**

**Mile** **MPH**  
217.0 to 219.4 ..... 35

8.2 Eastward movements must be inspected at mile 9.4

| METHOD OF CONTROL   | NUMBER OF TRACKS | <b>PELLETIER</b><br>SUBDIVISION           |        | MILE          | SIDING CAPACITY IN<br>FEET | TGBO LIMITS                   | SWITCHING ZONE    | DTMF RTC STANDBY<br>CHANNELS | HOT BOX AND DRAGGING<br>EQUIPMENT DETECTORS |
|---|------------------|---|--------|---------------|----------------------------|-------------------------------|-------------------|------------------------------|---|
|   |                  | W<br>↓                                    | E<br>↑ |               |                            |                               |                   |                              |   |
| 105   | 1                | EDMUNSTON                                 |        | 0.0           |                            | 0.0<br>↑<br>20.0<br>↓<br>86.9 | 1.7<br>↕<br>20.0  | C 4<br>*5<br>019<br>#        | 5.0<br>21.4<br>34.0<br>50.7                 |
|   |                  | ALBERTINE                                 |        | 7.4           |                            |                               |                   |                              |   |
|   |                  | MACKENZIE                                 |        | 17.3          | 6195                       |                               |                   |                              |   |
|   |                  | COURCHESNE                                |        | 28.7          | 6240                       |                               |                   |                              |   |
|   |                  | GLENDYNE                                  |        | 34.9          |                            |                               |                   |                              |   |
|   |                  | TARTE                                     |        | 44.0          | 11800                      |                               |                   |                              |   |
|   |                  | ESTCOURT                                  |        | 53.9          | 7560                       |                               |                   |                              |   |
|   |                  | ST.ELEUTHERE                              |        | 60.6          |                            |                               |                   |                              |   |
|   |                  | PELLETIER                                 |        | 67.6          | 7350                       |                               |                   |                              |   |
|   |                  | 2   | 1      | FOURCHUE      |                            |                               |                   |                              |   |
|   | 1                | ST.ANDRÉ JCT<br>(Jct with Montmagny sub.) |        | 86.9          |                            |                               |                   |                              |   |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 0.0 and mile 1.7<br>CTC between mile 1.7 and mile 86.9 |                  |   |        |               |                            |                               |                   |                              |   |
| <b>RTC Standby Channels and Tones</b>   |                  |   |        |               |                            |                               |                   | <b>Emergency Call</b>        |   |
| between mile 0.0 and mile 67.6  |                  |   |        | <b>C 4 T1</b> |                            | <b>C 4 *0#</b>                |                   |                              |   |
| between mile 67.6 and mile 86.9   |                  |   |        | <b>C 2 T2</b> |                            | <b>C 2 *0#</b>                |                   |                              |   |
| <b>Maintenance of Way Radio Channels</b>  |                  |   |        |               | <b>Radio base</b>          |                               | <b>Group Call</b> |                              |   |
| between mile 0.0 and mile 6.0   |                  |   | C 83   | 2216          |                            |                               |                   |                              |   |
| between mile 6.0 and mile 26.0  |                  |   | C 84   | 2215          |                            | 8019                          |                   |                              |   |
| between mile 26.0 and mile 67.0   |                  |   | C 83   | 2218          |                            | 8019                          |                   |                              |   |
| between mile 67.0 and mile 86.9   |                  |   | C 81   | 2224          |                            | 8019                          |                   |                              |   |

**PELLETIER SUBDIVISION FOOTNOTES**

- 1 CANADIAN RAIL OPERATING RULES**
- 1.1 **Dispatched siding territory** - Dispatched Siding Divisional data "definition" in effect on entire subdivision.
- 1.2 **Rule 51** - Two main tracks between mile 73.9 and mile 76.4
- SPECIAL APPLICATIONS**
- 1.3 **Rule 14 (I) (ii)** is applicable at the following private crossings at grade:  
 - at mile 10.97  
 - at mile 19.1  
 - at mile 19.2  
 - at mile 24.20  
 - at mile 24.51  
 - at mile 35.41
- 1.4 **Rule 83.2 - TGBO**  
 Edmundston - TGBO's completed time for westward trains are in Atlantic Time.
- 1.5 **Rule 104.1** - Spring switches  
 MacKenzie . . . . . West end.
- 1.6 **Rule 112 (ii)- Add one hand brake at the following locations:** Sdg Tarte and track ER-33 at mile 45.4.  
  
**Double the hand brake requirement at the following locations:** Tracks ER-06 and ER-07 at mile 10.9, sgd MacKenzie and sgd Courchesne.  
  
**Triple the hand brake requirement at the following locations:** Track ER-49 at mile 56.5 (Irving) and sgd Pelletier.

**2 GENERAL FOOTNOTES**

2.1 **Maximum Permissible Motorized Axles** - The locomotive consist may be increased to 30 working motorized axles. Tonnage may be increased to that which can be handled by 24 motorized axles.

**GENERAL OPERATING INSTRUCTIONS**

2.2 **Section 3 item 3.10 - Application**  
Due to non-standard track centres between St-André Jct. and Halifax, some dimensional traffic with a rating of D-3 may contain a "meet/pass " restriction. When a D-3 contains a "meet/pass " restriction the requirements of the item "meet/pass " must be complied with.

2.3 **Pelletier - St-André Jct**  
When descending grade between Pelletier and St-André Jct, if brake pipe air pressure is depleted to a point where a recharge is necessary, movement must be stopped and a sufficient number of retainers set in H.P. (high pressure) position to hold the train on the grade during recharge of the brake system. At least three retainers should be set for every 1000 tons. Retainers must be released when they are no longer required.

**Equipment inspection**

2.4 **Mile 1.6** - Slide detector  
A slide detector has been installed and is designed to indicate a possible slide has occurred. When the slide detector is triggered, a flashing light is activated on the south side of the main track at mile 1.6. Train or engine movements must not pass the slide zone area until it has been inspected by Engineering. The RTC must be contacted immediately and advised of the situation.

2.5 **Mile 77 to Mile 85.1** - Be on lookout for rock slides.

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.

4.2 Heaviest car permitted: . . . . . 286,000 lbs.

**5 SPEEDS**

5.1 **Speed charts**

a) Speed at identified public crossings applies until the crossing is fully occupied.

b) Zone speed signs will not indicate speeds for freight trains restricted by **TOB**.

c) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than **CLEAR TO STOP**.

5.2 Freight trains

| Mile   | MPH       |           |                   |
|--|-----------|-----------|-------------------|
|  |           | 80 TOB    | 800ft and 100 TOB |
| <b>0.0 to 2.8 zone</b>   | <b>40</b> | <b>40</b> | <b>40</b>         |
| 0.0 to 1.7 rule 105  | 40        | 40        | 40                |
| <b>2.8 to 13.4 zone</b>  | <b>55</b> | <b>55</b> | <b>55</b>         |
| *3.43 <b>Eastward</b> approaching signal 34                                      |           |           | 50                |
| 10.9 to 11.4   | 45        | 45        | 45                |
| <b>13.4 to 41.0 zone</b>   | <b>50</b> | <b>50</b> | <b>50</b>         |
| 15.6 to 15.9   | 35        | 35        | 35                |
| *18.75 <b>Eastward</b> approaching signal 188                                    |           |           | 45                |
| *24.2 (Private crossing) <b>Eastward</b> until occupied                          | 35        | 35        | 35                |
| *24.5 (Private crossing) <b>Westward</b> until occupied                          | 30        | 30        | 30                |
| *26.7 <b>Westward</b> approaching signal 267                                     |           |           | 45                |
| *28.0 <b>Westward</b> approaching signal 279                                     |           |           | 45                |
| 29.4 to 34.7   | 35        | 35        | 35                |
| <b>41.0 to 46.2 zone</b>   | <b>40</b> | <b>40</b> | <b>40</b>         |
| *41.16 ( 289 road crossing at grade) <b>Eastward</b> from mile 42 until occupied | 35        | 35        | 35                |
| <b>46.2 to 50.2 zone</b>   | <b>50</b> | <b>50</b> | <b>50</b>         |
| <b>50.2 to 54.5 zone</b>   | <b>55</b> | <b>55</b> | <b>55</b>         |
| <b>54.5 to 67.9 zone</b>   | <b>35</b> | <b>35</b> | <b>35</b>         |
| *57.44 (Hwy 289) applies from the whistle posts operating sign                   | 30        | 30        | 30                |
| *58.25 (Hwy 289) applies from the whistle posts operating sign                   | 30        | 30        | 30                |
| *59.47 (Hwy 289) applies from the whistle posts operating sign                   | 30        | 30        | 30                |
| *62.0 Bridge   | 30        | 30        | 30                |
| <b>67.9 to 86.9 zone</b>   | <b>50</b> | <b>50</b> | <b>50</b>         |
| *69.84 ( <b>Du Parc Road crossing at grade</b> )                                 |           |           |                   |
| <b>Eastward</b> from mile 71 until occupied                                      | 45        | 45        | 45                |
| <b>Westward</b> from mile 69 until occupied                                      |           |           |                   |
| *72.74 ( <b>Du Parc Road crossing at grade</b> )                                 |           |           |                   |
| <b>Eastward</b> from mile 74 until occupied                                      | 45        | 45        | 45                |
| <b>Westward</b> from mile 72 until occupied                                      |           |           |                   |
| *73.9 <b>Westward</b> approaching signal 739                                     |           |           | 40                |
| *76.54 ( <b>4th Range crossing at grade</b> )                                    |           |           |                   |
| <b>Eastward</b> from mile 77 until occupied                                      | 45        | 45        | 45                |
| <b>Westward</b> from mile 76 until occupied                                      |           |           |                   |
| *83.97 ( <b>4th Range crossing at grade</b> )                                    |           |           |                   |
| <b>Eastward</b> from mile 85 until occupied                                      | 45        | 45        | 45                |
| <b>Westward</b> from mile 83 until occupied                                      |           |           |                   |
| *86.9 over Jct switch  | 35        | 35        | 35                |

\*Not marked by restricting speed signs

**5.3 CONDITIONAL SPEEDS**

| <b>Mile</b> |  | <b>MPH</b> |
|-------------|--|------------|
| 67.6        | Through turnouts sdg Pelletier . . . . . | 15         |
| <b>44.0</b> | <b>Siding</b> . . . . .                  | <b>25</b>  |

**5.4 RESTRICTED SPEED**

When a train is authorized to operate at restricted speed (either by signal indication or by the requirements of Rule 564) within a block where a bridge is equipped with sliding rail joints, trains are further restricted as follows:

- Train speed must not exceed 10 mph over the bridge and within 500 feet on either side of the bridge.
- Unless absolutely necessary, brake application must be avoided on the bridge and within 500 feet on either side of the bridge.

Bridge equipped with sliding rail joints is at mile: 46.3

**6 PUBLIC CROSSINGS AT GRADE**

NIL

**7 SPURS AND OTHER TRACKS**

**7.1 MILE 1.7 TO MILE 86.9**

**Rule 105 (a) applies** on all spurs and other tracks.

**7.2 EDMUNDSTON YARD**

**Mile 0.0**

**Special applications**

**Rule 104 (c)** - Switch EA-14 may be left lined and locked in either position.

**Rule 105 (a) applies** on tracks ML-01 and EA-14 only.

**Designated Tie-up Tracks Unattended Locomotives:**  
Edmundston . . . . . Track EA-15.

**7.3 TRACKER06**

**Mile 10.81**

**Equipment restrictions**

6 axles locomotives are prohibited on track ER06.

| METHOD OF CONTROL | NUMBER OF TRACKS                                 | MONTMAGNY SUBDIVISION |  | MILE  | SIDING CAPACITY IN FEET | TGBO LIMITS | SWITCHING ZONE | DTMF RTC STANDBY CHANNELS | HOT BOX AND DRAGGING EQUIPMENT DETECTORS |
|-------------------|--|-----------------------|--|-------|-------------------------|-------------|----------------|---------------------------|--|
|                   |  | W<br>↓                | E<br>↑                                       |       |                         |             |                |                           |  |
| CTC               | 1  |                       | (jct with CF de M)                           | 1.3   |                         | 1.3         |                |                           |  |
|                   |  |                       | (Jct with sub de Pelletier)                  |       |                         |             | ↑              |                           |  |
|                   |  |                       | <b>ST.ANDRÉ JCT</b>                          | 15.3  |                         |             |                |                           |  |
|                   |  |                       | <b>ST.ANDRÉ</b>                              | 17.0  | 6278                    |             |                |                           |  |
|                   |  |                       | <b>SAINT-PASCAL</b>                          | 25.4  |                         |             |                |                           |  |
|                   |  |                       | <b>KAMOURASKA</b>                            | 29.0  | 6278                    |             |                |                           |  |
|                   |  |                       | <b>LA POCATIÈRE-EST</b>                      | 41.1  |                         |             |                |                           |  |
|                   |  |                       | <b>LA POCATIÈRE</b> Y                        | 42.6  | 6249                    |             |                |                           |  |
|                   |  |                       | <b>ST-JEAN-PORT JOLIE</b>                    | 56.3  | 11738                   |             |                |                           |  |
|                   |  |                       | <b>CAP-ST-IGNACE</b>                         | 70.5  | 6286                    |             |                |                           |  |
|                   |  |                       | <b>MONTMAGNY</b>                             | 78.1  |                         |             |                |                           |  |
|                   |  |                       | <b>ST-PIERRE</b>                             | 82.2  | 6228                    |             |                |                           |  |
|                   |  |                       | <b>ST-VALLIER</b>                            | 90.0  | 6278                    |             |                |                           |  |
|                   |  |                       | <b>ST-CHARLES</b> Y<br>(Jct with Lévis sub.) | 101.3 | 6230                    |             |                |                           |  |
|                   |  |                       | <b>CARRIER</b>                               | 109.8 | 6278                    |             |                |                           |  |
|                   |  |                       | <b>DIAMOND</b>                               | 114.8 |                         |             |                |                           |  |
|                   |  |                       | <b>TRIAGE JOFFRE</b>                         | 116.3 |                         |             |                |                           |  |
|                   |  |                       | <b>JOFFRE</b><br>(Jct with Bridge sub.)      | 117.1 |                         |             |                |                           |  |
|                   | <b>WEST JCT</b><br>(Jct with Drummondville sub.) | 118.0                 |  |       |                         |             |                |                           |  |
|                   |  |                       |  |       | 118.0                   | 118.0       |                |                           |  |

**Subdivision Control Features**  
 CTC between mile 1.3 and mile 118.0

|  |                |   |
|--|----------------|---|
| <b>RTC Standby Channels and Tones</b><br>between mile 1.3 and mile 118.0 | <b>C 2 T 1</b> | <b>Emergency Call</b><br><b>C 2 *0#</b> |
|--|----------------|---|

|  |             |             |             |
|--|-------------|-------------|-------------|
| <b>Maintenance of Way Radio Channels</b><br>between mile 1.3 and mile 42.6 | <b>C 81</b> | <b>2224</b> | <b>8020</b> |
| between mile 42.6 and mile 109.8   | <b>C 82</b> | <b>2225</b> | <b>8020</b> |
| between mile 109.8 and mile 118.0  | <b>C 85</b> | <b>2226</b> | <b>8020</b> |

**MONTMAGNY SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

1.1 **Dispatched siding territory** - Dispatched Siding Divisional data "definition" in effect on entire subdivision.

**CTC SPECIAL FEATURES**

1.2 **Switching signals**

**Rule 573 (c) SI (ii) applies:**

**Diamond:** . . . . . Signals 2245 and 138D1 or 138D2 or 138D3

**SPECIAL APPLICATIONS**

1.3 **Rule 14 (I) (iv) applies:**  
 -at mile 25.22 (Rue Hébert)  
 -at mile 25.49 (Rue Taché)  
 -at mile 31.07 (Chemin Mont-Carmel)  
 -at mile 31.27 (Route de la Gare)  
 -at mile 71.15 (Rue du Souvenir)  
 -between mile 77.5 and mile 78.8  
     (City limits of Montmagny)  
 -at mile 83.01, (Route St-Pierre)  
 -at mile 94.79 (Route 281)  
 -at mile 113.58 (Chemin Vanier)

1.4 **Rule 104 (b) - Crossover switch X-008 at mile 115.01** may be left lined and locked in the reverse position. RTC must be advised when the crossover switch has been left in reversed position.

1.5 **Rule 104.2 - Diamond - self-restoring dual control switch.**

Crossover switch no 15 between the main track and by-pass track at Diamond is a self-restoring. The normal position for this switch is lined for through movement between the by-pass track to and track JC-04. When issuing written authorities requiring crossover switch no 15 in reverse position, the RTC must:

**Rule 564** - not relieve the crew of the requirement of rule 104.2 (c) at crossover switch no. 15.

**Rule 566 or 567** - switch must be given in "hand" position as per rule 566.1 and train crews must handle the switch manually.

**Track Units** - Track units operating under the direction of a conductor or under the direction of a foreman must be governed as follows:

After permission is received from the RTC, the conductor or foreman must operate the crossover switch in "hand" position and not restore it to "power" position until all track units have moved off the crossover switch.

1.5 **Rule 104.5 Derails**

Authority from the RTC must be obtained before using the following derails:

- at mile 25.29 (Saint-Pacal) east end of track P-230
- at mile 78.1 (Montmagny) east end of track P-81.

1.6 **Rule 112 (ii)**

**Add one hand brake at the following locations:** Siding at St-André, siding at St-Jean-Port-Joli and siding at Carrier.

**Double the handbrake requirement at the following locations:**

Track P-214 at St-Philippe-de Néri and sdg St-Charles.

## 2 GENERAL FOOTNOTES

### GENERAL OPERATING INSTRUCTIONS

2.1 **RESTRICTED CLEARANCE**

Due to distance between tracks no trains must stop with the front or rear of their train within 50 feet of signals at either end of the sidings as indicated below. "Block end and block begin" signs are erected to indicate the beginning/end of the fouling point.

(X = end of the siding with the restriction)

| Siding          | East end | West end |
|-----------------|----------|----------|
| St-Pierre       |          | X        |
| La Pocatière    |          | X        |
| Rivière-du-loup |          | X        |

Note: Trains stopped on the main track waiting for another movement must not stop with the front or rear of their train within 50 feet of signals.

2.2 **Mile 1.3** - Train and engine crews required to operate east of mile 1.3 must be in possession of the Chemin de fer de la Matapedia current Time Table and must communicate with the CF de M RTC before entering cautionary limits to ensure they have the proper documents. The RTC may be reached by calling 506-753-0459

Standby channel for movements operating on Matapedia Valley Railway between mile 186.8 and mile 190.1 Mont-Joli Sub is CN channel 6 (AAR 7925). Before entering cautionary limits at Rivière-du-Loup **all movements** must broadcast their itinerary on the standby channel.

2.3 **Mile 56.3 - siding St-Jean-Port-Joli**  
 Trains heading east, when in siding in St-Jean-Port-Joli, must stop clear of "Cars prohibited beyond this point" sign at the east end, if train length and visibility of signal 542D allows it. This sign is located 100 ft west of farm crossing at mile 54.33 and 540 ft west of signal 542D.

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Unless further restricted, snow plows may operate to a maximum of 25 miles per hour while plowing through a siding.

4.2 Heaviest car permitted: ..... 286,000 lbs.

**5 SPEEDS**

**5.1 Speed charts**

a) Speed at identified public crossings applies until the crossing is fully occupied.

b) Zone speed signs will not indicate speeds for freight trains restricted by **TOB**.

c) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

**5.2 Freight trains**

| Mile                                  | MPH       |           |                     |
|---------------------------------------|-----------|-----------|---------------------|
|                                       |           | 80 TOB    | 8000 ft and 100 TOB |
| <b>1.3 to 86.3 zone</b>               | <b>60</b> | <b>60</b> | <b>60</b>           |
| *16.3 Westward approaching signal 163 |           | 40        | 35                  |
| <b>86.3 to 101.4 zone</b>             | <b>65</b> | <b>65</b> | <b>65</b>           |
| <b>101.4 to 118.9 zone</b>            | <b>60</b> | <b>60</b> | <b>60</b>           |
| *109.1 Westward approaching signal 79 |           | 50        | 45                  |
| *111.1 Bridge                         | 55        | 55        | 55                  |
| 113.7 to 115.0                        | 55        | 55        | 55                  |
| 115.0 to 118.0                        | 15        | 15        | 15                  |

**5.3 Passenger trains**

| Mile                      | MPH       |
|---------------------------|-----------|
| <b>1.3 to 11.0 zone</b>   | <b>75</b> |
| <b>11.0 to 118.0 zone</b> | <b>80</b> |
| 113.7 to 115.0            | 60        |
| 115.0 to 118.0            | 15        |

\*Not marked by restricting speed signs

**5.4 CONDITIONAL SPEEDS**

| Mile   | MPH |
|--|-----|
| 1.3 to mile 118.0 through turnouts at all siding locations ..... | 15  |
| Except siding St-Jean-Port-Joli .....                            | 25  |
| 15.3 Through jct switch when lined for Pelletier Sub. ....       | 35  |
| 56.3 Siding St-Jean-Port-Joli .....                              | 25  |
| *77.8 Heavy Axle Load Trains on bridge ...                       | 30  |
| 101.3 Through siding St-Charles .....                            | 10  |
| 101.8 Through jct switch when lined for Lévis Sub. ....          | 15  |
| 118.0 Through jct switch when lined for Drummondville sub. ....  | 15  |

\*Applicable until the last Heavy Axle Load on the train clears the bridge.

**5.5 RESTRICTED SPEED**

When a train is authorized to operate at restricted speed (either by signal indication or by the requirements of Rule 564) within a block where a bridge is equipped with sliding rail joints, trains are further restricted as follows:

- Train speed must not exceed 10 mph over the bridge and within 500 feet on either side of the bridge.
- Unless absolutely necessary, brake application must be avoided on the bridge and within 500 feet on either side of the bridge.

Bridges equipped with sliding rail joints are at mile: 77.5 and 77.8

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Mile 41.29** (Chemin Poire) - Warning devices.  
**Automatic:** Westward movements after stopping at station must not exceed 10 mph until crossing fully occupied.

**6.2 Mile 71.57** - Warning devices.  
**Automatic:** Westward movements stopping at signal 711 or leaving Cap St-Ignace siding must not exceed 40 mph until crossing fully occupied.

**6.3 Mile 83.01** (Route St-Pierre) - Warning devices.  
**Automatic:** Westward movements stopping at signal 827 at St-Pierre and westward movements leaving St-Pierre siding must not exceed 30 mph until crossing fully occupied.

**6.4 Mile 101.85** (Route 279) - Warning devices  
**Automatic:** Eastward movements stopping at signal 08 St-Charles must stop clear of crossing circuit sign located approximately 100 feet west of signal.

Westward movements after having stopped at signal 07 St-Charles must not exceed 10 mph until crossing fully occupied.

**7 SPURS AND OTHER TRACKS**

**7.1 MILE 0.0 TO MILE 118.0**  
**Rule 105 (a) applies** on all spurs and other tracks except Monk and Joffre yard.

**7.2** All train crews or other CN personnel entering or working in Joffre yard are governed by and must have a copy of the current "Manuel d'exploitation du terminal de Québec" while on duty.

**7.3 BOMBARDIER ENTERPRISE**  
**Mile 42.7** - Extends northward for a distance of 1.0 mile off siding. Switch points face east. Derails located 20 feet north of north wye switch and 50 feet from north switch track P-166.

A 300 feet crossover connects the spur to the test track. Switch points face north. Movements on that crossover as well as on the test track are prohibited.

Cars stored on track P-161 will be equipped with special wheel "stop blocks" placed at each end of block of cars. Before switching, these wheel "stop blocks" must be removed by a member of the crew and replaced after switching is completed. TGBO not applicable.

**7.4 MONTMAGNY**  
**Mile 78.1**  
**Track P081**  
Maximun speed . . . . . 5 MPH

7.5 **WYE CONNECTING TRACK ST-CHARLES**  
**Mile 101.3**

Wye connecting track at St-Charles extends northward from mile 101.4 Montmagny Sub. to mile 0.68 Levis Sub.

CTC controlled by RTC Montréal. **Rule 49 is applicable.**

7.6 **MONK SPUR**

**Mile 114.04** - Extends eastward for a distance of 14.19 miles south of the main track, from mile 223.79 to mile 209.6.

**Method of control**

OCS between mile 223.79 and mile 209.6

**Special applications**

**Rule 14 (l) (iv) applies:**

- at mile 222.91
- at mile 223.09
- at mile 223.34.

**Rule 40.1** not applicable

**MAXIMUM SPEED**

Mile 223.79 to mile 217.0 ..... 10 MPH  
Mile 217.0 to mile 209.6 ..... 30 MPH

**Public crossings at grade**

**Rule 103.1 (f) - Rusty rail conditions applicable** at all public crossings at grade protected by warning devices.

**Mileage 209.56** (Ste. Geneviève st.) - Warning devices.

**Automatic:** Eastward movements must not exceed 20 mph between whistle post and public crossing at grade. Westward movements - Stop sign on the North-East side of crossing.

7.7 **JOFFRE YARD**

**Mile 116.3**

**Special applications**

**Rule 26 (e) applies:**

On track JR-31. Blue flag derail has been installed and is located 150 feet east of switch XO-14. Permission from Diesel shop personnel on channel 53 must be obtained before moving on tracks JR-30, JR31 and JR32. **Exception:** When blue flag derail is in the non-derailing position permission is not required.

On track JV05 (Runaround). Blue flag derail has been installed and is located between switch XO-12 West and switch JF-01 East.

**Note:** Equipment placed on track JR-32 must be placed east of switch XO-12.

**Rule 104 (k)** - Exception to Rule 104 (k) is not applicable in Triage Joffre.

**Rule 112 (ii) - Hand brakes need not be applied on equipment at the following locations :**

A, B and C yards, tracks JD-01 to JD10 inclusive, track JF-01 west of the tower and tracks JF-02 to JF 10 inclusive.

Derails have been installed on tracks JF-10 and JF-12 opposite the PPZ sign and on track JF-01 opposite JF-09 switch.

**MAXIMUM SPEEDS:**

Tracks JA-01 to JA-06 ..... 10 MPH  
Tracks JF-01 to JF-13 ..... 10 MPH  
Furthermore, to operate on tracks JF-01 to JF-09, permission must be obtain from Engineering dept.

**Point Protection Zone (PPZ)**

Limits for the PPZ within Joffre Yard are from the PPZ signal located in front of the yard building, and extend westward on « FIRST TRACK » up to beyond the switch of the lead track JF-01.

**District special instructions S-3 applies within this zone.**

Movements entering the PPZ via switches of the following tracks: JV-05, X-022, JF-13, JF-12, JF-10, JF-01, and at any other switch giving access to the PPZ must obtain permission from the Traffic Co-ordinator.

**Protection Zone (ZP/PZ)**

A designated protection zone has been established on track No. 4 Triage Joffre between the fouling point of the east switch to track JR-10 and the fouling point of the west switch to track JR-51, and measures 3,912 feet. The movements in and out of this Zp/PZ will be controlled by Triage Joffre Traffic Coordinator.

**District special instructions S-4 applies within this zone.**

The Traffic Co-ordinator may authorize a second movement to occupy the protected zone after advising the first movement and receiving confirmation that he will not move until further advised. When the Traffic Co-ordinator authorizes the second movement to enter the protected zone, he must also advise him of the first movement. Only after the second movement has reported clear of the protected zone that the Traffic Co-ordinator can authorize the first movement to resume his switching.

**Airbrakes general**

Crews may be directed by the Traffic Coordinator at Triage Joffre or other proper authority to leave equipment with the angle cock closed on the following tracks:

On all tracks in triages A, B, C and on tracks JD01 to JD10.

Such equipment must first have the air brakes applied in either full service or emergency.

**Joffre yard Access Road**

No equipment is to be left standing within 100 feet from the Joffre yard access road (Marechal Joffre avenue) located on the North side of the yard just west of the tower.

**7.8 BY-PASS TRACK**

**Mile 115 to mile 118**

South and parallel to main track. Extends for a distance of 3.0 miles. Movements entering this track by other than signal indication must receive permission from the RTC. Track units must obtain permission from the Traffic coordinator at Joffre and the RTC before fouling this track.

**Rule 104 (c)** - Switches of crossover Switch X-010 may be left lined in either position.

**Mile 117.2** - Signal 161D2 governs westward movements from yard track No. 2 to crossover X-032. This crossover is equipped at the west end with a dual control switch and at the east end with a hand-operated switch which must be left set for movement from yard track No. 2 to bypass track. When in this position green reflector and targets will so indicate.

Before using switch of crossover X-032 all movements including track units must obtain permission from the RTC.

**Rule 112 (v)** - Applicable on By-pass track.

**Joffre yard Access Road**

No equipment is to be left standing within 100 feet from the Joffre yard access road (Marechal Joffre avenue) located on the North side of the yard just west of the tower.

**Mile 115 - Track JC-04:** South of main track, extends east from the By-pass track for a distance of 4,000 feet.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

| Mile                 | Unless inspected at mile |                    | MPH |
|----------------------|--------------------------|--------------------|-----|
|                      | eastward movements       | westward movements |     |
| 1.3 to 2.0 .....     |                          |                    | 35  |
| 75.0 to 82.0 .....   | 102.0                    | 71.2               | 35  |
|                      | ..... or 86.4            |                    |     |
| 105.0 to 118.0 ..... |                          |                    | 35  |

8.2 Westward movements must be inspected at mile 102.0.





**6 PUBLIC CROSSING AT GRADE**

6.1 **Mile 8.57** - (Chemin des Forts) - Warning devices:  
**Automatic:** Southward movements that must stop at mile 8.41 (signal 1102-1) must stop before crossing circuit sign located 800 feet north of signal 06.

When switching over public crossing at grade mile 8.57 on track of Parc Industriel Lauzon, movements from Lévis sub must proceed north of signal 06 and not exceed 5 mph until public crossing at grade is fully occupied.

Movements from Parc Industriel Lauzon must stop at stop sign before occupying public crossing at grade located at mile 8.57.

Before reversing southward on Lévis sub, movements must proceed north of signal 06 and not exceed 10 mph until public crossing at grade at mile 8.57 is fully occupied.

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 0.0 TO MILE 14.97**  
**Rule 105 (a)** applicable on all spurs and other tracks.

7.2 **LAUZON INDUSTRIAL PARK (FRITO-LAY)**  
**Mile 8.57**

**Public crossings at grade**  
All movements over crossings at grade must be manually protected.

7.3 **ULTRAMAR**  
**Mile 14.97**

MAXIMUM SPEEDS  
Tracks JU-55 to JU-59 ..... 5 MPH

**Track JU-67 Rule 104 (c)** - south (mile 14.29) and north (mile 15.15) switch to track JU-67 may be left lined in reverse position after being used.

**Rule 104.5 (c)** - An exception derail has been installed at the south end of the siding.

**ULTRATRAINS**

**GOI 7.0. Operative brakes**  
Air brakes must be in operation to at least 95 % of the cars and not more than 2 cars without brakes must be coupled together. Furthermore a train will not be permitted to leave St- Romuald if more than one hand brake is defective for each block of cars (17).

**Maximum Permissible Motorized Axles** - The locomotive consist may be increased to 30 working motorized axles. Tonnage may be increased to that which can be handled by 24 motorized axles between St-Romuald and Montreal-East

**8 SPECIAL DANGEROUS COMMODITIES**

8.1 **SPEEDS**

|                   |            |
|-------------------|------------|
| <b>Mile</b>       | <b>MPH</b> |
| *3.0 to 8.4 ..... | 15         |

**\*Northward movements that have travelled more than 20 miles after the last inspection.**

| METHOD OF CONTROL   | NUMBER OF TRACKS | BRIDGE SUBDIVISION |  | MILE | TGBO LIMITS                      | SWITCHING ZONE | DTMF RTC STANDBY CHANNELS |
|---|------------------|--------------------|--|------|----------------------------------|----------------|---------------------------|
|   |                  | W<br>↓             | E<br>↑   |      |                                  |                |                           |
| <b>+</b>  | <b>CTC</b>       | <b>1</b>           | <b>QUÉBEC</b>                                  |      | 15.9                             | 15.9           | C 2<br>*5<br>020<br>#     |
|   |                  |                    | <b>ALLENBY</b>                                 |      | 10.5                             | ↑<br>↓         |                           |
|   |                  |                    | <b>CAP-ROUGE Y</b><br>(Jct with La Tuque sub)  |      | 5.6                              |                |                           |
|   |                  |                    | <b>STE-FOY</b><br>(Jct with Drummondville sub) |      | 3.6                              |                |                           |
|   |                  |                    | <b>CHARNY</b><br>(Jct with Montmagny sub)      |      | 0.3                              |                |                           |
|   |                  |                    | <b>JOFFRE Y</b>                                |      | 0.0                              |                |                           |
| <b>Subdivision Control Features</b><br>CTC between Joffre and Québec            |                  |                    |  |      |                                  |                |                           |
| <b>RTC Standby Channels and Tones</b><br>between mile 0.0 and mile 15.9 C 2 T1  |                  |                    |  |      | <b>Emergency Call</b><br>C 2 *0# |                |                           |
| <b>Maintenance of Way Radio Channels</b><br>between mile 0.0 and mile 15.9 C 85 |                  |                    |  |      | <b>Radio base</b><br>2226        |                |                           |

**BRIDGE SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

**Rule 14 (I) (iv) - applies:**

- at mile 0.93 (Bicycle path),
- at mile 4.59 (Chemin de la plage Jacques Cartier),
- at mile 8.05 (Pedestrian crossing),
- at mile 8.3 (Pedestrian crossing),
- at mile 8.82 (Bicycle path),
- at mile 9.7 (Bicycle path),
- at mile 11.75 (Boulevard Père Lelièvre),
- at mile between mile 12.1 and mile 12.7,
- at mile 15.58 (Cycling path).

**1.2 Rule 104 (b) - Mile 15.49** - VIA Rail employees in possession of a Rule 566 may leave switches of crossover X0-03 temporarily lined and locked in the reverse position for turning their train only. When movement is completed, switches must be lined and locked in normal position.

**2 GENERAL FOOTNOTES**

**2.1 Unattended Locomotives:**

- Ste-Foy: . . . . . Track N0-14
- Limoilou: . . . . . Tracks EL-12, EL-15, and EL-17

**GENERAL OPERATING INSTRUCTIONS**

**2.2 Stand alone Dragging Equipment Detector-** Located (Refer to the Divisional Data for instructions):

- Mile 0.83**
- Mile 4.44**

**2.3 Allenby** - Connection with Québec-Gatineau Railway is via switch located at mile 10.4 and via track JL-60 located at mile 10.8.

**3 INTERLOCKINGS**

**3.1 Railway crossing at grade.**

**Mile 10.6** ... Québec-Gatineau Rlwy... (BTC 115107)  
Remotely-controlled ..... CP CCF Montréal  
Box marked "Switches" located in the south-east quadrant

**Rule 610**

In the application of rule 610 (a) (iii), the switch need not to be opened when the movement will not occupy the crossing.

Dual-control switches #27 and #35 are retired from service and locked with a special device. **Rule 104.2 (c) does not apply at these switches.**

CP RTC must obtain permission from RTC Montréal before issuing authority to pass signal 102, 103, 105, 106, 108, 109 or 109B.

MAXIMUM SPEED - Psgr ..... 35 MPH

MAXIMUM SPPED - Frt ..... 30 MPH

Signal 37 always displays a "Clear to Stop".

To communicate with CP RTC Montréal, select channel 3377 and transmit key sequence \*620. Dial #6 to end transmission.

**4 EQUIPMENT RESTRICTIONS**

4.1 Unless further restricted, snow plows may operate to a maximum of 25 miles per hour while plowing through a siding.

4.2 Heaviest car permitted between Joffre and Limoilou 286,000 lbs.

**5 SPEEDS**

5.1

| Mile  | MPH       |           |           |
|---|-----------|-----------|-----------|
|   | Psgr      |           | Frt.      |
|   | LRC       | Other     |           |
| <b>0.0 to 0.5 zone</b>  |           | <b>15</b> | <b>15</b> |
| <b>0.5 to 0.6 zone <u>Westward</u> Direction</b>  | <b>20</b> | <b>15</b> | <b>15</b> |
| <b>0.5 to 0.6 zone <u>Eastward</u> direction until crossing occupied</b>                | <b>15</b> | <b>15</b> | <b>15</b> |
| 0.6 to 0.93 <b>eastward</b> movements until public crossing at mile 0.93 fully occupied | 40        | 40        | 40        |
| <b>0.6 to 5.4 zone</b>  | <b>60</b> | <b>45</b> | <b>45</b> |
| 0.6 to 1.3 <b>westward</b> movements  | 40        | 40        | 40        |
| 3.3 to 3.6  | 45        | 35        | 25        |
| <b>5.4 to 10.9 zone</b>   | <b>55</b> | <b>45</b> | <b>45</b> |
| 5.4 to 5.9  | 20        | 10        | 10        |
| 6.6 to 7.1  | 45        | 35        |           |
| 7.95 to 9.6   | 45        | 45        |           |
| *10.6 Rlwy crossing at grade  | 35        | 35        | 30        |
| <b>10.9 to 13.0 zone</b>  | <b>75</b> | <b>70</b> | <b>30</b> |
| <b>13.0 to 15.9 zone</b>  | <b>45</b> | <b>45</b> | <b>30</b> |
| *15.0 to 15.5   |           |           | 15        |
| 15.5 to 15.9  | 15        | 15        | 15        |

\*Not marked with restricting speed signs.

**5.2 CONDITIONAL SPEEDS**

**Mile** **MPH**  
3.6 Through turnouts Ste-Foy ..... 15

**5.3 RESTRICTED SPEED**

When a train is authorized to operate at restricted speed (either by signal indication or by the requirements of Rule 564) within a block where a bridge is equipped with sliding rail joints, trains are further restricted as follows:

- Train speed must not exceed 10 mph over the bridge and within 500 feet on either side of the bridge.
- Unless absolutely necessary, brake application must be avoided on the bridge and within 500 feet on either side of the bridge.

Bridge equipped with sliding rail joints: mile 2.7

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Mile 0.58 (Rue des Églises) - Warning devices. Automatic:** Westward movements stopped at signal 07 must stop before passing crossing circuit sign located 100 feet East of signal 07.

**7 SPURS AND OTHER TRACKS**

**7.1 MILE 0.0 TO MILE 15.9**

**Rule 105 (a) applies** on all spurs and other tracks

**7.2 Rule 105 (c) -** Unless further restricted movements on non-main tracks must not exceed 10 mph **EXCEPT** track JL-05.

**7.3** All train crews or other CN personnel entering or working on Champlain and St-Malo spurs, Triages Ste-Foy and Limoilou are governed by and must have a copy of the current "Manuel d'exploitation du terminal de Québec" accessible while on duty.

**7.4 CHAMPLAIN**

**Mile 3.3 -** Extends southward for a distance of 3.76 miles. Switch points face East.

**Special applications**

**Rule 14 (I) (iv) applies:**

-between mile 0.0 and mile 1.3 (limits of the city of Ste-Foy).

**Rule 103.1 (f) -** Is applicable at public crossings, due to rusty rails

**General Footnotes**

Cars containing dangerous commodities are prohibited between mile 0.5 and the end of steel.

**Equipment Restrictions**

Heaviest car permitted.....286,000 lbs  
Locomotives in groups F-G-H prohibited.

**7.5 CAP-ROUGE**

**Mile 5.6 -** East leg of wye, track MO-24  
MAXIMUM SPEED ..... 5 MPH

**7.6 ALLENBY**

**Mile 10.5**

**Rule 104 C) -** Switch JL-13 may be left lined and locked in reversed position. JL-13 is connecting to track C-001.

7.7 **ST-MALO**

**Mile 10.56** - Extends southward, for a distance of 1.5 mile. Switch points face west.

**Special Applications**

**Rule 14 (I) (iv) applies:**

-at all public crossings at grade.

**General Footnotes**

Passenger trains and cars containing dangerous commodities are prohibited.

**Equipment Restrictions**

Locomotives in groups F-G-H prohibited.

**Public crossing at grade**

All movements must be manually protected by a member of the crew.

7.8 **TRACK JL-05**

**Mile 10.8 to mile 14.8** - North and parallel to Bridge Sub. Length of track is 4.0 miles. Switch points at mile 14.8 face west.

Switch of track FL09 at mile 14.8 is in normal position when set for movements from track JL05 to track AL25.

**Special instructions**

**Rule 14 (I) (iv) applies:**

-at mile 11.75 (boulevard Père Lelièvre)

-between mile 12.1 and mile 12.7

-at mile 15.58 (cycling path).

7.9 **LIMOILLOU YARD**

**Mile 14.8**

**Special applications**

**Rule 14 (I) (iv) applies:**

-at mile 0.29 public crossing on track CL-78.

-at mile 0.91 (Cycling path) on track EL-22.

**Rule 104 (c)** - Switches located on track AL-13 may be left lined and locked in either position. All yard switches equipped with a lock may be left lined and locked in either position.

**Rule 112 (iv)**

**Hand brakes need not be applied on equipment on the following tracks:**

KL01, 02,04,05,06 and 07.

All tracks in triage CL. However, if 20 cars or less are left unattended at the west end of tracks CL71, CL72, CL73 and CL74, handbrakes must be applied in accordance with the chart in rule 112 (ii).

**General footnotes**

Movements that are unable to access the designated standby channel and designated RTC standby channel must forward all emergency calls to the Triage Joffre Traffic Coordinator using channel 521 followed by \*,0,# in a consecutive order. The Traffic Coordinator will immediately relay the emergency call on the regular standby channels.

**Public crossings at grade**

**Mile 0.91** (Cycling path) - Warning devices.

**Automatic:** Eastward movements must not exceed 10 mph from "crossing circuit" operating sign located 370 feet west of crossing until crossing fully occupied. Eastward movements to CL yard (Battures de Beauport): If switches of track CL-78 is not lined and locked for their movement, such movement must stop before crossing circuit operating sign located 80 feet from the switch and must not resume movement until the switch is lined and locked for their movement.

**Mile 0.1** (Montmorency Blvd.) - Warning devices.  
**Automatic:** Southward movements, stop sign on north side of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**BEAUPORT FLATS**

**Equipment Restrictions**

Due to overhead and side restricted clearance under the three overhead bridge cranes, track C-14, pier 51, employees are prohibited to ride side of cars while operating past the less than standard clearances which locations have been properly designated by appropriate signs.

Movements for the placement of cars underneath the overhead bridge cranes must be stopped before the leading car reaches the first crane; one yard helper, equipped with a radio, must proceed on foot inspecting track to the location where leading car will be spotted; after ascertaining that the cranes are not being operated, the movement may be made governed by radio or hand signals (R.T.C. R-19040).

**BASSIN LOUISE**

Extends southward for a distance of 1 mile from operating sign Bassin Louise installed 650 feet east of switch AI-01 on track FL-09 movements.

Due to restricted side clearance between tracks KL-92 and KL-93, riding on side of cars between these tracks is prohibited. Cars must not be left standing on these tracks for a distance of 400 feet from switch KL-92.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

| <b>Mile</b>        | <b>MPH</b> |
|--------------------|------------|
| 0.0 to 15.9 .....  | 35         |
| *0.0 to 15.9 ..... | 15         |

\*Movements having travelled more than 20 miles since their last inspection.





- 1.4 **Rule 14 (I) (iv) applies:**  
 - at mile 66.58 (Rang St-Louis)  
 - at mile 66.80 (Rue Principal)  
 - at mile 69.29 (Rang 2)  
 - at mile 93.77 (St-Hilaire St.)  
 - at mile 95.71 (3rd Rang)  
 - at mile 124.52 (Guy St.)  
 - at mile 124.95 (Highway 224)
- 1.5 **Rule 103.1 (f) (Rusty rail conditions) - applicable between mile 4.4 and mile 5.62** at all public crossings at grade protected by warning devices.
- 1.6 **Rule 104 (I) (ii) - Mile 5.62 - St-Romuald Industrial spur**  
 Switch to track MJ-18 is in normal position when set for movement from Drummondville sub to St-Romuald industrial spur. When in this position, green reflector and target will so indicate.
- 1.7 **Rule 112 (ii)**  
**Add one hand brake at the following locations:**  
 Siding Trudel, siding Laurier, track M-150 at Villeroy, siding St-Léonard, siding Drummondville, track MO-13 at St-Germain (Coop) and siding St-Édouard.
- Double the handbrake requirement at the following locations:** siding St-Appollinaire and track MO-42 at St-Cyrille.
- Triple the handbrake requirement at:** siding and track M-120 Manseau.

**2 GENERAL FOOTNOTES**

- 2.1 **Unattended Locomotives:**  
 St-Germain ..... Track M-13

**GENERAL OPERATING INSTRUCTIONS**

- 2.2 **Stand alone Dragging Equipment Detector-**  
 Located (Refer to the Divisional Data for instructions):

**Mile 99.14**

2.3 **RESTRICTED CLEARANCE**

Due to distance between tracks no trains must stop with the front or rear of their train within 50 feet of signals at either end of the sidings as indicated below. "Block end and block begin" signs are erected to indicate the beginning/end of the fouling point.

(X = end of the siding with the restriction)

| <b>Siding</b> | <b>East end</b> | <b>West end</b> |
|---------------|-----------------|-----------------|
| Trudel        | X               |                 |
| Val-Alain     | .....           | X               |
| Manseau       | X.....          | X               |
| Daveluyville  | X.....          | X               |
| Aston Jct     | X               |                 |
| St-Léonard    | .....           | X               |
| Ste-Perpétue  | X               |                 |
| Drummondville | X               |                 |
| St-Eugène     | X               |                 |
| Bagot         | .....           | X               |
| St-Édouard    | X.....          | X               |
| Ste-Rosalie   | X               |                 |

**Note:** Trains stopped on the main track waiting for another movement must also stop with the front or rear of their train within 50 feet of signals.

- 2.4 **Mile 117.2** - Wheel Impact Load Detector (WILD).
- 2.5 **St-Romuald**- A maximum of 2 cars may be left on track MJ-15, Superior Propane Ltd. When carrying out movements on track MJ-15, the switch at the Industrial Park (MJ-18) must be in its normal position.
- 2.6 **Siding extensions** - Switches leading to siding extensions, at west end Ste-Perpétue, at west end St-Cyrille and at west end St-Eugène are to be left set for movement from siding to main track. When in this position, yellow lights and targets will so indicate. Permission from the RTC must be obtained before operating these switches.
- When these switches are lined for a movement on the extension, these switches must not be restored to their normal position until the movement has cleared the operating sign "block clearance point".
- 2.7 **Aston Jct.** - Connection with Bécancour Sub. is through the siding via crossover MX-001 mile 72.5 Drummondville Sub. and track M-089. North switch of wye is in normal position when lined from West leg of wye to Bécancour Sub.

When switching at Aston Jct air brakes on cars must be in service.

("in service" is defined solely by having the continuity of the brake pipe).

**Rule 104 (c)** - Crossover switch MX-001 between siding and track M-089 may be left lined and locked in the reverse position.

All crossings on track M-089 must be left clear of equipment at all times.

- 2.8 **Mile 79.5 - siding St-Léonard**  
Trains heading east, when in siding in St-Léonard, must stop clear of "Cars prohibited beyond this point" sign at the east end, if train length and visibility of signal 778D allows it. This sign is located 100 ft west of farm crossing at mile 77.92 and 760 ft west of signal 778D.

### 3 INTERLOCKINGS

NIL

### 4 EQUIPMENT RESTRICTIONS

- 4.1 Unless further restricted, snow plows may operate to a maximum of 25 miles per hour while plowing through a siding.
- 4.2 Heaviest car permitted: . . . . . 286,000 lbs.

### 5 SPEEDS

#### 5.1 Speed charts

a) Speed at identified public crossings applies until the crossing is fully occupied.

b) Zone speed signs will not indicate speed for freight trains restricted by **TOB**.

c) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

5.2 Passenger trains

| Mile  | MPH        |           |
|---|------------|-----------|
|   | LRC        | Other     |
| <b>4.4 to 8.8 zone</b>  | <b>25</b>  | <b>25</b> |
| 7.5 to 7.9 <b>Westward</b>  | 20         | 20        |
| *7.57 to 7.9 <b>Eastward</b> until crossing 7.57 fully occupied                                   | 10         | 10        |
| <b>8.8 to 10.3 zone</b>   | <b>80</b>  | <b>65</b> |
| <b>10.3 to 28.6 zone</b>  | <b>100</b> | <b>90</b> |
| 21.0 to 21.3  | 85         | 75        |
| <b>28.6 to 50.0 zone</b>  | <b>95</b>  | <b>90</b> |
| 29.4 to 29.8  | 75         | 70        |
| 40.5 to 41.0  | 85         | 70        |
| * 41.0 West switch Val-Alain  | 50         | 50        |
| <b>50.0 to 55.1 zone</b>  | <b>80</b>  | <b>80</b> |
| 52.2 to 53.1  | 70         | 60        |
| * 52.6 East switch Manseau  | 60         | 60        |
| 54.7 to 55.1  | 60         | 55        |
| <b>55.1 to 60.3 zone</b>  | <b>95</b>  | <b>80</b> |
| <b>60.3 to 66.7 zone</b>  | <b>80</b>  | <b>80</b> |
| 60.5 to 60.8  | 60         | 50        |
| 62.6 to 62.8  | 55         | 50        |
| 66.5 to 66.7  | 50         | 40        |
| <b>66.7 to 125.1 zone</b>   | <b>95</b>  | <b>80</b> |
| 67.7 to 67.8  | 80         | 70        |
| 68.9 to 69.1  | 80         | 70        |
| 78.6 to 78.8  | 80         | 70        |
| 79.8 to 80.0  | 85         | 70        |
| 82.4 to 82.9  | 85         | 75        |
| 85.2 to 85.6  | 85         | 75        |
| 86.1 to 86.5  | 60         | 60        |
| 91.1 to 91.9  | 70         | 60        |
| 96.4 to 96.7  | 70         | 60        |
| 96.8 to 97.0  | 65         | 60        |
| 97.5 to 99.0  | 30         | 30        |
| 100.5 to 101.1  | 80         | 70        |
| 117.5 to 117.8  | 85         | 70        |
| *Signal 390N to 124.52 ( <b>Guy St.</b> ) <b>Eastward</b> until crossing fully occupied           | 40         | 40        |
| *Sdg E Swt Ste-Rosalie to 124.95 ( <b>Hwy 224</b> ) <b>Westward</b> until crossing fully occupied | 50         | 50        |

5.3 Freight trains

| Mile   | MPH       |           |                     |
|--|-----------|-----------|---------------------|
|  |           | 80 TOB    | 8000 ft and 100 TOB |
| <b>4.4 to 8.8 zone</b>   | <b>25</b> | <b>25</b> | <b>25</b>           |
| 7.5 to 7.9 Westward  | 20        | 20        | 20                  |
| *7.57 to 7.9 <b>Eastward</b> until crossing 7.57 fully occupied                          | 10        | 10        | 10                  |
| <b>8.8 to 10.3 zone</b>  | <b>40</b> | <b>40</b> | <b>40</b>           |
| <b>10.3 to 125.1 zone</b>  | <b>65</b> | <b>65</b> | <b>65</b>           |
| *11.2 Eastward approaching signal 112  |           |           | 60                  |
| 29.4 to 29.8   | 55        | 55        | 55                  |
| 40.7 to 41.0   | 50        | 50        | 50                  |
| 52.2 to 53.1   | 50        | 50        | 50                  |
| 54.7 to 55.1   | 45        | 45        | 45                  |
| 60.5 to 60.8   | 40        | 40        | 40                  |
| 62.6 to 62.8   | 45        | 45        | 45                  |
| 66.5 to 66.7   | 30        | 30        | 30                  |
| 67.7 to 67.8   | 55        | 55        | 55                  |
| 86.1 to 86.5   | 55        | 55        | 55                  |
| 91.1 to 91.9   | 50        | 50        | 50                  |
| 96.4 to 97.5   | 50        | 50        | 50                  |
| 97.5 to 99.0   | 30        | 30        | 30                  |
| *116.5 <b>Westward</b> approaching   |           |           | 60                  |
| 117.5 to 117.8   | 55        | 55        | 55                  |
| *Signal 390 N to 124.52 (Guy St.) <b>Eastward</b>  | 30        | 30        | 30                  |
| *Sdg E Swt Ste-Rosalie to 124.95 (Hwy 224) <b>Westward</b> until crossing fully occupied | 50        | 50        | 50                  |

\*Not marked by restricting speed signs

5.4 **CONDITIONAL SPEED**

| Mile   | MPH |
|--|-----|
| 8.8 Through Jct switch when lined for Montmagny Sub.   | 15  |
| 13.8 Psgr trains through sdg Trudel  | 25  |
| 20.0 Psgr trains through sdg St-Apollinaire  | 25  |
| 28.5 <b>All trains</b> through sdg Laurier   | 25  |
| 34.4 Psgr trains through sdg Fortier   | 25  |
| 40.5 Psgr trains through sdg Val-Alain   | 25  |
| 47.0 <b>All trains</b> through sdg Villeroy  | 25  |
| 57.6 Psgr trains through sdg Lemieux   | 25  |
| 67.6 Psgr trains through sdg Daveluyville  | 25  |
| 72.4 Psgr trains through sdg Aston Jct   | 25  |
| 79.5 <b>All trains</b> through sdg St-Leonard  | 25  |
| 92.9 Psgr trains through sdg St-Cyrille  | 25  |
| 114.4 Psgr trains through sdg Bagot  | 25  |
| Signal 390S to 124.52 Eastward trains through crossover at Ste-Rosalie: until crossing at 124.95 fully occupied and between mile 124.95 and mile 124.52 until crossing at mile 124.52 fully occupied | 30  |

**5.5 RESTRICTED SPEED**

When a train is authorized to operate at restricted speed (either by signal indication or by the requirements of Rule 564) within a block where a bridge is equipped with sliding rail joints, trains are further restricted as follows:

- Train speed must not exceed 10 mph over the bridge and within 500 feet on either side of the bridge.
- Unless absolutely necessary, brake application must be avoided on the bridge and within 500 feet on either side of the bridge.

Bridge equipped with sliding rail joints: mile 9.0 and mile 80.4

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 Mile 4.45** (St-Jacques st.) - Warning devices.  
**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.
- 6.2 Mile 7.76-** (Des Belles Amours st.) - Warning devices.  
**Automatic: Eastward movements:** Stop sign on west side of crossing. Eastward trains stopped at station and beyond operating sign "Crossing circuit" must use "Start/Stop" push button located on south side of crossing for 3 seconds. The signals should stop functioning within 25 seconds.
- 6.3 Mile 8.16** - (Du Viaduc st.)- Warning devices.  
**Automatic: Westward movements:** After stopping at station, movements must use "start" push button located on north side of crossing . Before reversing movement in the westward direction, movement must be east of crossing circuit, push button must be operated and instructions complied as per Rule 103.1(d).
- 6.4 Mile 40.02** (no. 2 Range) - Warning devices.  
**Automatic:** Eastward movements stopping at signal 400 at Val-Alain must stop before crossing circuit sign located 250 feet west of signal 400.
- 6.5 Mile 46.35 - Warning device.**  
**Automatic:** Eastward movements stopping at signal 464D must stop clear of crossing circuit sign located approximately 100 feet west of signal 464D.
- 6.6 Mile 66.58** (St-Louis Road) and **Mile 66.80** (Principale st.) - Warning devices  
**Automatic:** Eastward movements that stop or operate at less than 20 mph at signals 670 or 670D at Daveluyville must not exceed 20 mph until both crossings fully occupied. Furthermore, eastward movements that operate at more than 20 mph must not accelerate from mile 67 until both crossings at grade fully occupied
- 6.7 Mile 80.17** (Béliveau St.) - Warning devices  
**Automatic:** Eastward movements stopping at signal 802 at St-Léonard must stop before crossing circuit sign located 150 feet west of crossing.
- 6.8 Mile 84.95** (Hwy 259 - St-Joseph Range) - Warning devices  
**Automatic:** Westward movements after stopping at signal 849 or leaving from siding at Ste-Perpétue must not exceed 15 mph until crossing is fully occupied.

- 6.9 **Mile 98.23** ( Lindsay St.) - Warning device.  
**Automatic:** Crews on eastward movements stopped at the station must activate the "on" push button located on the platform or at the crossing level.
- 6.10 **Mile 98.72** (Notre-Dame St.) - Warning devices.  
**Automatic: Track M-20** - Stop signs on both sides of crossing.All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.  
**Automatic: Siding** - Movements must not exceed 10 mph approaching and within 350 feet of crossing.
- 6.11 **Mile 107.61** (Duncan Road) - Warning devices.  
**Automatic:** Eastward movements after stopping at signal 1082 at St-Eugène or leaving siding must not exceed 30 mph from mile 107.96 (route No 239) until crossing mile 107.61 is fully occupied.
- 6.12 **Mile 107.96** (Hwy 239) - Warning devices.  
**Automatic.** Eastward movements after stopping at signal 1082 at St-Eugène or leaving siding must not exceed 20 mph until crossing fully occupied.
- 6.13 **Mile 109.10** (Hwy 239) - Warning devices.  
**Automatic:** Westward movements after stopping at signal 1089 at St-Eugene or leaving siding must not exceed 40 mph until crossing fully occupied.
- 6.14 **Mile 124.52** (Guy St.) - Warning devices.  
**Automatic: Siding** Push button located southwest of main track.  
**In the application of rule 103.1 (c)** - Movements must not exceed 10 MPH on siding at Ste-Rosalie when approaching and within 400 feet of public crossing at grade at mile 124.52 Drummondville sub.  
**Tracks E-230, E-231, E-232 and E-234** - Stop signs on both sides of crossing. All movements must stop at the stop sign and must be manually protected by a member of the crew.
- 6.15 **Mile 124.95** (Highway 224) - Warning devices.  
**Automatic:** Switching movements over crossing must be manually protected by a member of the crew. (B.T.C. - 45655 - B.T.C. 87287).  
**Siding**  
In the application of rule 103.1 (c), movements must not exceed 15 MPH approaching and within 900 feet of crossing.  
Trains or equipment left on siding must be kept at least 900 feet from crossing located at mile 124.95 and 400 feet from crossing located at mile 124.52.  
**Track E-230** - Stop signs on both sides of crossing.All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**7 SPURS AND OTHER TRACKS**

**7.1 MILE 4.4 TO MILE 125.1**

**Rule 105 (a)** applicable on all spurs and other tracks.

**7.2 ST. ROMUALD INDUSTRIAL**

**Mile 5.62** - Extends southward, for a distance of 1.0 mile. Switch points face west.

MAXIMUM SPEED ..... 10 MPH.

**Special Applications**

**Rule 104 (c)**- All switches, except switch MJ-24, equipped with a lock may be left lined and locked in either position. Switch MJ-24 must be left lined and locked in the normal position.

**Rule 104 (I) (ii)** - Switch to track MJ-18 is in normal position when set for movement from St-Romuald industrial spur to Drummondville sub. When in this position, green reflector and target will so indicate.

**Public crossings at grade**

**Mile 0.2** (First Avenue) - Movements over any of the two tracks at this crossing must stop at stop signs and be manually protected by a member of the crew.

**Mile 0.47** (2ième Avenue) - Movements must stop and a member of the crew must manually protect the movement until crossing is fully occupied.

**Mile 0.59** (3ième Avenue) - Movements must stop and a member of the crew must manually protect the movement until crossing is fully occupied.

**Mile 0.8** (4ième Avenue) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Mile 1.05** (3ième Rue) - Movements must stop and a member of the crew must manually protect the movement until crossing is fully occupied.

**7.3 INDUSTRIAL DRUMMONDVILLE**

**Miles 100.3 and 100.6** - Extends northward for a distance of 1.9 mile. Switch points face east and west.

**Mile 0.1** - A derail is located on each leg of wye. Authority to use these derails must be obtained from the RTC.

Switch at mile 0.2 Industrial Drummondville spur is to be left set for movement from spur to east leg of wye. Green Target will so indicate.

**7.4 STE-ROSALIE**

**Mile 125.1**

MAXIMUM SPEED

Tracks E230 to E234 ..... 10 mph.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

| Mile                 | Unless inspected at mile |                    | MPH |
|----------------------|--------------------------|--------------------|-----|
|                      | eastward movements       | westward movements |     |
| 4.4 to 17.0 .....    |                          |                    | 35  |
| 97.0 to 100.0 .....  | 111.0                    | 95.7               | 35  |
| 125.0 to 125.1 ..... | 51.7 (St-Hyacinthe Sub.) | 111.0              | 35  |

**8.2** Eastward movements must be inspected at mile 22.2.

|   |                  |                      |               |            |                                  |                           |
|---|------------------|----------------------|---------------|------------|----------------------------------|---------------------------|
| METHOD OF CONTROL   | NUMBER OF TRACKS | <b>BÉCANCOUR</b>     |               | MILE       | TGBO LIMITS                      | DTMF RTC STANDBY CHANNELS |
|   |                  | SUBDIVISION          |               |            |                                  |                           |
|   |                  | <b>N</b><br>↓        | <b>S</b><br>↑ |            |                                  |                           |
|   |                  | <b>105</b>           | <b>Y</b>      |            |                                  |                           |
|   |                  | <b>0.0</b>           | <b>0.0</b>    |            |                                  |                           |
| <b>OCS</b>  | <b>1</b>         | <b>ASTON JCT</b>     | <b>14.4</b>   | <b>0.0</b> | ↑<br>↓<br><b>24.6</b>            | C 3<br>*5<br>022<br>#     |
|   |                  | <b>ST-GRÉGOIRE</b>   | <b>24.0</b>   |            |                                  |                           |
| <b>105</b>  |                  | <b>BÉCANCOUR</b>     | <b>24.6</b>   |            |                                  |                           |
|   |                  | <b>END OF TRACKS</b> |               |            |                                  |                           |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 0.0 and mile 3.7<br>OCS between mile 3.7 and mile 21.6<br>Rule 105 between mile 21.6 and mile 24.6 |                  |                      |               |            |                                  |                           |
| <b>RTC Standby Channels and Tones</b><br>between mile 0.0 and mile 24.6   |                  |                      |               |            | <b>Emergency Call</b><br>C 3 *0# |                           |
| <b>Maintenance of Way Radio Channels</b><br>between mile 0.0 and mile 20.0  |                  |                      |               |            | <b>Radio base</b><br>2417        |                           |

**BÉCANCOUR SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 40.1 - between mile 0.0 and mile 3.7**  
Before starting any work on the subdivision track, the RTC must be advised.
- 1.2 **Rule 104 (c) - All switches between mile 23.47 (south swt track G-120)**
- 1.3 **Rule 112 (ii)**  
**Hand brakes need not be applied** on tracks G-100 to G-113 at Bécancour.

**2 GENERAL FOOTNOTES**

- 2.1 **Unattended Locomotives:**  
Aston Jct: ..... Track B-975
- 2.2 **Aston Jct. - Connection with Drummondville Sub. is through track M-089 via crossover MX-001 mile 72.5 Drummondville Sub. and siding. North switch of wye is in normal position when lined from West leg of wye to Bécancour Sub.**  
  
When switching at Aston Jct air brakes on cars must be in service. ("in service" is defined solely by having the continuity of the brake pipe).  
  
**Rule 104 (c) -Crossover switch MX-001 between siding and track M089 may be left lined and locked either position.**  
  
All crossings on track M-089 must be left clear of equipment at all times.
- 2.3 **St-Grégoire - Private crossings at grade**  
Rule 103 (c) applicable.
- 2.4 **RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**  
  
**Track G-103 Reynold's Loading platform 9 - Due to reduced clearance employees are forbidden from holding onto the side of equipment while switching on the loading platform.**

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Heaviest car permitted ..... 286,000 lbs.

**5 SPEEDS**

5.1

| Mile   | MPH       |
|--|-----------|
| <b>0.0 to 24.6 zone</b>                          | <b>40</b> |
| 0.0 to 1.7                                       | 10        |
| 1.7 to 3.7 rule 105                              | 40        |
| *1.91 (9th Range Road) -<br><b>Northward</b>     | 10        |
| 14.4 to 14.7 curve                               | 15        |
| *15.1 until crossing occupied                    | 30        |
| *18.7 until crossing occupied                    | 30        |
| 20.0 to 20.2 curves                              | 30        |
| 20.2 to 21.6                                     | 15        |
| 21.6 to 24.6                                     | 10        |
| <b>*Not marked with restricting speed signs.</b> |           |

**5.2 CONDITIONAL SPEEDS**

**Mile MPH**  
\*9.11 Heavy Axle Load Trains on bridge ..... 5

**\*Applicable until the last Heavy Axle Load on the train clears the bridge.**

**6 PUBLIC CROSSINGS AT GRADE**

NIL

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 0.0 TO MILE 24.6**  
**Rule 105 (a)** applicable on all spurs and other tracks.

7.2 **ANDRÉ CYRENNE INC. - TRACK GO-25**  
**Mile 22.3** - Extends southward. Switch points face north. Length of track is 1506 feet. A derail has been installed 80 feet from the switch. An unloading pit is placed at the centre of this track.

7.3 **BÉCANCOUR MILE 24.0**  
**Unattended Locomotives:**  
Bécancour: ..... Track G-131

**Track G-120 - Becancour**  
Maximun speed ..... 5 MPH

7.4 **BÉCANCOUR WARF SPUR**  
**Mile 24.84** ( Raoul-Duchesne Blvd. ) - Warning devices.  
**Automatic:** Stop signs on South side of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

7.5 **MILE 25.45**  
**Rule 104(c)** - Switch of track G-131 may be left lined locked in either position.

| METHOD OF CONTROL   | NUMBER OF TRACKS | <b>SHERBROOKE</b><br>SUBDIVISION                   | MILE          | SIDING CAPACITY IN FEET | TGBO LIMITS        | DTMF RTC STANDBY CHANNELS |
|---|------------------|--|---------------|-------------------------|--------------------|---------------------------|
|   | <b>W</b><br>↓    |  | <b>E</b><br>↑ |                         |                    |                           |
| <b>105</b>  | <b>1</b>         | ( SL & A Railway)                                  | 69.0          |                         | 69.0<br>↑<br>110.3 | C 28<br>T2                |
|   |                  | <b>RICHMOND</b>                                    | 71.5          |                         |                    |                           |
|   |                  | <b>DURHAM SUD</b>                                  | 81.7          |                         |                    |                           |
| <b>OCS</b>  |                  | <b>ACTON VALE</b> <b>Y</b>                         | 93.5          | *3340                   |                    |                           |
| <b>105</b>  |                  | <b>UPTON</b>                                       | 100.4         |                         |                    |                           |
| <b>CTC</b>  |                  | <b>STE-ROSALIE</b><br>(Jct with St-Hyacinthe sub.) | 110.3         |                         |                    |                           |
| <p align="center"><b>Subdivision Control Features</b></p> <p align="center">Rule 105 between mile 69.0 and mile 74.5<br/>                     OCS between mile 74.5 and mile 109.4<br/>                     Rule 105 between mile 109.4 and mile 110.2<br/>                     CTC between mile 110.2 and mile 110.3</p> |                  |  |               |                         |                    |                           |

**SHERBROOKE SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 14 (I) (iv) applies:**  
 -at mile 109.50 (Guy St.)  
 -at mile 109.93 (Highway 224)
- 1.2 **Rule 112 (ii)**  
**Triple the handbrake requirement at the following locations:** E285 Durham Sud, track E275 Acton Vale.
- 1.3 **Rule 115**  
 Crews operating between mile 69.0 and mile 109.4 are not permitted to use rule 115(b) or the exception to rule 115(b).  
 The maximum speed is 15 mph when equipment is pushed by an engine. (Note: This restriction does not apply to snow plow).

**2 GENERAL FOOTNOTES**

- 2.1 **Acton Vale** - \*Track south of main track is siding.

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest cars permitted: . . . . . 263,000 lbs.
- 4.2 Locomotives in groups E-F-G: maximum speed 10 mph on wye at Acton Vale. They are prohibited on tracks E-261 and E-262 at Upton.
- 4.3 Trains handling double stack containers classified as D-XR dimensional are authorized for movement on the entire subdivision.

**5 SPEEDS**

| 5.1                       | Mile  | Fr t      |
|---------------------------|---|-----------|
| <b>69.0 to 110.3 zone</b> |   | <b>40</b> |
|                           | 69.0 to 74.5 Track R001 Rule 105  | 20        |
|                           | *70.9 until crossing occupied (CTC 78318)                                 | 10        |
|                           | 71.9 Bridge (all tracks)  | 10        |
|                           | 73.44 ( Route 143 )   | 20        |
|                           | 80.25 to 80.5   | 25        |
|                           | 110.3 to 109.93 <b>Eastward</b> until crossing mile 109.93 fully occupied | 30        |

**\*Not marked with advance speed restriction signs.**

5.2 **CONDITIONAL SPEEDS**

| <b>Mile</b>                       | <b>MPH</b> |
|-----------------------------------|------------|
| 81.7 Through E285 .....           | 10         |
| 93.5 Through sdg Acton Vale ..... | 10         |
| 100.4 Through E260 .....          | 10         |

**6 PUBLIC CROSSINGS AT GRADE**

6.1 **Mile 93.2** (Highway 116 at mile 0.28 of track E-275)  
Movements must be manually protected by a member of the crew.

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 69.0 TO MILE 110.3**  
**Rule 105 (a)** applicable on all spurs and other tracks.

7.2 **RICHMOND**

**Mile 71.5**

CN train crews must call on SL & A standby channel 26 (AAR 5757) and yard channel 16 (AAR 5959) before entering the yard at Richmond. If yarding instructions are not available from the Transportation Manager or yard crew, they must be obtained from the SLA RTC on radio channel 26 (AAR 5757) or by phone at 1 800 848-4408 ext. 218.

**Rule 104 (c)** - Switch of track R-012 at mile 70.74, switches of crossover track R-002 at mile 71.12 and west switch of track R-002 at mile 72.35 may be left lined and locked in either position.

**Rule 112 (ii)**

**Hand brakes need not be applied on equipment** on tracks R002 to R008, **EXCEPT** for locomotives.

**A maximum of four handbrakes must be applied** on track R001, **EXCEPT** for locomotives.

**A maximum of two handbrakes must be applied** for tracks R009 to R012, **EXCEPT** for locomotives.

**Rule 112 (v)**

Unattended trains with locomotive(s) attached are exempt from handbrake requirements provided that:

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

**Rule 112 note 6**

Locomotive consists left on tracks R001 to R012 or track R015 must be secured with hand brakes on the lead two units.

Single locomotives must ALWAYS be secured with a hand brake when left unattended.

Except as described above, locomotive consists left on any other track must have every hand brake applied.

**MAXIMUM SPEED**

|   |        |
|---|--------|
| Tracks R002 to R012 .....   | 10 MPH |
| All other yard tracks .....   | 5 MPH  |
| 6-axle locomotives all yard tracks <b>except</b><br><b>R001</b> between mile 69.0 and mile 74.5 ... | 5 MPH  |

7.3 **Mile 99.9** (Highway 116 at mile 0.12 of track E-261)  
Movements must be made during daylight hours only and be manually protected by a member of the crew.

7.4 **UPTON**

**Mile 100.4**

Permission must be obtained from "Upton Distribution" 819-549-6336 before entering track E-260.

**8 SPECIAL DANGEROUS COMMODITIES**

8.1 **Between mile 109.5 and mile 110.3**

|   |        |
|---|--------|
| Eastward movements, unless inspected at<br>mile 51.7 St-Hyacinthe Sub ..... | 35 MPH |
| Westward movements .....  | 35 MPH |

| METHOD OF CONTROL | NUMBER OF TRACKS | SOREL SUBDIVISION                    |        | MILE  | TGBO LIMITS            | DTMF RTC STANDBY CHANNELS | HOT BOX AND DRAGGING EQUIPMENT DETECTORS |
|-------------------|------------------|--------------------------------------|--------|-------|------------------------|---------------------------|--|
|                   |                  | W<br>↓                               | E<br>↑ |       |                        |                           |  |
| 105               | 1                | TRACY                                | Y      | 45.48 | 45.48<br>↑<br>0.0<br>↓ | C 26<br>T2                | 16.2                                     |
| OCS               |                  |                                      |        |       |                        |                           |  |
| 105               |                  | ST-ANTOINE                           | Y      | 28.8  |                        |                           |  |
| OCS               |                  | VERCHERES                            |        | 23.3  |                        |                           |  |
| 105               |                  | VARENNES                             |        | 16.5  |                        |                           |  |
| OCS               |                  | BOUCHERVILLE                         |        | 10.4  |                        |                           |  |
|                   |                  | LONGUEUIL                            | Y      | 7.5   |                        |                           |  |
| CTC               |                  | BRUNO JCT<br>(Jct St-Hyacinthe sub.) |        | 0.0   |                        |                           |  |

**Subdivision Control Features**

CTC between mile 0.0 and mile 0.1  
 OCS between mile 0.1 and mile 16.0  
 Rule 105 between mile 16.0 and mile 19.6  
 OCS between mile 19.6 and mile 26.5  
 Rule 105 between mile 26.5 and mile 30.0  
 OCS between mile 30.0 and mile 43.0  
 Rule 105 between mile 43.0 and mile 45.48

**SOREL SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 14 (I) (iv) applies** between the hours of 2200 and 0700:
- at mile 3.29 (De Bretagne Road)
  - at mile 4.35 (D'Alençon St.)
  - at mile 4.92 (Du Tremblay St.)
  - at mile 6.02 (DeVolta St. (3e rang))
  - at mile 8.41 (De La Barre St.)
  - at mile 9.03 (Cicot St.)
  - at mile 9.83 (Montarville St.)
  - at mile 10.21 (Pierre Boucher)
  - at mile 10.33 (Louis H. Lafontaine St. (pedestrian))
  - at mile 10.53 (De Montbrun St.)
  - at mile 10.88 (De Varennes St.)
  - at mile 11.1 (Protestant school (pedestrian))
  - at mile 11.57 (De Mezy St.)
  - at mile 11.90 (d'Argenson St.)
- 1.2 **Rule 14 (I) (iv) applies:**
- at mile 6.38 (Mortagne Blvd.)
  - at mile 7.06 (de la Province Street)
  - at mile 7.45 (Métropole Street)
  - between mile 14.0 and mile 16.2.
- 1.3 **Rule 104 (c)** - Both switches of wye mile 44.07 (track B-615) and mile 44.5 (track B-625) and switch at mile 44.55 (track B-655) may be left lined and locked in either position.
- 1.4 **Rule 112 (v)** not applicable at mile 19.7 (snowmobile trail).

**2 GENERAL FOOTNOTES**

2.1 **Unattended Locomotives:**  
Varenes: ..... Track B-324  
St-Antoine: ..... Track B-447

2.2 **Bruno Jct** - Westward trains held at Bruno Jct must stop at the advance signal 11 located at mile 1.28 and not at public crossing at grade mile 0.34.

2.3 **RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS.**

| Location                                   | Obstruction                                  | Side of Track or Overhead |
|--|--|---------------------------|
| Contrecoeur Wharf (Tracks B-419 and B-427) | Conveyors, platforms and Unloading stations. | Overhead and Both sides   |

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Heaviest car permitted: ..... 286,000 lbs.

**5 SPEEDS**

5.1

| Mile   | MPH       |
|--|-----------|
| <b>0.0 to 45.8 zone</b>                          | <b>40</b> |
| 7.3 to 7.7                                       | 20        |
| 8.0 to 13.0                                      | 30        |
| *14.6 Bridge                                     | 10        |
| 16.0 to 19.0                                     | 25        |
| *28.0 to 30.0                                    | 10        |
| *43.0 to 45.8 Rule 105                           | 10        |
| <b>*Not marked with restricting speed signs.</b> |           |

**6 PUBLIC CROSSINGS AT GRADE**

6.1 The public crossings at grade are equipped with timers. If cars are stopped within the level crossing at grade circuits, the bells and gates will reactivate after 15 minutes, even though they shut down after the train passes. Equipment must not be left within crossing circuits at all times.

6.2 **Mile 16.4** (Highway 132 on Albright Wilson track) - Movements must be manually protected by a member of the crew.

6.3 **Mile 16.6** (12th Ave.) - Warning devices.  
**Track B-344**  
**Automatic:** Westward movements must use either one of "start" push buttons located North-East of crossing.

6.4 **Mile 17.3** (Highway 132, mile 0.2 on Kronos Canada track) - Warning devices.  
**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

6.5 **Mile 17.8** (Highway 132, mile 0.3 and Côte d'en Bas Road, mile 0.6 on track B-377 Hoechst Ltd.) - Movements must be manually protected by a member of the crew.

6.6 **Mile 28.8** (Highway 132) track B-427 - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

6.7 **Mile 44.8** (St-Roch Road) - Movements on Bois International track must be manually protected by a member of the crew (B.T.C. 121776).

6.8 **Mile 45.4** - Warning devices.  
**Automatic:** Stop signs on both sides of crossing. Movements must stop at stop sign and ensure warning devices have been in operation for at least 20 seconds before occupying the crossing.

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 0 TO MILE 45.8**  
**Rule 105 (a)** applicable on all spurs and other tracks.

7.2 **LONGUEUIL**  
**Mile 7.7-** Extends northward, for a distance of 4200 feet. Switch points face east.

MAXIMUM SPEED ..... 10 mph

**PRODUCTS MICO SUZORITE INC.**

**Tracks B-013 and B-015:** Due to overhead clearances, dimensional loads and box cars are restricted from entering these tracks.

**Public crossings at grade**

**Mile 0.17** Stop signs have been erected on both sides of public crossing at grade Jacques-Cartier spur.

**Mile 0.3** (Guimond Blvd.) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

7.3 **NACAN PRODUCTS LIMITED**

**Mile 8.4** - Movements must stop before entering the building of Nacan Products Limited. Members of the train crew must ensure that the retractable platform doors at the catwalk are in a vertical position before proceeding into the building.

**Tracks B-245 and B-249:** Due to side clearance for locomotives, a minimum of one car buffer must be used when placing cars on this track.

7.4 **BOUCHERVILLE**

**Mile 10.4**

MAXIMUM SPEED  
Track B-260 ..... 5 mph

7.5 **VARENNES**

**Mile 16. 5**

**Rhodia Co.**

**Track B-327**

Account of obstruction, movements must not be made beyond stop sign.

**Track B-329**

In reason of the sharp curve, only one car at a time can be placed on this track, and shoved just far enough to clear the the fouling point. If more than one car is ordered for this track, additional cars must be placed on track B-323.

**Track B-323**

Locomotives are prohibited beyond fouling point.

Cars to be picked up will be placed by the customer on track B-323.

**Kronos Co.**  
MAXIMUM SPEED

All Tracks ..... 10 mph

When switching is finish, gates on track B-349 must be closed before leaving the area.

**Pétromont Co.**  
MAXIMUM SPEED

Tracks ..... 5 mph

To enter on the customer's tracks, the train crew must call the customer using the telephone indicated on the gate.

Derails on tracks B-322, B-326 and B-328 Pétromont Co., equipped with private locks. Chloride unit foreman must be contacted to unlock same. Telephone is located opposite to switch of track B-322.

Switches to tracks B-348 and B-352 and derails installed on these tracks at the east end of loading stands are secured with locks installed by Pétromont Co. This company will be responsible for locking and unlocking these locks. Cars must not pass stop signs on tracks B-348 and B-352. Stop signs are 200 feet from loading and unloading ramps.

Engines are prohibited beyond loading rack on tracks B-348 and B-352 at petrochemical works of Pétromont Co. Also, when cars are connected on either of these two tracks, engines are prohibited on tracks B-344, B-356 and B-358 beyond loading rack of tracks B-348 and B-352.

**Eagle Brook - Track B-371**

To enter on the customer's track, the train crew must call the customer at least 2 hours before arriving.

**Baroni tracks**

Stop signs are erected on the west side of track B-382 and on the east side of track B-388. These signs protect tracks B-382, B-384, B-386 and B-388. Cars must not be left beyond these stop signs, in order not to be under the electrical wires.

MAXIMUM SPEED

Tracks B-380, B-382, B384, B386, B388 and B390 ..... 10 mph

**Dow Chemical**

Derail on track B-385, Dow Chemical equipped with private lock. Contact foreman to unlock.

**Private crossings at grade**

Mile 16.6 and mile 16.7:

**Rule 103 (c) applicable**

**Rule 104 (ii) not applicable**

7.6 **ST-ANTOINE**  
**Mile 28.8**

**Rule 112 (ii) - Hand brakes need not be applied on equipment** on all yard tracks.

Crossover switch leading to extension at west end of track B-449 must be left set for movements from track B-449 to subdivision track. When in this position yellow reflector and target will so indicate.  
MAXIMUM SPEED

Track B-441 ..... .5 mph

**7.7 CONTRECOEUR  
Mile 31.3**

MAXIMUM SPEED  
Track B-470 .....5 mph

**7.8 TRACY WHARF SPUR  
Mile 44.07** - Extends northward for a distance of 1.9 miles. Switch points face west.

**Special applications**

**Rule 112 (ii)** - Hand brakes must be applied on **all** cars left on track B-666, Tracy wharf spur.

MAXIMUM SPEED .....10 mph

**Equipment restrictions**

Track B-665 - Cars 65 feet or longer must be handled in single cut.

MAXIMUM SPEED track B-665. ....5 mph

**Public crossing at grade**

**Mile 0.88** (Highway 132) - Movements on all tracks on wharf track spur must stop at stop signs and be manually protected by a member of the crew before proceeding over crossing (BTC 98291 - 108554). Movements over Montcalm St. (main entrance to QIT) must be manually protected by a member of the crew.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

| <b>Mile</b>        | <b>MPH</b> |
|--------------------|------------|
| 0.0 to 13.0 .....  | 35         |
| *0.0 to 13.0 ..... | 15         |
| 40.0 to 43.0 ..... | 35         |

**\*Movements having travelled more than 20 miles since their last inspection.**

8.2 Movements originating between miles 0.0 and 13.0 must be inspected at their point of origin.

8.3 Westward movements must be inspected at mile 16.2.



| METHOD OF CONTROL  | NUMBER OF TRACKS     | ROUSES POINT SUBDIVISION                  | MILE  | SIDING CAPACITY IN FEET | DOB / TGBO LIMITS | DTMF RTC STANDBY CHANNELS | HOT BOX AND DRAGGING EQUIPMENT DETECTORS |
|--|----------------------|---|-------|-------------------------|-------------------|---------------------------|--|
|  | N<br>↓<br><br>↑<br>S |   |       |                         |                   |                           |  |
| 105  |                      | ROUSES POINT                              | 0.0   |                         | 1.2               |                           |  |
| OCS<br>+   | 1                    | CANTIC Y<br>(Jct with Swanton SUB.)       | 5.29  |                         | TGBO<br>↑<br>↓    | C 28<br>T1                | 24.6                                     |
|  |                      | ST-JEAN Y                                 | 22.2  | *6110                   |                   |                           |  |
|  |                      | LACADIE                                   | 27.8  | 5780                    |                   |                           |  |
|  |                      | BROSSARD                                  | 36.27 |                         | TGBO<br>↑<br>DOB  |                           |  |
|  |                      | CASTLE-GARDENS                            | 39.94 |                         |                   |                           |  |
|  |                      | CANNON                                    | 42.5  |                         |                   |                           |  |
| CTC  |                      | SOUTHWARK<br>(Jct with St-Hyacinthe sub.) | 42.7  |                         | 42.7              | 40.8                      |  |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 0.0 and mile 1.2<br>OCS between mile 1.2 and mile 42.5<br>CTC between mile 42.5 and mile 42.7 |                      |   |       |                         |                   |                           |  |

**ROUSES POINT SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

**Rule 14 (l) (iv) applies:**

- at mile 35.99 (Des Prairies Blvd.)
- at mile 37.04 (Rome Blvd.)
- at mile 37.62 (Lapinière Road.)
- at mile 38.61 (Grande Allée Blvd.)
- at mile 39.15 (Payer Street)
- at mile 39.87 (Maricourt Blvd.)
- at mile 40.51 (Pedestrian crossing.)
- at mile 40.74 (Montée St-Hubert)
- at mile 41.64 (Soucy Street)
- at mile 42.55 (Highway 116 service road)
- at mile 42.59 (Edouard Blvd.)

**1.2 Rule 104 (c) -** Switch of track K-060 of Massena spur at mile 83.06 and switch J-195 in siding at St-Jean may be left lined and locked in either position.

**2 GENERAL FOOTNOTES**

**GENERAL OPERATING INSTRUCTIONS**

**2.1 Rouses Point -** Crews must obtain permission from CP North Train Dispatcher before entering CP main track. The switch to enter the CP main track is called the "Diamond switch". The portion of track between mile 0.0 Rouses Point sub and the diamond switch is rule 105 territory. Trains must not pass Switch of CP shop track if not in possession of authority to enter CP main track.

To contact the dispatcher by radio dial \*411 on AAR channel 6666. By telephone dial 1-800-308-3284 or 1-612-904-5824.

To initiate a radio emergency call, select AAR channel 2166 and click 3 times on the transmitter. After receiving a response tone, a 10 second window opens which allows employees to transmit directly to the Dispatcher.

After transmitting, switch back to AAR Standby channel 6666 and wait for the Dispatcher to answer. By telephone, dial 1-800-363-3277.



**5.2 CONDITIONAL SPEEDS**

| <b>Mile</b> |                                  | <b>MPH</b> |
|-------------|----------------------------------|------------|
| *9.9        | Heavy Axle Load Trains on bridge | .. 20      |
| *20.8       | Heavy Axle Load Trains on bridge | .. 20      |
| *27.9       | Heavy Axle Load Trains on bridge | .. 30      |
| *28.7       | Heavy Axle Load Trains on bridge | .. 30      |
| *35.7       | Heavy Axle Load Trains on bridge | .. 30      |

**\*Applicable until the last Heavy Axle Load on the train clears the bridge.**

**6 PUBLIC CROSSINGS AT GRADE**

6.1 **Mile 1.18** - (International Highway) - Warning devices.  
**Automatic:** Northward trains leaving yard must stop and ascertain that signals are operating before proceeding over crossing. (CTC 82090).

6.2 **Mile 5.37** (Highway 202) - Warning devices.  
**Main track**  
Automatic: Push buttons on both sides of crossing..

6.3 **Mile 22.53** (Bouthillier St.) - Warning devices.  
**Track J-200**  
**Automatic:** All movements must stop and must not obstruct the crossing until the warning devices have been operating for at least 20 seconds.

6.4 **Mile 23.99-** (Industrial blvd.) Warning devices.  
**Tracks J-135 and J-149**  
**Automatic:** Stop signs on both sides of crossing.  
  
**Track J-149**  
Movements when operating over public crossing at grade of Industrial Blvd ..... 5 MPH

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 0 TO MILE 42.7**  
**Rule 105 (a)** applicable on all spurs and other tracks except Granby Spur.

7.2 **WYE- (CANTIC)**  
**Miles 4.9 and 5.3** - Extends westward for a distance of 3000 feet.  
  
MAXIMUM SPEED ..... 5 MPH

7.3 **ST-JEAN**  
**Mile 22.2**  
  
Cars left on interchange track J-195 at St-Jean must be placed on the lowest portion of track which is located near switch J-191. Crews must not use track J-80.

To avoid blocking public crossing at grade, southward freight trains required to pick up or set off traffic must stop clear of signal 232B.

7.4 **MASSENA**  
**Mile 36.27** - Extends westward for a distance of 11.5 miles, from mile 84.0 to mile 72.5. Switch points face north.

- Special applications**  
**Rule 14 (l) (iv) applies:**
- at mile 79.51 (Montcalm Blvd.)
  - at mile 81.48 (Pedestrian and bicycle path)
  - at mile 81.66 (Route no 104)
  - at mile 82.30 (Pedestrian and bicycle path)
  - at mile 83.30 (Matte Blvd.)
  - at mile 83.71 (Des Prairies Blvd.)

Rule 103.1 (f) applies between mile 72.5 and 77.0 Massena spur .

**Interlockings**

**Railway crossing at grade.**

**Mile 77.2** ... CP Rail (Adirondack Sub)  
Remotely-controlled ..... CP RTC at Montréal  
Telephones are fixed on signals 771 and 772.

MAXIMUM SPEED ..... 25 MPH  
To communicate with the CP RTC, select channel CP 8 on the radio and transmit key sequence \*331 on the numerical keypad. After hearing the answer back tone which indicates that your call has reached the RTC, switch the radio back to channel CP 7 ( home 92) and wait for the RTC to answer. If the radio is not equipped with a numerical keypad, press and release the push-to-talk button 5 times within 4 seconds. The CP RTC can also be reached at telephone no. 514-392-5351.

**Speeds**

| Mile                             | MPH       |
|----------------------------------|-----------|
| <b>72.5 to 84.0 zone</b> .....   | <b>25</b> |
| *76.5 to 77.7 (all tracks) ..... | 10        |
| *79.7 to 80.7 (all tracks) ..... | 10        |
| *81.4 to 82.4 on curves .....    | 15        |
| *83.3 to 83.9 on curves .....    | 10        |

**\*Not marked with restricting speed signs.**

**CONDITIONAL SPEEDS**

| Mile                    | MPH |
|-------------------------|-----|
| 77.62 Track K-359 ..... | 5   |
| 83.06 Track K-050 ..... | 5   |

**Public crossings at grade**

**Mile 79.51** (Montcalm Blvd.) - Warning devices.  
**Automatic:** When required to set off or pick up cars in the "middle yard", crews must stop at the crossing circuit sign in order to avoid unnecessary operation of warning devices.

**Mile 80.25** (Fers et Métaux Recyclés Inc.) - Movements over crossing located on track K-241 must be manually protected by a member of the crew.

**Mile 81.66** (Highway No. 104) - Warning devices.  
**Automatic:** Movements stopped within 300 feet of the crossing must use "start" pushbutton before proceeding towards the crossing. Pushbutton boxes are located on both sides of the crossing. Cars left on the main track during switching must be beyond the "crossing circuit signs"

**Mile 82.84** (wye)  
Switches at mile 82.84 and at mile 83.06 are spiked.

**Special dangerous commodities**

Between mile 82.0 and mile 84.0, movements having travelled more than 20 miles since their last inspection must not exceed 15 mph.

Movements originating between mile 82.0 and mile 84.0 must be inspected at their point of origin.

**ST-REMI**

**Mile 72.5 (Massena spur)** - railway operation is forbidden on St-Remi spur.

**DELSON**

**Mile 77.4 (Massena spur)** - To perform switching at the south end of Stella Jones tracks, it is permitted to use CP Rail yard track to which Stella Jones plant yard is connected. Only cars destined to Stella Jones can be handled on their tracks.

MAXIMUM SPEED ..... 5 MPH

**Track K-359** - The normal position of north end switch of track K-363 is when the switch is set in the reverse position.

**RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

| <b>Location</b>          | <b>Obstruction</b> | <b>Side of track or overhead</b> |
|--------------------------|--------------------|----------------------------------|
| Delson<br>(Stella Jones) |                    | Between tracks                   |

**Laprairie-** Equipment must not be left standing on track K-261 within 200 feet of the travelled portion of the private crossings at grade mile 79.86 and mile 79.89. Signs have been installed to assist with the compliance of this instruction.

**CANDIAC**

**Mile 79.2 (Massena spur)** - Extends northward for a distance of 1.1 miles. Switch points face west.

**Equipment restrictions**

**Mile 0.4** (track K272) - Cars 73 feet or longer and cars in series 156000-399 and 157000-299 must not be handled in curves if coupled to other types of cars. Cars with less than 73 feet must be switched separately of those of more than 73 feet.

**Public crossings at grade**

**Mile 0.3** (Iberville Ave.) - **Track K-242** - Movements must be manually protected by a member of the crew.

**Mile 0.6** (Boul. Montcalm) -Warning devices.  
**Automatic:** Stop signs on both sides of crossing.

**MAXIMUM SPEED**

|                         |        |
|-------------------------|--------|
| On straight track ..... | 10 MPH |
| On curves .....         | 5 MPH  |
| Track K254 .....        | 5 MPH  |

**Equipment restriction**

Maximum car length permitted on track K254 is 73 feet. Only cars destined to track K254 are permitted on this track.

Due to track configuration, coach cars are prohibited on track K254. All movements of coach car entering or exiting track K258 must be a single car movement with the locomotive only.

**LAPRAIRIE INDUSTRIAL TRACK**

**Mile 80.3 (Massena spur)** - Extends southward for a distance of 0.4 mile, switch points face west.

Only cars destined to track K292 Handy Chemical are permitted on this track.

**Public crossings at grade**

**Mile 0.3** (Industrial Blvd.) - Movements must be manually protected by a member of the crew.

7.5 **GRANBY**

**Mile 39.94** - Extends eastward for a distance of 13.6 miles, from mile 52.3 to mile 38.7. Switch points face north.

**Method of control**

OCS between mile 38.7 and mile 52.3

**Rule 40.1 not applicable**

RTC standby channel and tone : CH 26 T2.

**NON-INTERLOCKED - Drawbridge**

**Mile 43.5 - (Chambly Canal)**

MAXIMUM SPEED: ..... 10 MPH

**No bridgetender on duty - Rule 98 (b) applies.**

**Equipment restrictions**

Heaviest car permitted ..... 286,000 lbs.

Locomotives in groups E-F-G-H prohibited.

| MAXIMUM SPEED              | MPH |
|----------------------------|-----|
| 38.7 to 39.4 .....         | 10  |
| 39.5 bridge .....          | 10  |
| 39.4 to 43.0 .....         | 25  |
| 43.0 to 43.5 bridges ..... | 10  |
| 43.5 to 48.6 .....         | 25  |
| 48.6 bridge .....          | 10  |
| 48.6 to 52.3 .....         | 25  |
| Track CS-50 .....          | 5   |

**Public crossings at grade**

**Between mile 38.0 and mile 52.3 - Rule 103.1 (f)**  
**- Rusty rail conditions applicable** at all public crossings at grade protected by warning devices.

**Mile 38.99** (Ouellette St.) - Warning devices.

**Automatic:** Stop sign on south side of crossing.

**Mile 43.08** (Second St.) - Warning devices.

**Adjacent track**

**Non-automatic:** Movements in either direction must use "start" push button located on the signal bungalow before obstructing crossing.

**Mile 44.08 - Track CS-50 Agrico**

**Highway 112** - Warning devices.

**Automatic:** Stop signs on both sides of crossing.

**Rue Bande du Canal** - must be manually protected by a member of the crew.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**



**Unless inspected at mile southward movements**

| Mile                |                    | MPH |
|---------------------|--------------------|-----|
| 18.0 to 25.0        | 40.8 or 24.6 ..... | 35  |
| 30.0 to 42.7 .....  |                    | 35  |
| *30.0 to 42.7 ..... |                    | 15  |

**\*Movements having travelled more than 20 miles since their last inspection**

8.2 Northward movements must be inspected at mile 24.6.

8.3 Movements originating between mile 30.0 and 42.7 must be inspected at their point of origin.

| METHOD OF CONTROL  | NUMBER OF TRACKS | SWANTON<br>SUBDIVISION   | MILE | TGBO LIMITS | RTC STANDBY<br>CHANNEL AND TONE |
|--|------------------|--|------|-------------|---------------------------------|
|  |                  | <b>N</b><br><br><br><b>S</b> |      |             |                                 |
| <b>OCS</b>   | <b>1</b>         | (Jct with NECR)<br><b>US/CANADA BORDER</b>   | 18.7 | 18.7<br>↑   | C28<br>T1                       |
|  |                  | <b>CANTIC</b><br>(Jct with Rouses Point sub.)  | 25.6 | ↓<br>25.6   |                                 |
| <b>Subdivision Control Features</b><br>OCS between mile 18.7 and mile 25.6 |                  |  |      |             |                                 |

**SWANTON SUBDIVISION FOOTNOTES**

**1 GENERAL FOOTNOTES**

NIL

**2 GENERAL FOOTNOTES**

NIL

**3 INTERLOCKING**

**3.1 Drawbridge (Richelieu River)**

**Mile 24.3**

NON-INTERLOCKED

MAXIMUM SPEED . . . . . 10 MPH

Bridgetender is on duty from:

april 16<sup>th</sup> to may 19<sup>th</sup> from 0800 to 1600 thurs to Mon  
 may 20<sup>th</sup> to sept 22<sup>nd</sup> from 0700 to 2300 daily  
 sept 23<sup>rd</sup> to oct 10<sup>th</sup> from 0800 to 1600 thurs to Mon  
 oct 15<sup>th</sup> to oct 16<sup>th</sup> from 0800 to 1600 daily

When the bridgetender is on duty, his permission must be obtained before proceeding on bridge. When the bridgetender is not on duty, trains must stop and ensure that the route is lined before proceeding over bridge.

**4 EQUIPMENT RESTRICTIONS**

4.1 Heaviest car permitted . . . . . 263,000 lbs.

**5.0 SPEEDS**

| 5.1 Mile                       | MPH       |
|--------------------------------|-----------|
| 18.7 to 25.6 zone . . . . .    | <b>25</b> |
| 24.3 (entire bridge) . . . . . | 10        |



| METHOD OF CONTROL  | NUMBER OF TRACKS | ST-HYACINTHE SUBDIVISION                         |        | MILE  | DOB / TGBO LIMITS | SWITCHING ZONE        | DTMF RTC STANDBY CHANNELS               | HOT BOX AND DRAGGING EQUIPMENT DETECTORS |
|--|------------------|--|--------|-------|-------------------|-----------------------|---|--|
|  |                  | W<br>↓   | E<br>↑ |       |                   |                       |   |  |
| CTC  | +                | <b>STE-ROSALIE</b><br>(Jct with Sherbrooke sub.) |        | 38.7  | 38.7              | 38.7                  | C 4<br>*5<br>023<br>#<br><br>(* NOTE 1) | 51.7                                     |
|  |                  | <b>MONTBEC</b>                                   |        | 40.6  |                   |                       |   |  |
|  |                  | <b>ST-HYACINTHE</b>                              |        | 40.9  |                   |                       |   |  |
|  |                  | <b>THÉRIAULT</b>                                 |        | 51.5  |                   |                       |   |  |
|  |                  | <b>ST-HILAIRE</b>                                |        | 52.4  |                   |                       |   |  |
|  |                  | <b>BELOEIL</b>                                   |        | 55.3  |                   |                       |   |  |
|  |                  | <b>MC MASTERVILLE</b>                            |        | 56.5  |                   |                       |   |  |
|  |                  | <b>DAVIS</b>                                     |        | 58.9  |                   |                       |   |  |
|  |                  | <b>ST-BRUNO</b>                                  |        | 63.8  |                   |                       |   |  |
|  |                  | <b>BRUNO JCT.</b><br>(Jct with Sorel Sub)        |        | 64.2  |                   |                       |   |  |
|  |                  | <b>ST-HUBERT</b>                                 |        | 66.42 |                   |                       |   |  |
|  |                  | <b>SOUTHWARK</b><br>(Jct with Rouses Point sub.) |        | 68.1  |                   |                       |   |  |
|  |                  | <b>LEMOYNE</b>                                   |        | 70.2  |                   |                       |   |  |
|  |                  | <b>ST-LAMBERT</b>                                |        | 70.3  |                   |                       |   |  |
|  |                  | <b>PONT VICTORIA</b>                             |        | 71.5  |                   |                       |   |  |
|  |                  | <b>RUE BRIDGE SUD</b>                            |        | 72.4  |                   |                       |   |  |
|  |                  | <b>CAPE</b><br>(Jct with Montréal sub.)          |        | 73.1  |                   |                       |   |  |
| <b>WELLINGTON</b><br>(Jct with Deux Montagnes sub.)      |                  | 73.2   |        |       |                   |                       |   |  |
| <b>MONTREAL</b><br>( Central Station )                   |                  | 74.1   |        |       |                   |                       |   |  |
| <b>Subdivision Control Features</b>                      |                  |  |        |       |                   |                       |   |  |
| CTC between mile 38.7 and mile 71.2                      |                  |  |        |       |                   |                       |   |  |
| Wellington Interlocking between mile 71.2 and mile 74.1  |                  |  |        |       |                   |                       |   |  |
| (See Wellington Interlocking Limits)                     |                  |  |        |       |                   |                       |   |  |
| <b>RTC Standby Channels and Tones</b>                    |                  |  |        |       |                   | <b>Emergency Call</b> |   |  |
| between mile 38.7 and mile 71.2 C 4 T 1                  |                  |  |        |       |                   | C 4 *0#               |   |  |
| between mile 71.2 and mile 74.1 C 36 T 1                 |                  |  |        |       |                   | C 36 *0#              |   |  |
| <b>*Note 1 - Samedi and Dimanche entre 0600 and 2200</b> |                  |  |        |       |                   |                       |   |  |
| between mile 64.2 and mile 74.1 C 36 T 1                 |                  |  |        |       |                   | C 36 *0#              |   |  |
| <b>Maintenance of Way Radio Channels</b>                 |                  |  |        |       |                   | <b>Radio base</b>     |   |  |
| between mile 62.5 and mile 71.2 C 82                     |                  |  |        |       |                   | 2419                  |   |  |
| between mile 71.2 and mile 74.1 C 81                     |                  |  |        |       |                   | 2396                  |   |  |

**ST-HYACINTHE SUBDIVISION FOOTNOTES**

- 1 **CANADIAN RAIL OPERATING RULES**
  - 1.1 **Rule 51 - Victoria bridge diversion** - Between mile 70.4 and mile 71.2, diversion tracks north and south extend 0.97 mile.
  - 1.2 **SPECIAL APPLICATIONS**
    - Rule 14 (I) (ii)** - Applicable at private crossing at grade mile 57.47 between the hours of 0700 and 1900 only.
    - Rule 14 (I) (iv) applies:**
      - at mile 50.84 (Highway No. 229 (Benoit Highway))
      - at mile 51.36 (Rouillard Road)
      - at mile 53.55 (Ste. Anne St.)
      - at mile 54.34 (des Trentes Drive)
      - at mile 59.36 (Robert St.)
      - at mile 60.04 (Boul. Millenaire)
      - at mile 60.56 (des Vingts Road)
      - at mile 62.18 (boul. Seigneuriale)
      - at mile 69.51 (St. George St.)

- 1.4 **Rule 90 (a) (vii)** - Applicable to AMT commuter trains.
- 1.5 **Rule 104 (c) - St-Hyacinthe** - Switches of yard tracks E-130 to E-134 inclusive may be left lined and locked in either position.
- 1.6 **Rule 107 - St-Hyacinthe and St-Lambert.**  
In addition to the requirements of Rule 107, where a CN main track is located between a train carrying passengers and the station or platform, a member of the crew of such train will be required to communicate with the RTC and receive confirmation that protection has been provided against other trains and engines before allowing passengers to entrain or detrain at that location. Such confirmation of protection should be secured from the RTC prior to arriving at the station. The RTC must be promptly advised when the protection is no longer required. This does not relieve crews of other trains or engines of the requirements of Rule 107.

Rule 107 does not apply at St-Hilaire, McMasterville, St-Basile Le Grand (mile 60.2) , St-Bruno and St-Hubert (mile 66.5).

## 2 GENERAL FOOTNOTES

- 2.1 **Stand alone Dragging Equipment Detector-** Located (Refer to the Divisional Data for instructions):

**Mile 68.27**  
**Mile 72.78**

- 2.2 **Unattended Locomotives:**  
St-Hyacinthe ..... Track E-134

## GENERAL OPERATING INSTRUCTIONS

NIL

## 3 INTERLOCKINGS

- 3.1 **Drawbridge**  
**Mile 70.8** ... St-Lawrence Seaway  
(Victoria Bridge, span 25) ..... (CTC-117149)  
Remotely-controlled ..... RTC Montréal  
MAXIMUM SPEED  
Psgr ..... 30 MPH  
Frt ..... 20 MPH
- 3.2 **Drawbridge**  
**Mile 70.8** ... St-Lawrence Seaway  
(Victoria Bridge diversion) ..... (BTC-117149)  
Remotely-controlled ..... RTC Montréal  
MAXIMUM SPEED ..... 20 MPH  
No equipment must be left standing alone on north and south tracks of Victoria bridge diversion.
- 3.4 **Wellington Interlocking limits -**  
**see WELLINGTON INTERLOCKING (Page 95)**

## 4 EQUIPMENT RESTRICTIONS

- 4.1 Heaviest car permitted: ..... 286,000 lbs.
- 4.2 Locomotives in groups E-F-G-H maximum speed 10 mph on track ES-95 at mile 50.84.
- 4.3 Engines are not allowed to enter the building of Kimberley Clark Company (track E-140) at St-Hyacinthe, buffer cars must be used.
- 4.4 A heavy axle load train, including trains handling 4 or more HAL cars marshalled together, must not operate on Victoria bridge between mile 70.4 and

mile 72.1 St-Hyacinthe subdivision at the same time as another freight train. Before proceeding over bridge, train crews of heavy axle load trains must obtain verbal confirmation from the RTC that no freight train will operate on the adjacent track and that passenger trains will be advised of their presence.

A passenger train may operate on Victoria bridge at the same time as a heavy axle load train. However, the passenger train must not exceed 5 mph while adjacent to the heavy axle load train.

**5 SPEEDS**

**5.1 Speed Charts**

a) Speed at identified public crossings applies until the crossing is fully occupied.

b) Zone speed signs will not indicate speed for freight trains restricted by **TOB**.

c) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

**5.2 Passenger trains**

| Mile  | MPH       |           |
|---|-----------|-----------|
|   | LRC       | Other     |
| <b>38.7 to 74.1 zone</b>  | <b>95</b> | <b>90</b> |
| *38.7 to 38.9 <b>Eastward</b> movement  | 40        | 40        |
| *38.7 to 38.9 <b>North</b> track  | 50        | 45        |
| *48.0 to 49.0 until crossing occupied at mile 48.37 ( <b>St-Simon St.</b> )   | 70        | 70        |
| 52.7 to 53.2  | 85        | 60        |
| *53.55 to 54.3 <b>Westward</b> until crossing occupied at mile 54.34 ( <b>Montée des trentes</b> )  | 90        |           |
| 54.8 to 55.3 curves and bridge  | 45        | 35        |
| 68.9 to 70.3  |           | 60        |
| *69.51 until crossing occupied  | 60        | 60        |
| 70.3 to 73.7  | 30        | 30        |
| * 70.4 to 71.5 diversion  | 20        | 20        |
| *72.1 Train moving between Butler Spur and <b>North</b> track of St-Hyacinthe sub in either direction on the Jct switch with the butler spur. | 10        | 10        |
| *72.1 Train moving from <b>South</b> and North track in direction <b>Rue Bridge Sud</b>   | 20        | 15        |
| When moving from the North track to the North connecting track or from the South track to the South connecting track                          | 20        | 20        |
| *72.7 <b>South</b> track  | 20        | 15        |
| *73.44 <b>North</b> track   | 20        | 15        |
| 73.7 to 73.9  | 20        | 20        |
| 73.9 to 74.1  | 10        | 10        |
| <b>*Not marked by restricting speed signs</b>   |           |           |

5.3 Freight trains

| Mile  | MPH       |           |                     |
|---|-----------|-----------|---------------------|
|   |           | 80 TOB    | 8000 ft and 100 TOB |
| <b>38.7 to 74.1 zone</b>  | <b>65</b> | <b>65</b> | <b>65</b>           |
| *38.7 to 38.9   | 30        | 30        | 30                  |
| *40.5 to 40.7 bridges   | 60        | 60        | 60                  |
| *40.7 <b>Eastward</b> approaching signals 408S and 408N   |           | 55        | 50                  |
| 54.8 to 55.3 curves and bridge  | 35        | 35        | 35                  |
| 68.9 to 70.3  | 60        | 60        | 60                  |
| *70.1 <b>Westward</b> approaching signal 701-T1   | 50        | 45        | 35                  |
| 70.3 to 73.9  | 20        | 20        | 20                  |
| * 70.4 to 71.5 diversion  | 20        | 20        | 20                  |
| *72.1 Train moving between Butler Spur and <b>North</b> track of St-Hyacinthe sub in either direction on the Jct switch with the butler spur. | 10        | 10        | 10                  |
| *72.1 Train moving from <b>South</b> and <b>North</b> track in direction <b>Rue Bridge Sud</b>  | 15        | 15        | 15                  |
| When moving from the North track to the North connecting track or from the South track to the South connecting track                          | 20        | 20        | 20                  |
| 72.7 <b>South</b> Track   | 15        | 15        | 15                  |
| *73.4 <b>North</b> track  | 15        | 15        | 15                  |
| 73.9 to 74.1  | 10        | 10        | 10                  |
| <b>*Not marked by restricting speed signs</b>   |           |           |                     |

5.4 **CONDITIONAL SPEEDS**

| Mile  | MPH |
|---|-----|
| 50.84 to 51.5 Eastward using a crossover at Theriault, until crossing occupied at mile 50.84 . . . . .          | 45  |
| 51.36 Eastward if the movement been stopped by a stop signal at Theriault, until crossing occupied . . . . .    | 10  |
| and until crossing occupied at mile 50.84 . . . . .   | 30  |
| 51.36 westward if the movement been stopped by a stop signal at Theriault, until crossing occupied . . . . .    | 10  |
| 58.9 to 60.56 westward using a crossover at Davis, until; crossing occupied at mile 60.56 . . . . .             | 45  |
| 72.0 to 70.3 - Auxiliary cranes(200 and 250 ton class) movements on Victoria bridge (including diversion) . . . | 10  |
| 72.0 to 74.1 - through crossovers and turnouts, equipment except LRC . . . . .                                  | 15  |
| LRC . . . . .   | 20  |

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 59.36** (Robert St.)  
Eastward trains operating at speed exceeding 45 MPH must not accelerate between mile 61.0 and mile 59.36 until crossing occupied.

Eastward trains operating a speed less than 45 MPH accelerating between mile 61.0 and 59.36 must not occupy public crossings at miles 59.36, 60.04 (Du Millenaire Blvd) and 60.56 (Grand Boulevard) until warning devices have been operating for 20 seconds.

- 6.2 **Mile 60.04** (Millenaire blvd) -Warning devices. Automatic.

**Eastward** movements after stopping at St-Basile Le Grand AMT Station must not exceed 5 mph until public crossing at grade mile 60.04 fully occupied.  
MAXIMUM SPEED ..... 5MPH

**Eastward** movements stopped at St-Basile-Le-Grand AMT station must activate the crossing at grade as per the following instructions before leaving station. - Set radio on channel 4

- Initiate dial sequence 0600411# for north track  
0600421# for south track

A tone (1 short beep north track, 2 short beeps south track) will then be heard to indicate that the code has registered. The crossing will activate 22 seconds later to allow synchronization with traffic lights.

Once the tone is received, crossing at grade protection process will be activated for a period of 180 seconds. Movements taking more than 180 seconds to occupy the crossing at grade must re-dial the code to re-activate the timer and obtain a new 180 seconds protection.

Trains using this process must ensure that warning devices have been operating for at least 20 seconds before occupying the crossing.

If the answer tone is not heard, Eastward movements may leave the station but must not exceed 5 mph until crossing fully occupied. If for some reasons, the movement is delayed and it is necessary to cancel the request of protection on the crossing the following code will deactivate the timer:

- 0600410# for north track  
0600420# for south track

- 6.2 **Mile 60.56** (Grand Boulevard)  
Westward trains operating at speed exceeding 45 MPH must not accelerate between mile 59.0 and mile 60.56 until crossing occupied.

Westward trains operating a speed less than 45 MPH accelerating between mile 59.0 and 60.56 must not occupy public crossings at miles 59.36 (Robert St.), 60.04 (Du Millenaire Blvd) and 60.56 until warning devices have been operating for 20 seconds.

**Westward** movements after stopping at station must not exceed 30 mph until public crossing at grade mile 60.56 fully occupied.

MAXIMUM SPEED ..... 30 MPH

**Westward** movements stopped at St-Basile-Le-Grand AMT station must activate the crossing at grade as per the following instructions before leaving station.

- Set radio on channel 4
- Initiate dial sequence 0605611# for north track  
0605621# for south track

A tone (1 short beep north track, 2 short beeps south track) will then be heard to indicate that the code as registered.

Once the tone is received, crossing at grade protection process will be activated for a period of 180 seconds. Movements taking more than 180 seconds to occupy the crossing at grade must redial the code to re-activate the timer and obtain a new 180 seconds protection.

Trains using this process must ensure that warning devices have been operating for at least 20 seconds before occupying the crossing

If the answer tone is not heard, Westward movements may leave the station but must not exceed 30 mph until crossing fully occupied. If for some reasons, the movement is delayed and it is necessary to cancel the request of protection on the crossing the following code will deactivate the timer:

- 0605610# for north track
- 0605620# for south track

- 6.4 **Mile 69.51 (St-Georges St.) - Warning devices.**  
**Automatic:** Crossing circuit sign 4,000 feet east of crossing governing westward movements on north track.

**North service track**

Westward trains setting off at St-Lambert, unless train will clear between the crossing and St-Lambert, must have head end of train east of crossing circuit sign to avoid holding gates in lowered position unnecessarily.

Movements in either direction over this crossing must not follow another movement within 1,400 feet, unless following movement is brought to a stop and the crossing is manually protected by a member of the crew.

Movements that pass crossing circuit sign and change direction after having occupied the crossing must have a crew member manually protect the crossing if they have to change again direction and occupy the crossing unless they back clear of the crossing circuit sign.

**7 SPURS AND OTHER TRACKS**

- 7.1 **MILE 38.7 TO MILE 74.1**  
**Rule 105 (a)** applicable on all spurs and other tracks **EXCEPT** VIA Maintenance Centre and tracks 17 to 23 at Central Station.

- 7.2 **ST-HYACINTHE - Track E-130**  
**Mile 41.8** - In order to allow access to the St-Judes spur to the Engineering personnel, no equipment must be left on track E-130 within 100 feet of switch to St-Judes spur.

- 7.3 **TRACK E-180**  
**Mile 40.1**  
**Equipment restrictions**  
6 axles locomotives are prohibited.  
MAXIMUM SPEED ..... 5 mph

7.4 **ST-JUDES**

**Mile 41.8** - Extends northward for a distance of 2.5 miles. Connection with the St-Hyacinthe Sub. is via track E-130. Switch points face east and in normal position when set for the spur.

MAXIMUM SPEED ..... 10 mph

**Public crossings at grade**

**Mile 0.6** (Casavant Blvd.) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Mile 0.9** (Choquette St.) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Mile 1.15** (Laframboise Blvd.) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. Crews must ascertain that white light located on southwest corner of crossing is flashing before movement is allowed to occupy crossing. If light is not flashing, movement must be manually protected by a member of the crew.

**Mile 1.4** (Trans-Canada Highway) and **mile 1.5**, (service road)- Warning devices.

**Automatic:** Stop signs on both sides of crossings. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

7.5 **SOUTHWARK YARD**

**Mile 67.9**

**CTC special features**

**Switching Signals**

**Rule 573 (c) SI (ii) applies:**

**North service track** ..... Signals 678D and 677D

**South service track**

South service track at Southwark is no more signalized (CTC not applicable).

Rule 103.1 (c) does not apply on south service track.

Rule 573 (c) SI (ii) applies at signals 682T3 and 677S.

MAXIMUM SPEED ..... 25 mph

**Special applications**

**Rule 104 (c)** - All yard switches equipped with a lock may be left lined and locked in either position **except** for switches connecting to the south service track and switches of tracks A45 to A49.

**Rule 112 (ii)** - **EXCEPT** the north and south service track a maximum of two (2) handbrakes must be applied on equipment left on yard tracks .

**General footnotes**

**Locomotive Engineer's Operating Manual**

**Section B item B3 - Designated Tie-up Tracks**

**Unattended Locomotives:**

**Southwark** .....A-013 north side

.....A-032 south side.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

| movements<br>Mile       | Unless inspected at mile |                       | MPH |
|-------------------------|--------------------------|-----------------------|-----|
|                         | eastward<br>movements    | westward<br>movements |     |
| 38.7 to 44.0 . . . . .  | 51.7                     | 111.0                 | 35  |
| (Drummondville Sub.)    |                          |                       |     |
| 55.0 to 74.1 . . . . .  |                          |                       | 35  |
| *55.0 to 74.1 . . . . . |                          |                       | 15  |

**\*Movements having travelled more than 20 miles since their last inspection.**

8.2 Movements from the Sherbrooke Sub must not exceed 35 mph between miles 38.7 and 44.0. Westward movements must be inspected at mile 51.7.

8.3 Movements originating between mile 51.7 and mile 74.1 must be inspected at their point of origin.

| METHOD OF CONTROL  | NUMBER OF TRACKS | WELLINGTON INTERLOCKING LIMITS                                   |        | MILE | DOB / TGBO LIMITS                        | SWITCHING ZONE | DTMF RTC STANDBY CHANNELS |
|--|------------------|--|--------|------|--|----------------|---------------------------|
|  |                  | W<br>↓   | E<br>↑ |      |  |                |                           |
|  |                  | <b>ST-HYACINTHE SUBDIVISION</b>                                  |        |      | 71.2                                     | 71.2           |                           |
|  | +                | PONT VICTORIA<br>(Butler)<br>(North and south connecting tracks) |        | 71.5 | ↑<br>TGBO<br>DOB<br>↓                    | ↑<br>DOB<br>↓  | CH 36<br>*5<br>024<br>#   |
|  | +                | RUE BRIDGE SUD   |        | 72.4 |  |                |                           |
|  | +                | CAPE<br>(Jct with Montréal sub.)                                 |        | 73.1 |  |                |                           |
|  | +                | WELLINGTON<br>(Jct with Deux Montagnes Sub.)                     |        | 73.2 |  |                |                           |
|  | + 2              | MONTRÉAL<br>(Central Station)                                    |        | 74.1 |  |                |                           |
|  |                  | <b>MONTRÉAL SUBDIVISION</b><br>(JCT with St-Hyacinthe sub.)      |        |      |  |                |                           |
|  | +                | CAPE   |        | 1.2  |  |                |                           |
|  | +                | RUE BRIDGE NORD  |        | 1.5  |  |                |                           |
|  | +                | POINT ST-CHARLES<br>(North and south connecting tracks)          |        | 1.9  |  |                |                           |
|  | +                | (Butler Spur)  |        |      |  |                |                           |
|  | +                | CANAL LACHINE  |        | 2.8  |  |                |                           |
|  | +                | ST-HENRI   |        | 3.4  | 3.6                                      | 3.6            |                           |
| <b>WELLINGTON INTERLOCKING LIMITS</b>  |                  |  |        |      |  |                |                           |
| Interlocking limits between signals 324L and 316L Pont Victoria at the west end of span 15 Victoria bridge mile 71.2 St-Hyacinthe sub. and Montreal (Central Station) and signals 504L, 506L and 508 St-Henri mile 3.6 Montréal sub. including Butler spur, South & North connecting tracks. |                  |  |        |      |  |                |                           |
| Remotely-controlled.....RTC Montreal   |                  |  |        |      |  |                |                           |
| <b>RTC Standby Channels and Tones</b><br>between mile 71.2 and mile 3.6 <b>C36 T1</b>  |                  |  |        |      | <b>Emergency Call</b><br><b>C 36 *0#</b> |                |                           |
| <b>Maintenance of Way Radio Channels</b><br>between mile 71.2 and mile 3.6 <b>C 81</b>   |                  |  |        |      | <b>Radio base</b><br>2396                |                |                           |

**1 TRACK DESIGNATIONS**

1.1 **2 main tracks** between signal 128R north track and signal 132RA south track Montreal and mile 71.2 St-Hyacinthe Sub., and between Cape and St-Henri on the Montreal Sub.

1.2 **Other signalled tracks**  
**Central Station :**

| Track | between signal   | and signal        |
|-------|------------------|-------------------|
| 16    | 184RC Wellington | 07EJ Ville Marie. |
| 15    | 128R Montreal    | 07EG Ville Marie. |
| 14    | 132RA Montreal   | 07EE Ville Marie. |
| 13    | 132RC Montreal   | 07EC Ville Marie. |

1.3 **Rule 40.1 does not apply** on tracks 17 to 23 within Central Station. A TOP is required to perform work.

1.4 **Rule 573 (c) SI (ii) applies:**  
**Pointe St-Charles**

**East end shop lead** .. Signals 320RA and 320RC  
 ..... Signal 406RC (See note)  
 ..... Signal 410RC (See note)  
 ..... Signal 412RC (See note)

**Note:** After obtaining verbal confirmation from the RTC that the signal is in switching mode.

**Canal Lachine**

**West side Canal Bank** Signals 468LA and 468LC

**1.5 Interlocking special features**

Within interlocking limits, high signals must be considered as if they were low mast signals.

A repeater signal is in service at east end Shop lead. Repeater signal 320RA is located 95 feet north of low mast signal 320RA. Movements will not proceed past that signal until flashing green word "GO" appears on the signal.

**Special applications**

- 1.6 A train or engine may be given exclusive work authority which permits movements in either direction within the interlocking limits. A track unit operating in accordance with Section 2 of "Track Units" must obtain written permission from the RTC Montreal before occupying the interlocking limits. CTC authorization forms may be used for this purpose.

**2 GENERAL FOOTNOTES**

**2.1 Mile 1.81 Montreal sub.**

**Track PB09** (Wabash) - Due to distance between tracks at west end of track PB09, no trains must stop within 77 feet of signal 412RC. "Block clearance point and block end" signs indicates the beginning and end of the fouling point.

- 2.2 **Montreal, Central Station** - Movements on all tracks must, regardless of signal indication, be under full control expecting obstruction (including equipment and Track Units). Air brakes must be operative.

When equipment is placed or added, all couplings must be tested by stretching slack with air brakes applied on rear, including any cars at post.

All movements entering or working on tracks 13 to 22 Central Station are governed and must have a copy of the current "Montreal Terminal Operations Procedure Manual" while on duty or they will be governed by instructions received from the Transportation Operations Planner (TOP).

- 2.3 **ELECTRIFICATIONS** - Employees must keep off top of any standing or moving equipment in Central Station, where trolley wires are less than 21 feet above rails. The only electrified tracks are 7 to 12 inclusive and are used by Montreal-Deux-Montagnes suburban trains.

Elsewhere and if duties require only qualified linemen and personnel of commuter train maintenance shop are permitted on top of such equipment.

The electrified area extends from Central Station to Cape.

For removal of power contact MCO, telephone 399-4892 or 399-4819, RTC, telephone 399-6150 or catenary guarantor (SCADA) by radio or telephone at 399-5105 or 399-5106

**ENGINEERING EMPLOYEE POLICY**

**Re: Deux-Montagnes Subdivision, including track no. 13 at St-Hyacinthe Subdivision's Central Station and the level crossing at Wellington Tower**

No work whatsoever may be undertaken under or near the catenary without prior planning.

Supervisors must ensure that no one undertakes work in which a part, load, machine component or person risks getting within three meters of the catenary system.

Regardless whether the catenary is off power, no work may begin without authorization from MONTRAIN Electrical Maintenance.

No supervisor shall authorize employees to work under or near the catenary without the employees

having been notified by catenary guarantor of the location of other powered conductors (overhead or underground), and the risks of the work.

Maintenance vehicles may travel through as long as they meet the following clearance restriction:

|                       |   |
|-----------------------|---|
|                       | <b>Height</b>                                   |
| Mile 0.0 to mile 21.6 | 14 feet 6 inches<br>(including vehicle antenna) |

**2.4 RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS.**

| Location        | Obstruction | Side of Track or Overhead |
|-----------------|-------------|---------------------------|
| Central Station | Platforms   | Overhead and both sides.  |

**3 INTERLOCKING  
 (This entire section is an interlocking)**

**4 EQUIPMENT RESTRICTIONS**

**4.1 Central Station (Tracks 13 to 23)**

| Locomotives   | Restrictions   |
|---|--|
| CP 8013 to 8046   | Permitted only on tracks 16 and 17. Awnings on units must be lowered before entering station.  |
| Other foreign eng. except VIA RAIL                                  | Forbidden except as authorized by a Transportation VIA RAIL Officer.   |
| All eng except: 9633 to 9667, electric units and multiple unit cars | Forbidden on track 8.  |
| 4700-4810, 5000-5399  | Permitted only on tracks 16,17 and 18; awnings must be lowered before entering station.  |
| VIA 6400-6459, VIA 900-925 9400-9677 Amtrack GP-40                  | Permitted on tracks 13 to 22 VIA incl.from South end to North End of platforms to bumping posts at North end . Awnings must be lowered before entering station.  |
| 5400-5499   | Permitted only on tracks 13 and 16.  |
| VIA Rail DOME cars  | Permitted on all tracks except tracks 20 to 23.  |
| AMT 1320-1326   | Permitted on track 21 from the south end of platform to the south doors of first stairway leading to Central Station. (See indication on Platform) Permitted on track 22 for a distance of one locomotive or 75 ft north of signal 124RN located at south end of platform. |
| AMTRAK equipment  | Permitted only on tracks 13, 15, to 19 and 23. (See restrictions for GP-40 loc.)   |

**4.2** A heavy axle load train, including trains handling 4 or more HAL cars marshalled together, must not operate on Victoria bridge between mile 70.4 and mile 72.1 St-Hyacinthe subdivision at the same time has another freight train. Before proceeding over bridge, train crews of heavy axle load trains must obtain verbal confirmation from the RTC that no freight train will operate on the adjacent track and that passenger trains will be advised of their presence.

A passenger train may operate on Victoria bridge at the same time has a heavy axle load train. However, the passenger train must not exceed 5 mph while adjacent to the heavy axle load train.

4.3 No equipment must be left standing alone on span 13 of Victoria bridge between mile 71.39 and mile 71.47 St-Hyacinthe Sub.

**5 SPEEDS**

**5.1 Speed charts**

a) Speed at identified public crossings applies until the crossing is fully occupied.

b) Zone speed signs will not indicate speeds for freight trains restricted by **TOB**.

c) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

**5.2**

| Montréal Sub   | MPH       |           |           |
|--|-----------|-----------|-----------|
|  | Voy       |           | Frt.      |
|  | LRC       | Other     |           |
| Mile   |           |           |           |
| <b>1.2 to 2.1 zone</b>   | <b>40</b> | <b>30</b> | <b>15</b> |
| *1.2 Switche   | 20        | 15        | 15        |
| *1.47 <b>North</b> track   | 20        | 15        | 15        |
| *1.76 <b>South</b> track   | 20        | 15        | 15        |
| *2.03 to 2.05 On all switch <b>South</b> and <b>North</b> track when moving to of from <b>Rue Bridge North</b> | 20        | 15        | 15        |
| <b>2.1 to 3.6 zone</b>   | <b>45</b> | <b>35</b> | <b>30</b> |
| *2.8 <b>South</b> track  |           |           |           |
| Trough switch when lineup for or from <b>Pointe St-Charles</b>   | 20        | 15        | 15        |
| Trough switch when lineup for or from the <b>Butler</b>  | 20        | 20        | 20        |

| St-Hyacinthe Sub   | MPH       |           |           |
|--|-----------|-----------|-----------|
|  | Voy       |           | Frt.      |
|  | LRC       | Other     |           |
| Mile   |           |           |           |
| <b>70.3 to 73.7 zone</b>   | <b>30</b> | <b>30</b> | <b>20</b> |
| * 70.4 à 71.5 Diversion  | 20        | 20        | 20        |
| *72.1 Train moving between Butler Spur and <b>North</b> track of St-Hyacinthe sub in either direction on the Jct switch with the butler spur.    | 10        | 10        | 10        |
| *72.1 Train moving from <b>South</b> and North track in direction <b>Rue Bridge Sud</b>  | 20        | 15        | 15        |
| When moving from the <b>North</b> track to the <b>North</b> connecting track or from the <b>South</b> track to the <b>South</b> connecting track | 20        | 20        | 20        |
| *72.7 <b>South</b> track   | 20        | 15        | 15        |
| *73.44 <b>North</b> track  | 20        | 15        | 15        |
| 73.7 to 73.9   | 20        | 20        | 20        |
| 73.9 to 74.1   | 10        | 10        | 10        |

**5.3 CONDITIONAL SPEEDS**

| Mile   | MPH |
|--|-----|
| <b>Montreal Sub</b>  |     |
| 1.2 to 3.6 through crossovers and turnouts, equipment except LRC . . . . . | 15  |
| LRC. . . . .   | 20  |

**St-Hyacinthe Sub**

|   |    |
|---|----|
| 72.0 to 70.3 - Auxiliary cranes (200 and 250 tons class) movements on Victoria bridge (including diversion) . . . . . | 10 |
| 72.0 to 74.1 - through crossovers and turnouts, equipment except LRC . . . . .  | 15 |
| LRC . . . . .   | 20 |
| 73.1 when operating Between Montreal and St-Hyacinthe subdivisions on jonction switches; LRC . . . . .                | 20 |
| Freight and other psgr . . . . .  | 15 |

**6 NIL**

**7 Spur and other tracks**

**7.1 Wellington Interlocking limits**

**Rule 105 (a)** applicable on all spur and other tracks, **EXCEPT for tracks 17 to 23 in Central Station, VIA Maintenance Centre (MMC) and track PD-08 at Pointe St-Charles Yard (lead and access to the Port of Montreal).**

**7.2 POINTE ST. CHARLES YARD**

**Mile 1.9 (Montreal Sub)**

Westward movements on lead track, leading from tracks PB09 to PB30 and PD08 to PD10, will be governed by interlocking signal 410RC.

**Special applications**

**Rule 40.1 – Track PD-08** – Before starting any work on the access track to the Port of Montreal, the traffic coordinator of the Port of Montreal and the CN RTC, must be advised, to avoid any conflict with trains or movements entering or leaving the Port of Montreal.

**Rule 112** - Hand brakes need not be applied to equipment in Pointe St-Charles Yard

**Port of Montreal**

All movements entering or leaving the Port of Montreal must communicate with the traffic coordinator of the "Commission des Ports Nationaux" section 42, if they must use public crossing at grade Riverside at mile 0.3 in Forfar yard, using portable radio MH-B group 2, channel 10.

The traffic coordinator of the Port of Montreal can also be reached by dialing 7678 or the letters PORT on radio channel 5 or by telephone at 514-283-5589. If communication cannot be made, arrange to communicate with the traffic coordinator at Taschereau.

**Special application - Port of Montreal**

**Rule 112 (ii)** - Two handbrakes must be applied on equipment left on Port of Montreal tracks.

**Forfar Yard** - Air brakes must be operative.

Movements over crossing at grade of Riverside St. mile 0.3 Forfar Yard must be manually protected by a member of the crew unless protection has been provided by a signalman.

MAXIMUM SPEED . . . . . 10 MPH

**"C" Yard** - Movements on Port of Montreal tracks must not exceed 10 mph between switch PC011 east of "C" yard and public crossing at grade Berri. Engine bell must be rung continuously between the hours of 0700 and 2300. Except in case of emergency or to line a switch, movements must not stop within these limits.

**Bridge Street** - Crossing on track leading to Céréales Protégés plant, (PD-10). Movements must be manually protected by a member of crew and must not exceed 10 mph (BTC 59473). A stop sign has been erected west of the public crossing at grade.

Stop signs have been erected east of the public crossing at grade for track PC03 and on both sides of public crossing at grade for track to Canamera. **Mile 0.1** of Forfar Yard (Bridge St.) - Warning devices. **Non-automatic:** Stop signs and push buttons on both sides of crossing. All movements must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**7.3 SOUTH AND NORTH CONNECTING TRACKS**

Extends eastward 1.18 miles from mile 2.1 Montreal Sub. (Pointe St-Charles) and connects at mile 72.1 of the St-Hyacinthe Sub. Mile 0.0 is located at the connecting track with St- Hyacinthe Sub.

MAXIMUM SPEED ..... 20 MPH

Note: Do not exceed 10 mph on the East End Shop track between signal 320RC and signal 316RC.

**7.4 BUTLER SPUR**

Extends southward 2.4 miles from mile 2.6 Montreal Sub. and connects at mile 72.1 of the St-Hyacinthe Sub. Mile 0.0 is located at the connection with St-Hyacinthe Sub.

MAXIMUM SPEED ..... 20 MPH

**SPECIAL APPLICATIONS**

**Stand alone Dragging Equipment Detector-** Located (Refer to the Divisional Data for instructions):

**Mile 0.38**

**7.5 CÔTE ST. PAUL**

**Mile 2.8** - Extends southward 1.2 miles. Permission must be obtained from the track supervisor before using this track.

**Special applications**

Northward Signals, repeater signal 452RC located 430 feet south of dwarf signal 452RC. When flashing green "GO" appears, it will indicate that interlocking signal 452RC is displaying a "proceed" indication. Northward movements will not proceed pass that signal until flashing green word "GO" appears on the signal.

MAXIMUM SPEED ..... 10 MPH

**Crossings at grade**

Mile 0.96 (Angers St.) - Warning devices.

Automatic: Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**7.6 EAST SIDE CANAL BANK TRACK**

**Mile 3.0** - Extends for a distance of 0.6 mile.

MAXIMUM SPEED ..... 10 MPH

**Crossings at grade**

Movements must be manually protected by a member of the crew.

**7.7 VIA MONTRÉAL MAINTENANCE CENTRE**

**Mile 72.7 (St-Hyacinthe Sub)** - Extends southward up to Maintenance Center. Switch points face west.

**Do not exceed 10 mph on railway crossing.**

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

**Mile MPH**

**St-Hyacinthe sub**

71.2 to 74.1 ..... 35

\*71.2 to 74.1 ..... 15

**Montréal sub**

1.2 to 3.6 ..... 35

\*1.2 to 3.6 ..... 15

**\*Movements having travelled more than 20 miles since their last inspection.**

**8.2** Movements originating between mile 71.2 St-Hyacinthe sub and mile 3.6 Montréal sub must be inspected.

| METHOD OF CONTROL   | NUMBER OF TRACKS | MONTRÉAL SUBDIVISION            |        | MILE | DOB / TGBO LIMITS     | SWITCHING ZONE                               | DTMF RTC STANDBY CHANNELS | HOT BOX AND DRAGGING EQUIPMENT DETECTORS |
|---|------------------|---------------------------------|--------|------|-----------------------|--|---------------------------|--|
|   |                  | W<br>↓                          | E<br>↑ |      |                       |  |                           |  |
| +<br>+<br>+<br>+<br>+<br>CTC  | 2                | (Jct St-Hyacinthe sub.)         |        |      | 1.2                   | 1.2  |                           |  |
|   |                  | CAPE                            |        | 1.2  | ↑<br>TGBO<br>DOB<br>↓ | ↑<br>DOB<br>↓                                |                           |  |
|   |                  | RUE BRIDGE NORD                 |        | 1.5  |                       |  |                           |  |
|   |                  | POINTE ST-CHARLES               |        | 1.9  |                       |  |                           |  |
|   |                  | CANAL LACHINE                   |        | 2.8  |                       |  |                           |  |
|   |                  | ST-HENRY                        |        | 3.4  |                       |  |                           |  |
|   |                  | TURCOT-OUEST                    |        | 6.2  |                       |  |                           |  |
|   |                  | BALLANTYNE Y                    |        | 8.9  |                       |  |                           |  |
|   |                  | (Entrance/Exit Taschereau Yard) |        |      |                       |  |                           |  |
|   |                  | 55 IÈME AVENUE                  |        | 11.5 |                       |  |                           |  |
| DORVAL EST  |                  | 11.6                            | 11.6   | 11.6 |                       |  |                           |  |
| <b>Subdivision Control Features</b><br>Wellington interlocking limits between mile 1.2 and mile 3.6<br>(See WELLINGTON INTERLOCKING LIMITS)<br>CTC between mile 3.6 and mile 11.6 |                  |                                 |        |      |                       |  |                           |  |
| <b>RTC Standby Channels and Tones</b><br>between mile 1.2 and mile 8.7    C 36 T1<br>between mile 8.7 and mile 11.6    C 2 T2   |                  |                                 |        |      |                       | <b>Emergency Call</b><br>C 36 *0#<br>C 2 *0# |                           |  |
| <b>Maintenance of Way Radio Channels</b><br>between mile 1.2 and mile 11.6    C 81  |                  |                                 |        |      |                       | <b>Radio base</b><br>2396                    |                           |  |

**MONTRÉAL SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SIGNAL SIDINGS AND OTHER SIGNALLED TRACKS**

- 1.1 **Freight Track**  
 CTC - Extends from switch no 501 at St-Henri to crossover no 47 at Ballantyne.
- 1.2 **Transfer track**  
 CTC - Extends from crossover no 73 at Turcot-Ouest to switch no 49 at Ballantyne.
- 1.3 **Track DX-1**  
 CTC - Extends from signal 22R at Ballantyne to signal 12L at 55ième Avenue mile 11.5.  
 MAXIMUM SPEED between signal 32R at Ballantyne and signal 12L at 55ième Avenue ..... 45 mph
- 1.4 **Track DX-2**  
 CTC - Extends from signal 26R at Ballantyne to switch no 41 at Ballantyne.
- 1.5 **Track DX-3**  
 CTC Extends from signal 34L at Ballantyne to switch no 29 at Ballantyne.
- 1.6 **Tracks DX-4, DX-4 East and DX-4 West**  
 CTC - **Track DX-4** extends from signal 38L at Ballantyne to switch no 17 at Ballantyne, **track DX-4 East** extends between switch no 17 and switch no 39 at Ballantyne and **track DX4-West** extends between switch no 17 and switch no 31 at Ballantyne.
- 1.7 **Track DX-5**  
 CTC - Extends from signal 42L at Ballantyne to switch no 47 at Ballantyne.

**SPECIAL APPLICATIONS**

1.10 **Rule 13** - City of Montréal - The engine bell must not be rung at public crossings at grade between Montréal and Turcot-Ouest except to prevent an accident.

1.11 **Rule 14 (I) (iv) applies** at all public crossings at grade between Montréal and Turcot-Ouest (Limits of city of Montréal)

1.12 **Rule 104 (b) - Mile 3.72**  
After obtaining permission from the RTC, switch at mile 3.72 may be left lined and locked in reversed position.

Trains or movements operating at restricted speed on the freight track must approach this switch prepared to stop for a switch not properly lined.

Train crews taking charge of a train or movement on the freight track must approach this switch prepared to stop for a switch not properly lined.

1.13 **Rule 102- Applicable at:**  
Montréal Sub CP Vaudreuil Sub  
mile to mile mile to mile CP channel  
8.9 11.6 3.0 4.8 CH 4 (67-67)

1.14 **Rule 104.5 - Ballantyne** - self storing derails located on tracks:  
Track DX-3 approximately 80 ft north of signal 34L  
Track DX-4 approximately 80 ft north of signal 38L  
Track DX-5 approximately 80 ft north of signal 42L

**OPERATION OF SELF RESTORING DERAILS IN CTC.**  
**To enter main track from yard - passing over self-restoring derail:**

Movements leaving Triage Taschereau must enter DTMF code \*336 on channel 1 of their radio within 2000 yds of the derail to place the derail in the non-derailing position. This will cause the mechanism in the derail to place it in a non-derailing position. A green stroboscopic type light located atop the derail marker will illuminate to indicate to the crew that the derail is now in a non-derailing position. Movement must not advance to within 100 feet of derail until indicator is illuminated. Signals 34L, 38L or 42L will remain on request until derail set in the non-derailing position.

**To enter yard from main track - passing over self-restoring derail:**

When the CTC signal to enter yard is displaying a permissive indication, the occupancy of the approach circuit will cause the mechanism in the derail to place it in a non-derailing position. The movement must approach the derail prepared to stop, unless or until the green stroboscopic type light located atop the derail marker is illuminated to indicate that the derail is now in non-derailing position.

**When a train or engine is required to move over the self-restoring derail when the stroboscopic type light indicator is not illuminated, movement must not be made until:**

- a) the selector lever is placed in "hand position";
- b) the hand throw lever is operated until the derail point moves in both directions with the movement of the hand throw lever;
- c) the derail is lined by hand for the non-derailing position;

The selector lever must be restored to "power" position and locked, but not before the movement has occupied the derail point.

The self-restoring derail will restore the derail to the "derailing" position when the movement has left the location of the derail. This will be indicated to the RTC through the CTC display in the RTC office. Should the system indicate that the derail has not been restored to derailing position, the RTC must immediately contact the signal supervisor to protect this derail.

- 1.15 **Rule 107 Dorval** - Not applicable.
- 1.16 **Rule 112 (ii) - A maximum of two hand brakes must be applied to equipment** in Turcot on track O-029
- 1.17 **Rule 811 - Rules for the protection of track units and track work Ballantyne** - In the application of rule 811, when a track occupancy permit is issued between signals 22R - 26R - 34L - 38L - 42L and switches 23A - 31 - 39 - 47A and 51A, the foreman must not go beyond the following sign:



**2 GENERAL FOOTNOTES**

- 2.1 **Stand alone Dragging Equipment Detector- Located** (Refer to the Divisional Data for instructions):

**Mile 1.75**

**2.2 RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS.**

| Location | Obstruction | Side of Track or Overhead |
|----------|-------------|---------------------------|
| Dorval   | Fence       | Between tracks            |

**3 INTERLOCKINGS**

- 3.1 **WELLINGTON INTERLOCKING LIMITS AND CENTRAL STATION - see WELLINGTON INTERLOCKING LIMITS (Page 91).**

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted ..... 286,000 lbs.

**5 SPEEDS**

**5.1 Speed charts**

- a) Speed at identified public crossings applies until the crossing is fully occupied.
- b) Zone speed signs will not indicate speeds for freight trains restricted by **TOB**.
- c) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than **CLEAR TO STOP**.

**5.2 Passenger Trains**

| Mile  | MPH       |           |
|---|-----------|-----------|
|   | LRC       | Other     |
| <b>1.2 to 2.1 Zone</b>  | <b>40</b> | <b>30</b> |
| *1.2 Switche  | 20        | 15        |
| *1.47 North track   | 20        | 15        |
| *1.76 South track   | 20        | 15        |
| *2.03 to 2.05 On all switch South and North track when moving to of from Rue Bridge Notrh | 20        | 15        |
| <b>2.1 to 3.6 Zone</b>  | <b>45</b> | <b>35</b> |
| *2.8 South track  |           |           |
| Trough switch when lineup for or from Pointe St-Charles                                   | 20        | 15        |
| Trough switch when lineup for or from the Butler  | 20        | 20        |
| <b>3.6 to 7.5 Zone</b>  | <b>80</b> | <b>70</b> |
| 3.6 to 4.0 Eastward   | 45        | 35        |
| <b>7.5 to 11.6 Zone</b>   | <b>95</b> | <b>90</b> |

5.3 Freight trains

| Mile  | MPH       |           |                     |
|---|-----------|-----------|---------------------|
|   |           | 80 TOB    | 8000 ft and 100 TOB |
| <b>1.2 to 3.6 zone</b>                                  | <b>30</b> | <b>30</b> | <b>30</b>           |
| *1.2 Switches   | 15        | 15        | 15                  |
| *1.47 North track                                       | 15        | 15        | 15                  |
| *1.76 South track                                       | 15        | 15        | 15                  |
| *2.03 to 2.05 On all switch South and North track       | 15        | 15        | 15                  |
| *2.8 South track  |           |           |                     |
| Trough switch when lineup for or from Pointe St-Charles | 15        | 15        | 15                  |
| Trough switch when lineup for or from the Butler        | 20        | 20        | 20                  |
| <b>3.6 to 11.6 zone (Eastward movements)</b>            | <b>40</b> | <b>40</b> | <b>40</b>           |
| *3.6 to 4.0 Eastward movements                          | 20        | 20        | 20                  |
| *4.8 Eastward approaching signals 38A & 38C             |           | 35        | 30                  |
| *6.0 Eastward approaching signals 72R & 74R             |           |           | 35                  |
| <b>3.6 to 11.6 zone (Westward movements)</b>            | <b>60</b> | <b>60</b> | <b>60</b>           |
| *4.8 Westward approaching signals 39C & 39E             |           | 45        | 40                  |
| *6.0 Westward approaching signals 74L & 72L             |           | 55        | 50                  |
| *7.5 Westward north track approaching signal 59E        |           | 45        | 40                  |
| *8.6 Westward north track approaching signal 52L        |           |           | 55                  |
| <b>*Not marked by restricting speed signs</b>           |           |           |                     |

5.4 CONDITIONAL SPEEDS

| Mile  | MPH |
|---|-----|
| 1.2 to 3.6 through crossovers and turnouts, equipment                 |     |
| Except LRC .....  | 15  |
| LRC .....   | 20  |
| 3.6 to 11.6 unit grain trains .....                                   | 50  |
| 3.6 to 8.7 Transfer and freightg track .....                          | 30  |
| 8.9 on wye tracks .....   | 15  |
| 11.6 while engine of freight trains is passing station platform ..... | 40  |

6 PUBLIC CROSSING AT GRADE

6.1 Mile 3.62 (De Courcelles St.) - Warning devices. **Automatic:** To allow the warning devices to operate properly, eastward train and engine movements required to stop at signals 506L or 508L must do so at least 300 feet from these signals.

6.2 Mile 6.24 (Private pedestrian crossing at grade)

Until changes required by Transport Canada are made please take note that it is forbidden to use private crossing at grade mile 6.24 Montreal subdivision without contacting the RTC to ensure that no trains are approaching on adjacent tracks.

**7 SPURS AND OTHER TRACKS**

**7.1 MILE 1.2 TO MILE 11.6**

**Rule 105 (a)** applicable on all spurs and other tracks **except** for Pointe St-Charles Yard.

**7.2 Track O029 - Mile 3.72**

Track O029 is connected to the freight track at mile 3.72 Montreal subdivision by a hand operated switch. This switch is located 200 feet West of signal 504L at St-Henri.

Track O029 is 11 000 feet in length.

**7.3 TURCOT HOLDING**

**Mile 4.0** - Extends from the south track for a distance of 0.5 mile. Switch points face east.

MAXIMUM SPEED ..... 10 MPH

**Crossings at grade**

**Mile 0.14 (Notre-Dame St.)** - Warning devices.  
**Non-automatic:** Stop signs and push buttons on both sides of crossing. **Rule 103.1 (d) applicable.**

**Mile 0.28 (Monk boulevard)** - Warning devices.  
**Automatic:** Stop signs on both sides of crossing.

**7.4 LACHINE**

**Mile 5.9** - Extends westward from the south track for a distance of 2.4 miles. Switch points face east.

**Rule 14 (l) (iv) applies** at all public crossings at grade between mile 0.9 and the end of spur (limits of the city of Lachine).

**Public crossings at grade**

**Mile 0.5** of track PK-29 (Notre-Dame St.) - Warning devices.

**Non-automatic:** Stop signs and push buttons on both sides of crossing. (BTC 120159). **Rule 103.1 (d) applicable.**

**Mile 1.18 (Gauron boulevard)** - Warning devices.  
**Automatic:** Stop sign located on both sides of crossing. Crews must ascertain that white light located on southeast corner is flashing before movement is allowed to occupy the crossing. If light is not flashing movement must be manually protected by a member of the crew.

**Mile 2.02 (George V Street)** - Movements must be manually protected by a member of the crew.

**Mile 2.08 (First Avenue)** - Movements must be manually protected by a member of the crew (B.T.C. 104416).

**Mile 2.31 (Sixth avenue)** - Movements must be manually protected by a member of the crew.

**Mile 2.37 (Seventh Avenue)** - Movements must be manually protected by a member of the crew.

**7.5 Tracks O051 and O052**

**Mile 6.2**

**Rule 566.1 Special Instruction**

When switching is to be performed over hand operated switch governed by signal 78L at Turcot Ouest, which is included in the limits of a work authority prescribed by Rule 566 or 567, the indication of signal 78L governing movement over such switch may be considered suspended, if the switch is properly lined.

**7.6 TRIAGE TASCHEREAU**

**Mile 8.9** - All train crews or other CN personnel entering or working in Triage Taschereau are governed by and must have a copy of the current "Triage Taschereau Operating Manual" accessible while on duty.

**7.7 CONNECTING TRACK**

**Mile 11.4** - Connection with CP Rail is via signalled track DX-1.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

| <b>Mile</b>        | <b>MPH</b> |
|--------------------|------------|
| 1.2 to 11.6 .....  | 35         |
| *1.2 to 11.6 ..... | 15         |

**\*Movements having travelled more than 20 miles since their last inspection.**

8.2 Movements originating between mile 1.2 and mile 11.6 must be inspected.

| METHOD OF CONTROL | NUMBER OF TRACKS | <b>KINGSTON</b><br>SUBDIVISION<br>See "Great Lake Time Table" for remainder of subdivision beyond Brockville | MILE  | TGBO LIMITS  | SWITCHING ZONE   | DTMF RTC STANDBY CHANNELS                      | HOT BOX AND DRAGGING EQUIPMENT DETECTORS                                |
|-------------------|------------------|--|-------|--|--|--|---|
| CTC               | 2                | DORVAL EST   | 10.3  | TGBO<br>↑<br>MONTRÉAL<br>↓<br>52.4<br>↑<br>TORONTO<br>↓<br>125.6 | 10.3<br>↑<br>36.5<br>↓<br>39.8<br>↑<br>64.0<br>↓<br>74.0<br>↑<br>111.0<br>↓<br>125.6 | C 2<br>*5<br>025<br>#<br>C 3<br>*5<br>001<br># | 17.5<br>*29.2<br>43.5<br>54.0<br>67.3<br>80.8<br>95.5<br>110.6<br>124.1 |
|                   |                  | DORVAL EST   | 10.8  |  |  |  |   |
|                   | CARON            | 19.7   |       |  |  |  |   |
|                   | 4                | LES CÈDRES   | 27.5  |  |  |  |   |
|                   | 2                | COTEAU   | 37.8  |  |  |  |   |
|                   |                  | COTEAU JCT<br>(Jct with Valleyfield sub.)<br>(Jct with d'Alexandria sub.)                                    | 38.0  |  |  |  |   |
|                   | 3                | COTEAU OUEST   | 39.8  |  |  |  |   |
|                   | 2                | GARRY  | 52.4  |  |  |  |   |
|                   |                  | REGIS  | 65.4  |  |  |  |   |
|                   |                  | /// CORNWALL ///   | 68.0  |  |  |  |   |
|                   | 2                | WESCO  | 69.4  |  |  |  |   |
|                   |                  | BERGIN   | 74.0  |  |  |  |   |
|                   | 3                | CRYSLER  | 83.4  |  |  |  |   |
|                   |                  | MORRISBURG   | 92.2  |  |  |  |   |
|                   | 2                | GALOP  | 102.9 |  |  |  |   |
|                   |                  | /// PRESCOTT ///   | 113.8 |  |  |  |   |
|                   |                  | BROCKEM  | 118.4 |  |  |  |   |
|                   |                  | MAITLAND   | 122.7 |  |  |  |   |
| 2                 | BROCKVILLE       | 125.6  |       |  |  |  |   |

**Subdivision Control Features**  
 CTC between mile 10.3 and mile 52.4 controlled by RTC Montréal  
 CTC between mile 52.4 and mile 125.6 controlled by RTC Toronto

|  |                       |
|--|-----------------------|
| <b>RTC Standby Channels and Tones</b>      | <b>Emergency Call</b> |
| Between mile 10.3 and mile 52.4    C 2 T2  | C 2 *0#               |
| Between mile 52.4 and mile 125.6    C 3 T1 | C 3 *0#               |

|   |                   |
|---|-------------------|
| <b>Maintenance of Way Radio Channels</b>  | <b>Radio base</b> |
| Between mile 10.3 and mile 39.8    C 85   | 2412              |
| Between mile 39.8 and mile 52.4    C 82   |                   |
| Between mile 52.4 and mile 74.0    C 81   |                   |
| Between mile 74.0 and mile 118.4    C 82  |                   |
| Between mile 118.4 and mile 125.6    C 81 |                   |

**KINGSTON SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 Rule 51**

**Four main tracks** at Les Cèdres.

Usable length of tracks:

Les Cèdres - No1 and No4 tracks ... 7480 feet

**Three main tracks** at Coteau Jct and Crysler.

Usable length of tracks:

Coteau Jct - No1 track ..... 7760 feet

Crysler - No 1 track ..... 7430 feet

**CTC SPECIAL FEATURES**

**1.2 Rule 564 -Garry -** Authority to pass eastward signals 524N and 524S will be issued by RTC Montreal after obtaining permission from RTC Toronto. Authority to pass westward signals 523N and 523S, will be issued by RTC Toronto.

**1.3 Rule 566/TOP - Garry** Authority between signals 523N, 523S, and signals 524N and 524S will be issued by RTC Toronto.

**1.4 Switching Signals**

**Rule 573 (c) SI (ii) applies:**

**Coteau:** ..... Signals 471 and 472

..... Signals 381 and 382T4

## SPECIAL APPLICATIONS

- 1.5 **Rule 14 (I) (iv) applies:**
- at mile 17.52 (Woodland Ave.)
  - at mile 19.21 (Morgan Road & pedestrian crossing)
  - at mile 22.01 (Perrot Blvd.)
  - at mile 23.57 (3rd Avenue)
  - at mile 34.72 (201 Road)
  - at mile 37.54 (Rue Vernier)
  - at mile 124.09 (Oxford Ave.)
  - at mile 124.88 (Bartholomew St.)
  - at mile 125.06 (Ormond St. By-law 22-99)
  - at mile 125.15 (Park St.)
  - at mile 125.65 (Perth St.)
- 1.6 **Rule 102- Applicable at:**
- |                     |                               |
|---------------------|-------------------------------|
| Kingston Sub. Mile: | CP Vaudreuil Sub Mile:        |
| 10.3 to mile 24.5   | 4.8 to mile 18.9 CH 7 (95-95) |
- 1.7 **Rule 104.2 - Not applicable at:**  
Dual Control switch no.3 mile 82.6 Chrysler
- 1.8 **Rule 104.5 (c) Exception Derail located at:**  
**Mile 27.5 - Les Cèdres**  
**Track No. 1:** An exception derail is installed at east end of track No. 1. This derail is located 100 feet west of signal 266T1.  
**Track No. 4:** An exception derail is installed at east end of track No. 4. This derail is located 100 feet west of signal 266T4.
- 1.9 **Rule 107 - Does not apply at Brockville on the south track and Dorval.** In addition to the requirements of Rule 107, where a CN main track is located between a train carrying passengers and the station or platform, a member of the crew of such train will be required to communicate with the RTC and receive confirmation that protection has been provided against other trains and engines before allowing passengers to entrain or detrain at that location. Such confirmation of protection should be secured from the RTC prior to arriving at the station. The RTC must be promptly advised when the protection is no longer required. This does not relieve crews of other trains or engines of the requirements of Rule 107.
- 1.10 **Rule 112 (ii)**  
**Double the handbrake requirements** on tracks 1 and 4 at Les Cèdres.
- 1.11 **Rule 112 (v)** not applicable between mile 19.6 and mile 20.6 while setting off or lifting from tracks Q-12.
- 1.12 **Rule 113**—The following special instruction to Rule 113 is applicable on CN storage or classification tracks listed below.
- In addition to the requirements of Rule 112, cars being left must all be coupled together and are to be placed tight against stop blocks when track so equipped.
- When any additional cars are to be left on the same tracks, a stop must be made not less than 6 feet nor greater than 12 feet from the point which the coupling is to be made. Coupling is to be stretched as per Rule 113, with the slack then gently pushed back tight against the stop block.
- The above instructions also apply to tracks equipped with half moons, except the cars are to be left not less than 6 nor greater than 12 feet from the half moons.
- Mile 69.4 - Wesco spur:** Tracks CB16 to CB20 incl., and CC45.

**Mile 125.6 - Brockville and Brockville yard:**  
Tracks KF30 and KF57.

**2 GENERAL FOOTNOTES**

- 2.1 **Designated Tie-up Tracks Unattended Locomotives:**  
Coteau ..... Track Q-44  
Regis ..... Track CA-17  
Brockville ..... Track KF68

**GENERAL OPERATING INSTRUCTIONS**

- 2.2 **Stand alone Dragging Equipment Detector-**  
Located (Refer to the Divisional Data for instructions):

**Mile 19.75**  
**Mile 24.27**

- 2.3 **\*Mile 29.2** - Includes Wheel Impact Load Detector (WILD).

- 2.4 **Mile 34.6** - A slump/washout detector (WOD) is in service. When a WOD activation occurs, it is immediately displayed on the RTC panel as an alarm and as a track occupancy on both tracks between Coteau and Les Cèdres. This is an indication that something has caused the ground conditions to change and must be treated as a possible grade slump or washout.

In the field, the WOD activation will cause signals governing movements into the block to display their most restrictive indication and will cause an automatic radio talker emergency message to be generated on channel 1. When an emergency message has been received, movements must stop and contact the RTC for instructions.

The emergency message generated by talker will be as follows and repeated twice:

**“EMERGENCY, EMERGENCY, EMERGENCY; UNSAFE TRACK CONDITION DETECTED AT MILE 34.6 KINGSTON SUB.**

Upon becoming aware of the WOD activation, the RTC must protect all affected movements and advise the Manager Corridor Operation. Afterwards, the MCO must contact the Track forces and also the S&C maintainer, to initiate a complete track patrol.

- 2.5 **STORAGE TRACK**

The following location on the Kingston Sub will be utilized as storage track: **No 1 track at Chrysler.**

CROR Rule 103(d) applies on storage tracks and is further restricted by Transport Canada, where maximum speed on a portion of a main track is 100 MPH, cars stored on an adjacent track must be placed to permit a clear view of an oncoming train of 1500 feet. Signs and track markings beyond which placement of cars for storage is permitted, where provided, must be observed to assist in compliance of the above.

Movements operating on, entering or exiting storage tracks must be authorized by CROR Rule 564 and CROR Rule 566. Dual control switches MUST be placed in hand position and in the application of CROR Rule 104.2(c) last paragraph, the selector lever must not be restored to the power position until the movement has cleared the controlled location. Derails installed at both ends of storage tracks. CROR Rule 104.5 is applicable.

2.6 **Brockville** - Emergency watering facilities located south of south track opposite station. Eastward trains lifting or setting off in Brockville Yard must pull far enough eastward to clear Perth St. and allow crossing protection to stop and traffic to be clear before accepting signal 1275S to move Westward into yard.

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted ..... 286,000 lbs.
- 4.2 Units in the indicated locomotive groups are prohibited on following tracks:  

|                   |              |                     |
|-------------------|--------------|---------------------|
| <b>Mile</b> ..... | <b>Track</b> | <b>Loco. Groups</b> |
| 70.9 .....        | KD05         | E, H                |
| 112.0 .....       | KD81         | E, G, H             |
| 119.3 .....       | KE54         | E, F, G, H          |

4.3 **Mile 55.1** - North River bridge **North track only**: 200-250 Ton Auxiliary cranes, and loaded hopper cars in series 341000 - 344000: Max. speed ...20mph

**5 SPEEDS**

5.1 **Speed charts**

- a) Zone speed signs will not indicate speeds for freight trains restricted by **TOB**.
- b) When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

5.2 **Passenger trains**

| Mile  | MPH        |              |
|---|------------|--------------|
|   | LRC        | Other        |
| <b>10.3 to 20.7 zone</b>  | <b>100</b> | <b>95</b>    |
| <b>20.7 to 49.3 zone</b>  | <b>95</b>  | <b>95</b>    |
| 20.7 to 21.7  | 60         | 50           |
| 23.9 to 24.8 North track  | 80         | 70           |
| * 27.5 Les Cèdres<br>Tracks 1 and 4   | 45         | 45           |
| 35.8 to 36.2  |            | 90           |
| * 38.0 Coteau Jct Track 1   | 45         | 45           |
| <b>49.3 to 124.0 zone</b>   | <b>100</b> | <b>**100</b> |
| 62.6 to 64.1  | 85         | 85           |
| *64.71 Through crossing<br>untill occupied  | 95         | 95           |
| 75.5 to 76.2  |            | 90           |
| 81.8 to 82.1  |            | 90           |
| 85.1 to 85.4  |            | 90           |
| 111.2 to 112.6  |            | 80           |
| 112.1 to 112.6  | 80         |              |
| *118.0 to 119.5.0 <b>Westward</b> until<br>crossing is occupied   | 90         | 90           |
| *119.5 to 120.0 <b>Eastward</b> until<br>crossing is occupied   | 90         | 90           |
| <b>124.0 to 127.0 zone</b>  | <b>80</b>  | <b>70</b>    |
| *125.8 to 127.3 Track 3 only  | 45         | 45           |
| <b>**Or maximum allowable speed of equipment as outlined in Passenger Train Information which ever is less.</b> |            |              |

**5.3 Freight trains**

| Mile   | MPH       |           |                     |
|--|-----------|-----------|---------------------|
|  |           | 80 TOB    | 8000 ft and 100 TOB |
| <b>10.3 to 127.0 zone</b>  | <b>65</b> | <b>65</b> | <b>55</b>           |
| *10.3 While engine of Frt trains is passing <b>station platform</b>      | 40        | 40        | 40                  |
| 20.7 to 21.7   | 50        | 50        | 50                  |
| *23.8 <b>Eastward</b> on the south track approaching signal 238S or 238N |           | 60        | 50                  |
| *27.5 Les Cèdres Tracks 1 and 4  | 45        | 45        | 45                  |
| *37.2 <b>Westward</b> approaching signals 373S & 373N                    |           | 50        | 50                  |
| *38.0 Coteau Jct Track 1   | 45        | 45        | 45                  |
| *39.9 <b>Eastward</b> approaching signals 398S & 398N                    |           | 60        | 50                  |
| 71.6 <b>Eastward</b> approaching signals 716S & 716N                     |           | 60        |                     |
| 80.5 <b>Eastward</b> approaching signals 804S & 804N                     |           | 60        |                     |
| *83.4 Track 1 (storage)  | 15        | 15        | 15                  |
| 107.6 <b>Westward</b> approaching signals 1077N & 1077S                  |           | 60        |                     |
| 109.6 <b>Eastward</b> approaching signals 1096S & 1096N                  |           | 60        |                     |
| 111.8 <b>Eastward</b> approaching signals 1118S & 1118N                  |           | 60        |                     |
| 116.2 <b>Eastward</b> approaching signals 1162S & 1162N                  |           | 60        |                     |
| *125.8 to 127.3 Track 3 only   | 45        | 45        | 45                  |
| <b>*Not marked by restricting speed signs</b>                            |           |           |                     |

**5.4 CONDITIONAL SPEEDS**

**Mile 24.0 (North track)** - Bridge equipped with sliding rail joints.

When a train is authorized to operate at restricted speed (either by signal indication or by the requirements of Rule 564) within a block where a bridge is equipped with sliding rail joints, trains are further restricted as follows:

- Train speed must not exceed 10 mph over the bridge and within 500 feet on either side of the bridge.
- Unless absolutely necessary, brake application must be avoided on the bridge and within 500 feet on either side of the bridge.

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Rule 103.1 (f) (Rusty Rail Conditions)** - is applicable at all public crossings at grade equipped with automatic warning devices for movements while operating on the north or south track while exiting, or while operating on track **No. 1 at Chrysler**.

**6.2 Mile 39.83 (Ste-Catherine Rd.)** Warning devices. **Automatic:** Eastward movements stopped west of signals 398N and 398S Coteau Ouest must make sure that warning devices have been operating for at least 20 seconds and that gates are in horizontal position.

**6.3 Mile 53.82 (Hwy. 34)** - Warning devices. **Track KC-72**  
**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

- 6.4 **Mile 64.70** (Boundary Road)- Warning devices.  
**North and South main tracks**  
**Automatic:** Eastward movements stopping at either signal 648N or 648S are to stop clear of crossing circuit signs located to the north of North service track and to the south of South service track, approximately 400 feet west of the crossing.
- 6.5 **Mile 66.49** (Virginia Drive) - Warning devices.  
**North and South main tracks**  
**Automatic:** Westward movements proceeding after having stopped at signal 667N or 667S must not exceed 30 MPH until crossing occupied.
- 6.6 **Mile 112.65** (Boundary Street) Warning devices.  
**Track KE01.**  
**Automatic:** Stop signs both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.
- 6.7 **Mile 119.05** (Brockem Rd.) Warning devices.  
**South Track**  
**Automatic:** Westward movements switching over public crossing at grade must leave remaining portion of train a minimum 500 feet east of crossing. Crossing circuit sign located approximately 50 feet east of switch to track KE54. Upon completion of switching at Liquid Carbonic movements must not proceed beyond crossing circuit sign unless entire movement can clear east of Brockem Rd.
- 6.8 **Mile 120.49** (Church St.) Warning devices.  
**Automatic:** When required to runaround his train to serve Ultramar, train U785 must, on arrival at Maitland, enter into track KE-55 by the east switch pulling the train to the crossover at the west end, then use the north track to run around the cars.
- 6.9 **Mile 125.65** (Perth St.) Warning devices.  
**Automatic:** Push-buttons to start and stop warning devices located east side of crossing. Eastward trains lifting or setting off in Brockville Yard must pull far enough eastward to clear Perth St. and allow crossing protection to stop and traffic to clear before accepting signal 1257S to move Westward into Yard.

**7 SPURS AND OTHER TRACKS**

- 7.1 **MILE 10.3 TO MILE 125.6**  
**Rule 105 (a)** applicable on all spurs and other tracks **EXCEPT** tracks CB-16 to CB-20 Wesco spur.
- 7.2 Mile 19.77 and 20.54 - Ste-Anne  
MAXIMUM SPEED  
Track Q012.....5 MPH
- 7.3 **OTTAWA FREIGHT TRACK (Q0-53)**  
**Mile 37.3 - North track** - Extends westward connecting with Alexandria Sub. at mile 0.5. Usable length of track is 4838 ft. RTC must be advised when cars are left on this track.  
**Public Crossing at grade:**  
**Mile 37.5 Kingston Sub-** (Sauvé Street ) -Warning devices - **Automatic:** Movements stopped on either side of crossing must use "start/stop" push button located on northeast corner of crossing. **Rule 103.1 (c) is not applicable.**
- 7.4 **COTEAU**  
**EAST LEG OF WYE - TRACK Q-47**  
**Mile 37.3 - South track** - Extends westward connecting with Valleyfield Sub. at mile 46.7. No equipment is to be left on this track unless authorized

by the RTC. Engineering employees must contact the RTC before occupying this track.

MAXIMUM SPEED ..... 10 MPH

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

| Location   | Obstruction    | Side of Track or Overhead |
|------------|----------------|---------------------------|
| Track Q-45 | Hydraulic jack | Both sides                |

7.5 **REGIS SERVICE TRACKS**

**Mile 65.4** - North service track extends 8610 ft. between signals 648N1 and 667N1. South service track extends 8610 ft. between signals 648S1 and 667S1.

**Public Crossing at grade:**

**Mile 64.70** - (Boundary Road) - Warning devices - **North service track Regis**

**Automatic:** stop sign located west of crossing.

**Rule 103.1 (f) (Rusty Rail Conditions)** - is applicable at all public crossings at grade equipped with automatic warning devices for movements while operating on the north or south track while exiting, or while operating on South and North service tracks.

**Rule 105 (a)** applicable on South and North service tracks.

**Rule 112 (ii)**

**Add one additional handbrake:** North and South service tracks.

The RTC must be advised before leaving unattended equipment or machinery on the North and South service tracks.

7.6 **CORNWALL**

**Mile 65.6**—Extends 1.4 miles westward from South service track track Regis. Switch points face east.

**Special Applications**

**Rule 104(c)** - The following Yard switch(es) may be left lined and locked in either position: Track CA18

**Rule 112 (ii)**

**Add one additional handbrake** when cars are left on track KC03.

**Equipment restrictions**

The following units are permitted:

Units in locomotive groups B, D2 and units 1750-1787, 3100-3120 and 3500-3842. Units 1054-1179, 1600-1614, 1900-1915, 4118-4128 and 4206-4609 in single unit consists

Units in locomotive groups E, F, G, H are permitted on main spur and track CA15.

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

| Location   | Obstruction | Side of Track or Overhead |
|------------|-------------|---------------------------|
| Track KC84 | Building    | North side                |

7.7 **WESCO**

**Mile 69.4**—Extends 2.4 miles southward off south track. Switch points face east. Cars must not be left north of posted sign. Wye located 1.2 miles south of Kingston Sub.

**Special applications**

**Rule 104(c)** - The following Yard switches may be left lined and locked in the reverse position: - Tracks CB39, CB43, CB45, CB46, CB48, CB49, and switch connecting west leg of wye to CB07.

**Equipment restrictions**

Only the following units are permitted on Domtar spur, track CC70L and Pfizer spur, track CB46:

Units in groups D1 or D2 in single unit consists only.

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

| <b>Location</b>         | <b>Obstuction</b>                     | <b>Side of Track or Overhead</b> |
|-------------------------|---------------------------------------|----------------------------------|
| All tracks south of wye | Building, pipes, catwalks & platforms | Both sides and overhead          |

**CC70L**- 6 axle equipment prohibited.

Flat cars exceeding 50 feet in length must not be operated on track CC70L without authority from the Transportation Supervisor.

Equipment must not be left between main track switch, mile 69.35 Kingston Sub., and Vincent Massey Dr. mile 0.93 Wesco Spur or north of sign posted adjacent to tracks CB06 to CB09.

**Public crossing at grade**

**Mile 0.93** (Vincent Massey Dr.) Warning devices.

**Northward movements.**

**Automatic:** Stop sign south side of crossing.

7.8 **BOVERI SPUR**

**Mile 72.3**—Extends 1.1 miles southward from south track. Switch points face east. Movements must not operate beyond the south switch of track KD08.

MAXIMUM SPEED ..... 10 MPH.

**Public crossings at grade**

**Mile 0.63** (Hwy. No 2) - Movements must be manually protected.

7.9 **SEAWAY**

**Mile 90.7**—Extends 1.2 miles southward from south track. Switch points face east. Use phone at right side of gate to contact plant employee who will open gate. Smoking or fusees not allowed.

**Equipment restrictions**

Units in locomotive group H prohibited.

MAXIMUM SPEED ..... 10 MPH.

7.10 **MORRISBURG TOWN**

**Mile 91.9** - Extends 1.0 miles southward from south track. Switch points face east.

MAXIMUM SPEED ..... 10 MPH.

7.11 **PRESCOTT ELEVATOR**

**Mile 112.0** - Extends 1.2 miles southward from south track. Switch points face east.

**Equipment restrictions**

Units in locomotive groups E,G and H prohibited.

Ports Canada Elevator - Engines must not pass restricted sign over elevator siding due to grain dust ignition hazard.

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

| <b>Location</b>     | <b>Obstuction</b>         | <b>Side of Track or Overhead</b> |
|---------------------|---------------------------|----------------------------------|
| Tracks KD81 to KD84 | Building                  | Both sides and overhead          |
| Track KD85 KD84     | Building, roof projection | Both sides and overhead          |

**7.12 PRESCOTT INDUSTRIAL**

**Mile 113.4**—Extends 0.5 miles northward from north track. Switch points face east.

MAXIMUM SPEED KE07 and KE08 5 MPH.

**7.13 DUPONT**

**Mile 117.9** - Extends 1.9 miles south from south track. Switch points face east.

**Equipment restrictions**

Units in locomotive groups E and H prohibited beyond scale house at track scale.

The first switch encountered on Dupont lead (KE25) must be returned to normal when leaving the plant. Employees operating within Dupont complex must have a copy of their Safety Manual accessible while operating within the complex and be governed by instructions contained therein. An abridged version of the safety manual can be obtained at the scale house on the Dupont lead Track KE25.

Within the fenced confines of the Dupont complex, crews are to expect blue flags at any point on any track. Engine crews must ring bell to indicate movements to Dupont employees. Air brakes must be in service on all cars during switching operation. Cars must not be cut off in motion, but must be shoved to rest.

MAXIMUM SPEED .....10 MPH  
MAXIMUM SPEED OVER SCALE TRACK ..... 5 MPH

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

| Location   | Obstruction                             | Side of Track or Overhead |
|------------|---|---------------------------|
| All tracks | Pipes, platform, catwalks, gate and box | Both sides and overhead   |

**7.14 KE55**

**Mile 118.7 - Track KE55 E** - Extends 8000 ft. west to crossover mile 120.2 and Ultramar Trackage.

**Public crossing at grade**

**Mile 119.0** (Brockem Rd.) - Crossing to be manually protected.

**NITROCHEM**

**KE65** - Extends 1.3 miles north from KE55. Switch points face west.

**ULTRAMAR**

**Mile 120.2 - Track KE55 W** - Extends west from crossover mile 120.2.

**Rule 105 (a)** Applicable.

MAXIMUM SPEED.....10 MPH.

**Equipment restrictions**

Not more than two diesel units coupled may operate inside gates. Units in locomotive groups E, F, G and H prohibited beyond gate.

Heaviest car permitted.....262,000 lbs.

Movement prohibited on track KE65 north of switch to track KE61, and on track KE61 east of east crossover switch.

A maximum of 8 loads in a single cut may be shoved into track KE65 at any one time.

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

| <b>Location</b> | <b>Obstuction</b> | <b>Side of Track or Overhead</b> |
|-----------------|-------------------|----------------------------------|
| Track KE61      | Platforms         | South side                       |
| Track KE65      | Platforms         | North side                       |

**KE57** - 6 axles locomotives prohibited.

**8 SPECIAL DANGEROUS COMMODITIES**




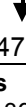
**8.1 SPEEDS**

**Unless inspected at mile  
eastward westward  
Movements**

| <b>Mile</b>         |                  | <b>MPH</b> |
|---------------------|------------------|------------|
| 10.3 to 28.0 .....  |                  | 35         |
| *10.3 to 28.0 ..... |                  | 15         |
| 64.0 to 69.0 ...    | 80.8      54.0   | 35         |
| 124.0 to 127.0 ..   | 138.2      110.6 | 35         |

**\*Movements having travelled more than 20 miles since their last inspection.**

**8.2** Eastward movements must be inspected at mile 29.2.

| METHOD OF CONTROL  | NUMBER OF TRACKS | VALLEYFIELD SUBDIVISION  | MILE                                    | TGBO LIMITS   | DTMF RTC STANDBY CHANNELS |
|--|------------------|--|---|---|---------------------------|
|  |                  | <b>W</b><br><br><b>E</b><br> |   |   |                           |
| <b>105 +</b>   | <b>1</b>         | <b>END OF TRACKS</b>   | 37.15                                   | 37.15   | C 2<br>*5<br>025<br>#     |
| <b>OCS</b>   |                  | <b>CÉCILE Y</b>  | 39.49                                   |  |                           |
| <b>105</b>   |                  |  |   |  |                           |
| <b>CTC</b>   |                  | <b>COTEAU Y</b><br>(Jct with Kinston sub.)   | 47.2                                    | 47.2  |                           |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 37.15 and mile 39.49<br>OCS between mile 39.49 and mile 45.0<br>Rule 105 between mile 45.0 and mile 47.1<br>CTC between mile 47.1 and mile 47.2 |                  |  |   |   |                           |
| <b>RTC Standby Channels and Tones</b><br>between mile 37.15 and mile 47.2  |                  |  | <b>Emergency Call</b><br><b>C 2 *0#</b> |   |                           |

**VALLEYFIELD SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**CTC SPECIAL FEATURES**

**Switching Signals**

**1.1 Rule 573 (c) SI (ii) applies:**

**Coteau:** ..... Signals 471 and 472  
 ..... Signals 381 and 382T4

**SPECIAL APPLICATIONS**

**1.2 Rule 14 (I) (ii) applies:**

- at all public crossings at grade between mile 40.08 and mile 42.86.  
 - at mile 46.79.

**1.3 Rule 104 (I)**

**Mile 39.49** - The switch is in its normal position when set for movement from Valleyfield Sub. to CSXT Montréal Branch.  
**Mile 46.72** - The switch is in its normal position when set for movement from Valleyfield Sub. to East leg of wye.

**2 GENERAL FOOTNOTES**

**2.1 Unattended Locomotives:**

Coteau: ..... Track Q-45

**2.2 Private crossing grades**

No unattended equipment is to be left standing between the stop signs of the private crossings at grade between mile 37.15 and mile 39.17.

**3 INTERLOCKINGS**

**3.1 Railway crossing at grade**

**Mile 39.3** ... CSXT (Montréal Branch)  
**Non-Interlocked**

MAXIMUM SPEED: ..... 15 MPH.

**4 EQUIPMENT RESTRICTIONS**

**4.1** Heaviest car permitted ..... 286,000 lbs.

**5 SPEEDS**

## 5.1

| Mile  | MPH       |
|---|-----------|
| <b>37.15 to 47.2 zone</b>   | <b>30</b> |
| 37.15 to 39.5 Rule 105  | 15        |
| *39.5 <b>Westward</b> movements from rwly crossing at grade and until crossing fully occupied | 10        |
| *40.08 within 700 feet and until crossing fully occupied                                      | 15        |
| 45.0 to 47.1 Rule 105   | 30        |
| *46.8 within 500 feet and until crossing fully occupied                                       | 10        |
| *47.1 <b>Westward</b> movements approaching and within 1,000 feet of signal <b>471</b>        | 20        |
| <b>*Not marked by restricting speed signs.</b>  |           |

5.2 **CONDITIONAL SPEEDS**

| Mile  | MPH |
|---|-----|
| *39.8 Heavy Axle Load Trains on bridge  | 20  |
| *43.86 Heavy Axle Load Trains on bridge   | 20  |
| *44.38 Heavy Axle Load Trains on bridge   | 20  |
| *44.84 Heavy Axle Load Trains on bridge   | 10  |
| <b>*Applicable until the last Heavy Axle Load on the train clears the bridge.</b> |     |

**6 PUBLIC CROSSINGS AT GRADE**6.1 **Mile 42.12** (Ellen St.) - Warning devices.**Track V-12**

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

6.2 **Mile 46.79** (Sauvé St.) - Warning devices.**Track Q-46**

**Non-automatic:** Stop signs and push buttons on both sides of crossing. (B.T.C. 12607).

**7 SPURS AND OTHER TRACKS**7.1 **MILE 37.15 TO MILE 47.2**

**Rule 105 (a)** applicable on all spurs and other tracks.

7.2 **CANADIAN ELECTROLYTIC ZINC**

**Mile 39.2** - Extends southward for a distance of 2.4 miles. Switch points face east and west on track V0-70.

**Track V0-76** - When switching and cars have to be left for a short period of time, handbrakes must be applied in accordance with the chart in Rule 112.

**Public crossings at grade**

**Mile 1.8** (Cadieux Blvd. crosses two tracks)

**Tracks V0-84 and V0-92** - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

7.3 **CÉCILE**

**Mile 39.49**

Before occupying CSXT main track within their yard limits, trains and engines crews must receive permission from the CSXT dispatcher. He must be notified when the main track is cleared.

**Mile 43.26** - Trains going to CSXT must not pass switch of track V007 until authority has been received to operate on CSXT.

**To reach the RTC**

Radio calls are being transferred to a telephone line Between the radio tower and the RTC Control Centre. There is a 10 seconds delay before obtaining the radio connection.

To reach the RTC, select radio channel 28 and dial DTMF code \*2# to obtain tone 2. The OK tone (2 short beeps) will be heard immediately. The ring back tone (3 ringing tones) will be heard when connection is established. Tone buttons will not work anymore.

For emergency calls, select radio channel 28 and dial DTMF code \*0#. The ring back tone (3 ringing tones) must be received before transmitting the emergency message.

**CN movements operating on the CXST are governed by the following definitions and rules:**

**YARD LIMITS**

That portion of the main track or main tracks within limits defined by yard limit signs. Where the placement of a sign or signs is not practicable at the prescribed location, it will be so indicated in special instructions.

**93. YARD LIMITS**

(This rule does not apply in CTC)

- (a) A train or engine is authorized to use the main track within yard limits.
- (b) Trains and engines must operate at reduced speed within yard limits, unless the main track is known to be clear. An ABS signal indication does not relieve a train or engine from the requirement of operating at reduced speed.  
EXCEPTION: In ABS, unless otherwise directed by special instructions, or unless the train or engine has stopped or has been otherwise delayed in the block, "Clear Signal", Rule 405, may be accepted by such train or engine as an indication that the track is clear, but only to the next signal or Block End sign.
- (c) Each yard limit sign and advance sign will be reflectorized. Outside ABS, an advance sign will

7.4 **CANADIAN INDUSTRIES LIMITED**

**Mile 41.2** - Extends northward for a distance of 1 mile. Switch points face west. A stop sign indicating end of track has been erected 400 feet north of Boulevard Monseigneur Langlois.

Tracks V0-29, V0-31 and V0-35 ..... 5MPH

**National Silicates**

New warning devices have been installed near fences of tracks V029 and V031. In order to alert employees of train movements crews must activate switch of warning device located near fences before operating on these tracks and deactivate the device when movements are completed.

**Public crossings at grade**

**Mile 0.48** (Fabre St.) - Movements over this crossing must not exceed 10 mph and must be protected manually by a member of the crew.

**Mile 0.75** (Monseigneur-Langlois Blvd.) - Warning devices.

**Southward movements**

**Automatic:** Stop sign on north side of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Northward movements**

**Non-automatic:** Stop sign and push buttons on south side of crossing. (BTC R-1367).

7.5 **MELOCHE QUARRY (TRACK Q-48)**

**Mile 46.3**

Track impassable at East end of Track Q48. A red flag has been installed at East end of track to identify usable portion of track.

Track Q48 can now contain 75 cars.

**Equipment restrictions**

Only the following units are allowed: groups A-B-D2 in single units, groups A-B-D2 in multiple units.

MAXIMUM SPEED ..... 10 MPH

7.6 **COTEAU**

**EAST LEG OF WYE - TRACK Q-47**

**Mile 46.7** - Extends eastward connecting with Kingston Sub. on the south track at mile 37.3. No equipment is to be left on this track unless authorized by the RTC. Engineering employees must contact the RTC before occupying this track.

MAXIMUM SPEED ..... 10 MPH

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

| <b>Location</b> | <b>Obstruction</b> | <b>Side of Track or Overhead</b> |
|-----------------|--------------------|----------------------------------|
| Track Q-45      | Hydraulic jack     | Both sides                       |

| METHOD OF CONTROL   | NUMBER OF TRACKS | <b>ALEXANDRIA &amp; BEACHBURG</b><br>SUBDIVISION |        | MILE       | SIDING CAPACITY IN FEET | TGBO LIMITS           | SWITCHING ZONE | DTMF RTC STANDBY CHANNELS |
|---|------------------|--|--------|------------|-------------------------|-----------------------|----------------|---------------------------|
|   | W<br>↓           |  | E<br>↑ |            |                         |                       |                |                           |
| <b>SUBDIVISION D'ALEXANDRIA</b>   |                  |  |        |            |                         |                       |                |                           |
| + CTC   | 1                | (Jct with Kingston sub)                          |        |            |                         | 0.0                   | 0.0            | C 2                       |
|   |                  | <b>COTEAU JCT</b>                                |        | 0.0        |                         |                       |                | *5                        |
|   |                  | <b>DE BEAUJEU</b><br>(Signal 78 at De Beaujeu)   |        | 6.9<br>7.5 | 5880                    |                       | 2.0<br>7.5     | 025<br>#                  |
| <b>Governed by VIA Time Table</b>   |                  |  |        |            |                         |                       |                |                           |
| CTC   | 1                | (Signal 01 at Hawthorne)                         |        | 72.5       |                         | 72.5                  | 72.5           | C2<br>T1                  |
|   |                  | <b>HAWTHORNE</b><br>(Entrance/Exit Walkley Line) |        | 72.7       |                         |                       |                |                           |
|   |                  | <b>M &amp; O WYE</b>                             | Y      | 74.5       |                         |                       |                |                           |
|   |                  | <b>OTTAWA</b>                                    |        | 76.4       |                         |                       |                |                           |
| 105   |                  | <b>SUBDIVISION DE BEACHBURG</b>                  |        |            |                         |                       |                |                           |
|   |                  | <b>OTTAWA</b>                                    |        | 0.0        |                         |                       |                |                           |
| +   | 2                | <b>ELLWOOD JCT</b>                               |        | 3.4        |                         |                       |                |                           |
|   |                  | <b>WASS</b><br>(Entrance/Exit Walkley Line)      |        | 5.3        |                         |                       |                |                           |
| CTC   | 1                | <b>FEDERAL</b><br>(jct with Smith Falls sub)     |        | 6.0        |                         | 6.0                   | 6.0            |                           |
| <b>Subdivision Control Features</b><br>CTC between mile 0.0 and mile 7.5<br>CTC between mile 72.5 and mile 76.3<br>Rule 105 between mile 76.3 and Alexandria sub ...<br>and mile 0.3 Beachburg sub<br>CTC between mile 0.3 and mile 6.0 |                  |  |        |            |                         |                       |                |                           |
| <b>RTC Standby Channels and Tones</b>   |                  |  |        |            |                         | <b>Emergency Call</b> |                |                           |
| between mile 0.0 and mile 7.5   |                  |  |        |            |                         | C 2 T2                |                |                           |
| between mile 72.5 and mile 76.4   |                  |  |        |            |                         | C 2 T1                |                |                           |
| between mile 0.0 and mile 6.0   |                  |  |        |            |                         | C 2 T1                |                |                           |
| <b>Maintenance of Way Radio Channels</b>  |                  |  |        |            |                         | <b>Radio base</b>     |                |                           |
| between mile 0.0 and mile 7.5   |                  |  |        |            |                         | C 85                  |                |                           |
|   |                  |  |        |            |                         | 2412                  |                |                           |

**ALEXANDRIA AND BEACHBURG SUBS FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

1.1 **Dispatched siding territory** - Dispatched Siding Divisional data "definition" in effect on entire subdivision.

1.2 **Rule 51** - Two main tracks between mile 0.3 and mile 0.7 Beachburg Sub.

**CTC SPECIAL FEATURES**

1.3 **Mile 7.5 Alexandria sub - De Beaujeu** - Westward signal 63 at siding east switch De Beaujeu will remain extinguish until westward movement passes interlocking signal 59.

1.4 **Rule 560 - No advance signal** for movements approaching eastward signal 60 at Federal.

**SPECIAL INSTRUCTIONS**

**1.5 Rule 14 (I) (iv) applies:**

**Alexandria sub**

-at mile 75.3 (Michael Road)

**Beachburg sub**

-at mile 2.02 (Billings Ave.)

-at mile 2.11 (Pleasant Park Road)

-at mile 3.6 (Brookfield Road)

**2 GENERAL FOOTNOTES**

**GENERAL OPERATING INSTRUCTIONS**

NIL

**3 INTERLOCKINGS**

**3.1 Railway crossing at grade (Alexandria sub).**

**Mile 6.1** ... CP Rail (Winchester Sub.)

Automatic ..... (RTC R-7274)

Timing circuit ..... 8 minutes

Box marked "Switches" located in the south-west quadrant.

**MAXIMUM SPEED:**

Psgr (BTC 65574) ..... 50 MPH

Frt ..... 35 MPH

**Timing circuit:** In the application of Rule 605, Eastward movements delayed more than 8 minutes between circuit sign located at the advanced signal to De Beaujeu mile 10.5 and signal 62 must contact RTC Montréal immediately and must proceed prepared to stop at Signal 64 at De Beaujeu and interlocking Signal 62. Westward movements delayed more than 8 minutes between circuit sign located at mile 3.6 and signal 59 must proceed prepared to stop at interlocking Signal 59 displaying.

**3.2 Railway crossing at grade (Beachburg sub).**

**Mile 3.4** ..... CR (Ellwood Spur)

Remotely-Controlled .... Rail-Control RTC Dorval.

Telephone no. 514 420-0374

**Rule 564/610:**

Through movements on the Beachburg Sub must obtain a Rule 564/610 authority from Rail-Control RTC. Dorval before passing a STOP signal at signals 47 or 48.

**Track Units:**

All track unit movements operating within the Ellwood interlocking are controlled by the Rail-Control Signalman/RTC, Dorval.

When operating under Rules for the Protection of Track Units and Track Work, the requirements of rule 839 are applicable. Rule 49 is applicable for track work.

**MAXIMUM SPEED** ..... 35 MPH.

**4 EQUIPMENT RESTRICTIONS**

**4.1** Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.

**4.2** Heaviest car permitted ..... 286,000 lbs.

**5 SPEEDS**

5.1

| Mile                        | MPH       |           |           |
|-----------------------------|-----------|-----------|-----------|
|                             | Psgr      |           | Frt       |
|                             | LRC       | Other     |           |
| <b>Alexandria Sub</b>       |           |           |           |
| <b>0.0 to 7.5 zone</b>      | <b>80</b> | <b>80</b> | <b>60</b> |
| *0.0 to 0.7                 | 45        | 45        | 30        |
| *6.1 Rlwy crossing at grade | 50        | 50        | 35        |
| <b>72.5 to 76.4 zone</b>    | <b>75</b> | <b>65</b> | <b>35</b> |
| *76.1 to 76.3               | 30        | 30        | 30        |
| 76.3 to 76.4 rule 105       | 10        | 10        | 10        |

| Mile                        | MPH       |           |           |
|-----------------------------|-----------|-----------|-----------|
|                             | Psgr      |           | Frt       |
|                             | LRC       | Other     |           |
| <b>Beachburg Sub</b>        |           |           |           |
| <b>0.0 to 1.8 Zone</b>      | <b>35</b> | <b>30</b> | <b>30</b> |
| 0.0 to 0.3 rule 105         | 10        | 10        | 10        |
| *0.3 to 0.6                 | 25        | 20        | 20        |
| <b>1.8 to 6.0 Zone</b>      | <b>45</b> | <b>40</b> | <b>40</b> |
| 3.3 to 3.9                  | 40        |           |           |
| *3.4 Rlwy crossing at grade | 35        | 35        | 35        |
| 5.1 to 5.9                  | 40        |           | 25        |

\*Not marked by restricting speed signs

5.2 **CONDITIONAL SPEEDS**

| Mile                                       | MPH |
|--|-----|
| <b>Beachburg Sub</b>                       |     |
| 3.2 on connecting track .....              | 5   |
| *5.78 Heavy Axle Load Trains on bridge ... | 10  |

**\*Applicable until the last Heavy Axle Load on the train clears the bridge**

**6 PUBLIC CROSSINGS AT GRADE**

6.1 **Mile 0.56 Alexandria sub** (Chemin Rivière Delisle)  
 Warning devices.

**Automatic:** When switching in track Q050, eastward movements must stop before fouling the crossing, and be protected by a member of the crew until crossing fully occupied unless crossing protection devices have been operating for at least 20 seconds.

6.2 **Mile 75.3 Alexandria sub** (Michael Street crossing)  
 Westward movements stopped between Innes Rd. overpass, mile 74.6 and Michael St., must not exceed 10 mph until crossing occupied.

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 0.0 TO MILE 7.5 and MILE 72.5 TO MILE 76.3 ALEANDRIA SUB AND BETWEEN MILE 0.0 AND MILE 6.0 BEACHBURG SUB.**

**Rule 105 (a)** applicable on all spurs and other tracks.

7.2 **OTTAWA FREIGHT TRACK (Q0-53)**

**Mile 0.5 (Alexandria Sub)** - Extends eastward connecting with Kingston Sub. north track at mile 37.3. Usable length of track is 4838 ft. RTC must be advised when cars are left on this track.

**Public Crossing at grade:**

**Sauvé Street - (mile 37.5 Kingston Sub)** - Warning devices.

**Automatic:** Movements stopped on either side of crossing must use "start/stop" push button located on northeast corner of crossing. **Rule 103.1 (c) is not applicable.**

7.3 **CP INTERCHANGE TRACK**

**Mile 6.2 (Alexandria Sub)** - Extends eastward and connects with CP Winchester Sub. Switch points face west.

MAXIMUM SPEED ..... 30 MPH

**Public crossing at grade**

**Main St.** - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

7.4 **M & O Wye**

**Mile 74.5**

CTC applicable on both legs of the wye. Controlled by RTC Montréal. **Rule 49 applicable.**

MAXIMUM SPEED ..... 15 MPH.

7.5 **OTTAWA TERMINAL**

**Mile 76.4 (Alexandria sub) and mile 0.0 (Beachburg sub)** - Station tracks between mile 76.3 Alexandria sub and mile 0.3 Beachburg sub

MAXIMUM SPEED ..... 10 MPH.

**Rule 40.1 is not applicable** on tracks 1 to 4. A TOP is required to perform work.

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

| Location | Obstruction        | Side of Track or Overhead |
|----------|--------------------|---------------------------|
| Track 1  | Electrical outlets | North side                |

8.0 **SPECIAL DANGEROUS COMMODITIES**

8.1 **SPEEDS**

| Mile                     | MPH |
|--------------------------|-----|
| 0.0 to 6.0 Beachburg sub | 35  |

| METHOD OF CONTROL | NUMBER OF TRACKS                   | <b>DEUX-MONTAGNES</b><br>SUBDIVISION                  |  | MILE | SIDING CAPACITY IN<br>FEET | DOB / TGBO LIMITS     | SWITCHING ZONE | DTMF RTC STANDBY<br>CHANNELS         |
|-------------------|------------------------------------|---|--|------|----------------------------|-----------------------|----------------|--------------------------------------|
|                   | <b>N</b><br>↓<br><br>↑<br><b>S</b> |   |  |      |                            |                       |                |                                      |
| <b>CTC</b>        | SIGNALLED TRACK                    | <b>WELLINGTON</b><br>(Jct with St-Hyacinthe Sub.)     |  | 0.0  |                            | 0.0                   | 0.0            | C B1<br>*5<br>037<br>#               |
|                   |                                    | <b>RUE WILLIAM</b>                                    |  | 0.2  |                            | ↑<br>TGBO<br>↓<br>DOB | ↑<br>DOB       |                                      |
|                   |                                    | <b>BONAVANTURE</b>                                    |  | 0.6  |                            |                       |                |                                      |
|                   |                                    | <b>GARE CENTRAL</b>                                   |  | 0.8  |                            |                       |                |                                      |
|                   |                                    | <b>VILLE MARIE</b>                                    |  | 1.0  |                            |                       |                |                                      |
| <b>GROTTO</b>     |                                    | 1.5   |  |      |                            |                       |                |                                      |
| <b>CTC</b>        | + 2                                | <b>JEAN TALON</b>                                     |  | 3.9  |                            | ↑<br>TGBO<br>↓<br>DOB | ↑<br>DOB       | (4.1)                                |
|                   |                                    | <b>CANORA</b> <i>A(M)T</i> <i>A(M)T</i>               |  | 4.2  |                            |                       |                |                                      |
|                   |                                    | <b>MONT-ROYAL</b> <i>A(M)T</i> <i>A(M)T</i>           |  | 4.8  |                            |                       |                |                                      |
|                   |                                    | <b>JONCTION DE L'EST</b><br>(Jct with St-Laurent Sub) |  | 6.0  |                            |                       |                |                                      |
|                   |                                    | <b>MONTPELLIER</b> <i>A(M)T</i> <i>A(M)T</i>          |  | 6.2  |                            |                       |                |                                      |
|                   |                                    | <b>DU RUISSEAU</b> <i>A(M)T</i> <i>A(M)T</i>          |  | 7.2  |                            |                       |                |                                      |
|                   |                                    | <b>O'BRIEN</b>  |  | 7.7  |                            |                       |                |                                      |
|                   |                                    | <b>BOIS-FRANC</b> <i>A(M)T</i> <i>A(M)T</i>           |  | 8.2  |                            |                       |                |                                      |
|                   |                                    | <b>VAL-ROYAL</b> Y                                    |  | 8.5  |                            |                       |                |                                      |
|                   |                                    | <b>BOIS-DE-LIESSÉ</b>                                 |  | 10.6 |                            |                       |                |                                      |
|                   |                                    | <b>SUNNYBROOKE</b> <i>A(M)T</i> <i>A(M)T</i>          |  | 12.1 |                            |                       |                |                                      |
|                   |                                    | <b>ROXBORO</b> <i>A(M)T</i> <i>A(M)T</i>              |  | 13.4 | *1950                      |                       |                |                                      |
| 1                 |                                    | <b>ÎLE-BIGRAS</b> <i>A(M)T</i> <i>A(M)T</i>           |  | 15.7 |                            | ↑<br>TGBO<br>↓<br>DOB | ↑<br>DOB       | C B2<br>OR<br>C B3<br>*5<br>037<br># |
|                   |                                    | <b>STE-DOROTHÉE</b> <i>A(M)T</i> <i>A(M)T</i>         |  | 16.3 |                            |                       |                |                                      |
|                   |                                    | <b>DES PRAIRIES</b>                                   |  | 16.7 | *2270                      |                       |                |                                      |
|                   |                                    | <b>GRAND-MOULIN</b> <i>A(M)T</i> <i>A(M)T</i>         |  | 18.0 |                            |                       |                |                                      |
|                   |                                    | <b>DEUX-MONTAGNES</b> <i>A(M)T</i> <i>A(M)T</i>       |  | 19.4 | *1820                      |                       |                |                                      |
|                   |                                    | <b>ST-EUSTACHE SUD</b>                                |  | 20.0 |                            |                       |                |                                      |
|                   |                                    | <b>ST-EUSTACHE NORD</b> Y                             |  | 20.7 |                            |                       |                |                                      |
| 105               |                                    | <b>MONTFORT</b>                                       |  | 21.8 |                            | 21.8                  | 21.8           |                                      |

|   |   |
|---|---|
| <b>Subdivision Control Features</b><br>Signaled tracks between mile 0.0 and mile 1.0<br>Main track begins at mile 1.0<br>CTC between mile 0.0 and mile 20.7<br>Rule 105 between mile 20.7 and mile 21.8 |   |
| <b>RTC Standby Channels and Tones</b><br>between mile 0.0 and mile 4.1 <b>C B1 T1</b><br>between mile 4.1 and mile 21.8 <b>C B3 T1</b>  | <b>Emergency Call</b><br>C B1 *0#<br>C B2 *0# |
| <b>Maintenance of Way Radio Channels</b><br>between mile 0.0 and mile 21.8 <b>C 81</b>  | <b>Radio base</b><br>2396                     |

**DEUX-MONTAGNES SUBDIVISION FOOTNOTES**

- 1 CANADIAN RAIL OPERATING RULES**
- CTC SPECIAL FEATURES**
- 1.1 Other signalled tracks**
- Mile 0.0 to mile 0.2**  
1 signalled track
  - Mile 0.2 to mile 0.6**  
3 signalled tracks designated as tracks 1, 2 and 3
  - Mile 0.6 to mile 1.0**  
6 signalled tracks designated as tracks 7,8,9,10,11 and 12.  
CTC controlled by RTC.
- Movements standing on tracks 7 to 12 at Central station must not move without obtaining permission of the RTC or upon receiving a permissive indication from the signal governing its exit from that track.

1.2 **\*Signalled Sidings**

**Mile 13.4 - Roxboro**

CTC applicable.

MAXIMUM SPEED .... Psgr 15 MPH and Frt 10 MPH.

Mile 13.23 and mile 13.75 10 MPH entering and until public crossing fully occupied.

**Mile 16.7 - Des Prairies**

CTC applicable.

MAXIMUM SPEED .... Psgr 25 MPH and Frt 15 MPH.

Mile 16.4 and mile 16.96 10 MPH entering until public crossing fully occupied.

**Mile 19.4 - Deux-Montagnes**

CTC applicable.

Southward trains

MAXIMUM SPEED .... Psgr 10 MPH and Frt 10 MPH

Northward trains

MAXIMUM SPEED.... Psgr 15 MPH and Frt 15 MPH.

Mile 19.25 10 MPH entering and until public crossing fully occupied.

**SPECIAL APPLICATIONS**

1.3 **Definitions - Restricted Speed**

Between mile 0.0 and mile 1.0, in the addition to the requirement of restricted speed, movements must also be to stop short of a blue flag used in conjunction with Rule 26.

1.4 **Rule 13 - Cities of St-Laurent and Montréal -**

The engine bell must not be rung at public crossings at grade between mile 6.0 and mile 10.0 except to prevent an accident.

1.5 **Rule 14 (I) (iv) applies** at all public crossings at grade.

1.6 **Rule 90 (a) (vii) also applicable** in multitrack for AMT commuter trains.

1.7 **Rule 107 -** Not applicable.

1.8 **Rule 404 -** High mast signal 07WE at north end of track no 7 must be considered as a low mast signal. Except for low mast signals 10E and 10W at Ville-Marie which governs southward movements, all other low mast signals between mile 1.0 and mile 4.1 must be considered as if they were high mast signals.

**2 GENERAL FOOTNOTES**

**GENERAL OPERATING INSTRUCTIONS**

2.1 **Passenger train schedules -** Commuter train crews must have a copy of the AMT Montreal/ Deux-Montagnes commuter train schedule and sections 1 and 2 of Commuter train service - Montrain Special Instructions in effect accessible while on duty.

Passenger trains must observe station time and regular stops as indicated.

2.2 **Ville-Marie**

**Mile 1.0 -** Connection with the Montréal Sub is via tracks 13 and 14.

2.3 Deadheading passenger trains must make a complete stop at stations Du Ruisseau, Bois-Franc and Roxboro. Except in case of emergency doors will remain closed when making station stop.

- 2.4 Northward passenger trains must not leave Deux-Montagnes station if meeting a train until the southward train has occupied the platform link.
- 2.5 **St-Eustache Sud**- To activate the approach circuit of signal 200W, trains from St-Eustache garage must pass the fence.
- 2.6 **Electrification (25000 Volts)**

The electrified area extends from mile 0.0 to mile 21.6 including sidings. The electrified area also includes tracks 7 to 12 inclusively at Gare Centrale and shop tracks at St-Eustache Nord.

For removal of power contact MCO at telephone 399-4892 or 399-4819, RTC at telephone 399-4961 or catenary guarantor (SCADA) by telephone at 399-5105 or 399-5106.

Train crew employees when required to operate on the electrified territory (25,000 volts) must have accessible the document entitled: **“Information concerning operations under or close to the catenary”**.

All other personnel required to be on the right-of-way to perform track work must receive training concerning the electrified line (25,000 volts).

#### **ENGINEERING EMPLOYEE POLICY**

**Re: Deux-Montagnes Subdivision, including track no. 13 at Montreal Subdivision's Central Station and the level crossing at Wellington Tower**

No work whatsoever may be undertaken under or near the catenary without prior planning. Supervisors must ensure that no one undertakes work in which a part, load, machine component or person risks getting within three meters of the catenary system.

Regardless whether the catenary is off power, no work may begin without authorization from MonTrain Electrical Maintenance.

No supervisor shall authorize employees to work under or near the catenary without the employees having been notified by Catenary guarantor of the location of other powered conductors (overhead or underground), and the risks of the work.

Maintenance vehicles may travel through as long as they meet the following clearance restriction:

|                       |   |
|-----------------------|---|
|                       | Height  |
| Mile 0.0 to mile 21.6 | 14 feet 6 inches<br>(including vehicle antenna) |

**2.7 RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**

**RESTRICTED CLEARANCES (25000 volts)  
Height**

Mile 0.0 to signals 12L, 10A  
and 10C mile 0.6 . . . . . 15 feet 9 inches  
Mile 0.6 to mile 5.5 . . . . . 14 feet 6 inches  
Mile 5.5 to 5.7 . . . . . 16 feet 6 inches  
Mile 5.7 to mile 10.8 . . . . . 21 feet 0 inches  
Mile 10.8 to mile 21.6 . . . . . 18 feet 6 inches

Due to the presence of overhead electrical wires, trains and engines handling cars exceeding these heights are not permitted until instructions have been received from the RTC. The RTC must receive permission from the Montrain Operating Officer before authorizing a train or engine to handle these cars.

| <b>Location</b>          | <b>Obstruction</b>                                | <b>Side of track or overhead</b> |
|--------------------------|---|----------------------------------|
| Mile 1.0 to 4.1          | Tunnel  | Both sides and overhead          |
| Mile 4.2 Canora          | Fence   | Between tracks                   |
| Mile 4.8 Mont-Royal      | Fence   | Between tracks                   |
| Mile 6.2 Montpellier     | Fence   | Between tracks                   |
| Mile 7.2 DuRuisseau      | Fence   | Between tracks                   |
| Mile 8.2 Bois-Franc      | Fence   | Between tracks                   |
| Mile 13.30               | Ramp for handicaps located south of platform link | Both sides                       |
| Mile 13.4 Roxboro        | Fence   | Between tracks                   |
| Mile 19.4 Deux-Montagnes | Fence   | Between tracks                   |

**3.0 INTERLOCKING**

**3.1 Railway crossing at grade**  
**Mile 6.0** ... CN Rail (St-Laurent Sub.) ... (BTC 119406)  
 Remotely-controlled . . . . . RTC Montréal  
**MAXIMUM SPEED:**  
 Psgr: . . . . . 40 MPH  
 Frt: . . . . . 25 MPH.

**4 EQUIPMENT RESTRICTIONS**

- 4.1 **Mile 0.0 to mile 5.5 including Mont-Royal Tunnel**  
All diesel units are prohibited from operating on all tracks unless authorization has been received from the RTC. The RTC must receive permission from the Montrain Operating Officer before authorizing such movement.
- 4.2 The operation of electric locomotives at electric power supply changing points may cause heavy arcing that may damage motive and electric equipment, northward trains at mile 9.9 and southward trains at mile 10.0 must set the element controller on **erre/coast position**.
- 4.3 Heaviest car permitted . . . . . 286,000 lbs.
- 4.4 **Mile 13.3 - ROXBORO** - (Ramp for handicapped) - Due to restricted clearance, train crews handling dimensional loads must ensure that clearance is sufficient before proceeding by this location. If necessary, the ramp platform may be tipped over in a vertical position.

**5 SPEEDS**

5.1

| Mile   | MPH       |           |
|--|-----------|-----------|
|  | Psg.      | Fr.       |
| <b>0.0 to 1.0 zone</b>   | <b>20</b> | <b>20</b> |
| *0.85 to 1.0   | 10        | 10        |
| <b>1.0 to 1.4 zone</b>   | <b>25</b> | <b>25</b> |
| <b>1.4 to 21.8 zone</b>  | <b>65</b> | <b>40</b> |
| *4.89 <b>northward</b> trains from crossing circuit sign until crossing fully occupied               | 40        |           |
| *6.0 Rlwy crossing at grade  | 40        | 25        |
| *7.57 <b>northward</b> trains from crossing circuit sign until crossing fully occupied               | 35        | 35        |
| *11.72 <b>southward</b> trains from crossing circuit sign until crossing fully occupied              | 40        |           |
| *12.25 <b>northward</b> trains from crossing circuit sign until crossing fully occupied              | 40        |           |
| *13.23 <b>southward</b> trains from crossing circuit sign at mile 13.3 until crossing fully occupied | 10        | 10        |
| *13.75 <b>northward</b> trains from crossing circuit sign at mile 13.3 until crossing fully occupied | 30        | 30        |
| 15.1 to 15.3   | 45        | 35        |
| 15.3 to 15.9   |           | 35        |
| 15.9 to 16.2   | 45        | 35        |
| 16.2 to 16.4 <b>northward</b> trains only  | 40        |           |
| *16.40 <b>northward</b> trains from crossing circuit sign until crossing fully occupied              | 40        |           |
| 16.5 to 16.9   | 55        |           |
| 17.8 to 18.1 <b>northward</b> trains only  | 50        |           |
| 17.8 to 18.1 <b>southward</b> trains only  |           | 35        |
| *17.86 <b>southward</b> trains from crossing circuit sign until crossing fully occupied              | 35        |           |
| 18.5 to 18.7   | 55        |           |
| 18.9 to 19.4   | 50        | 35        |
| *19.87 <b>northward</b> trains only over public crossing at grade                                    | 60        |           |
| <b>*Not marked by advance speed restriction signs.</b>   |           |           |

**NOTE:** Passenger trains not stopping at stations must not exceed **30 mph** while passing along station platforms.

5.2 **CONDITIONAL SPEEDS**

| Mile                                     |                  | MPH |
|--|------------------|-----|
| *7.2 Du Ruisseau                         | 2 platform links | 30  |
| *8.2 Bois-Franc                          | 2 platform links | 30  |
| *12.1 Sunnybrooke                        | 1 platform link  | 30  |
| *13.4 Roxboro                            | 2 platform links | 30  |
| **15.96 Heavy Axle Load Trains on bridge |                  | 20  |
| *16.3 Ste-Dorothée                       | 1 platform link  | 30  |
| *18.0 Grand-Moulin                       | 1 platform link  | 30  |
| *19.4 Deux-Montagnes                     | 1 platform link  | 30  |

\* Until platform links occupied.

\*\*Applicable until the last Heavy Axle Load on the train clears the bridge

**6 PUBLIC CROSSINGS AT GRADE**

6.1 **Mile 9.05** (Boul.Toupin ) - Warning devices.  
**Automatic:** Movements operating on service track SV-34 must stop and be protected manually unless crossing protection devices have been operating for at least 20 seconds.

6.2 **Mile 19.25** (Boul. Deux-Montagnes) - Warning devices.  
**Automatic:** Equipped with push button. All movements must stop clear of crossing circuit sign located 100 feet north of crossing. Before leaving station, a crew member must push the start button located on the station platform to activate the warning devices. After receiving a permissive indication from signal 194W, movement may proceed.

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 0.0 TO MILE 21.8**  
**Rule 105 (a)** applicable on all spurs and other tracks.

7.2 **GARE CENTRALE**  
**Mile 0.8 - Tracks 4-5-6** Maintenance Shop (Turbo Bay).  
No switching with inoperative brakes shall be made, without the authorization of a Transportation Officer, who will be present on the site. In these circumstances, switching must be done with extreme care.

Details are operated by Turbo Bay personnel.

A crew member will open and secure the doors. If the doors are already open, a crew member will ensure that they are secured

Before each movement in the maintenance shop, a crew member must activate the alarm located at the entrance between tracks 5 and 6.

A crew member must verify that there is no obstructions such as chains, cranes, pantographs, etc. which would damage equipment or cause personnel injury.

The doors will be closed by the shop employees.

7.3 **CONNECTING TRACKS**  
**Mile 5.86** - Extends northward from east track connecting to St-Laurent Sub through siding Gohier. CTC controlled by RTC. **Rule 49 applicable on this track.**

**Mile 6.14** - Extends southward from west track connecting to St-Laurent Sub at mile 141.9. CTC controlled by RTC. **Rule 49 applicable on this track.**

7.4 **WYE - VAL-ROYAL**  
**Miles 8.66 and 8.85 - (not electrified)**  
Connection via service track SV-34.

MAXIMUM SPEED ..... 10 MPH.

7.5 **PITFIELD**  
**Mile 10.03** - Off service track SV-34 and extends westward for a distance of 0.8 mile. Switch points face south.

MAXIMUM SPEED ..... 5 MPH.

7.6 **DONEY SPUR**

**Mile 10.17** - Off service track SV-34 and extends westward for a distance of 4.5 miles. Switch points face south.

**Rule 112 - (11)**

**Add one hand brake** on track R-708 at mile 1.39.

**MAXIMUM SPEEDS**

| <b>Mile</b>                    | <b>MPH</b> |
|--------------------------------|------------|
| 0.0 to 2.8 .....               | 15         |
| 2.8 to 3.0 Reverse curve ..... | 10         |
| 3.0 to 4.5 .....               | 15         |

**Track R726 - Canada Colour Company**

One buffer car must be used at all time on the locomotive while switching on company's track, to avoid customer's track to be hooked by locomotive pilot.

**Public crossings at grade**

**Mile 2.45 (ave André )** - Warning devices.

**Automatic:** Movements must stop and be manually protected by a member of the crew unless crossing protection devices have been operating correctly for at least 20 seconds.

**Mile 3.09 ( Boul des Sources)** - Warning devices.

**Automatic:** Movements must stop and be manually protected by a member of the crew unless crossing protection devices have been operating correctly for at least 20 seconds.

**Mile 3.98** (Delamar Street) - Movements must stop at stop signs and be manually protected by a member of the crew.

**ST-FRANCOIS INDUSTRIAL**

**Mile 2.2 - (Doney spur)** and extends southward for a distance of 0.8 mile. Switch points face east.

MAXIMUM SPEED ..... 10 MPH.

**Public crossings at grade**

**Mile 0.15** (Hymus Blvd.) - Warning devices.

**Automatic:** Movements must stop and be manually protected unless crossing protection devices have been operating for at least 20 seconds. (RTC R-22762).

**Mile 0.38** (St-Francois Road) - Warning devices.

**Automatic:** Movements must stop and be manually protected unless crossing protection devices have been operating for at least 20 seconds. (RTC R-22762).

**ST-FRANÇOIS - PHASE 1**

**Mile 0.19 - (St-François spur)** - Extends northward for a distance of 1.29 mile. Switch points face north.

MAXIMUM SPEED ..... 10 MPH.

**Public crossing at grade**

**Track R-952**

**Mile 1.35 (Vanden Abeele)** - Stop signs and both sides of the crossing.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

| <b>Mile</b>       | <b>MPH</b> |
|-------------------|------------|
| 5.5 to 21.8 ..... | 35         |
| *5.5 to 9.0 ..... | 15         |

**\*Movements having travelled more than 20 miles since their last inspection.**

**9 FIRE PROTECTIONS**

9.1 Portable fire extinguishers, with printed operating instructions are installed in cabinets painted phosphorescent yellow and identified by posters in Mont-Royal tunnel at the following locations:  
Ville-Marie on east and west sides south end;  
Arches 3, 8, 13, 18, 23 and 29;  
New signal bungalow chambers at miles 1.47, 2.20, 3.00 and 4.03.

**10 EMERGENCY TELEPHONE (TUNNEL)**

10.1 Flashing white lights are installed on the wall above the emergency telephones:  
Mile 1.47  
Mile 2.20  
Mile 3.00  
\*Mile 3.87  
Mile 4.13  
\*Telephone at mile 3.87 is located on the wall of tunnel and must be used only when to be used with extreme caution.

**11 REGIONAL INFORMATION**

|      |                          |                 |
|------|--------------------------|-----------------|
| 11.1 | <b>Radio directory</b>   | <b>Consoles</b> |
|      | RTC Montréal - desk 8    | *1000#          |
|      | Technician Gare Centrale | *1004#          |

11.2 **Base stations**  
When using a public telephone at number 399-4991, communication may be established by dialing the following "4-digits"codes after the tone.

|                                    | <b>Codes</b> |
|------------------------------------|--------------|
| Master Control Station (Guarantor) | *3363#       |
| Equipment Supervisor               | *3376#       |
| Bonaventure B1                     | *2332#       |
| Bonaventure B3                     | *2348#       |
| Jean Talon B1                      | *2356#       |
| Jonction de L'est                  | *2372#       |
| Roxboro                            | *2380#       |
| Deux-Montagnes                     | *2388#       |
| Time source                        | *3340#       |

11.3 **Telephone**  
Operation office at St- Eustache may be reached at 974-3556 and security agent at 974-7307.

| METHOD OF CONTROL<br>NUMBER OF TRACKS  | <b>ST-LAURENT</b><br>SUBDIVISION |        | MILE  | SIDING CAPACITY<br>IN FEET | DOB / TGBO LIMITS     | SWITCHING ZONE | DTMF RTC STANDBY<br>CHANNELS            | HOT BOX AND DRAGGING<br>EQUIPMENT DETECTORS |
|--|----------------------------------|--------|-------|----------------------------|-----------------------|----------------|---|---|
|  | N<br>↓                           | S<br>↑ |       |                            |                       |                |   |   |
| CTC +<br>1   | (Entrance/Exit Taschereau yard)  |        | 144.4 |                            | 144.4                 | 144.4          |   |   |
|  | <b>JOSY</b>                      |        | 144.2 |                            | ↑<br>TGBO<br>DOB<br>↓ | ↑<br>DOB<br>↓  | C 8<br>*5<br>037<br>#                   | 130.4                                       |
|  | <b>ST-LAURENT</b>                |        | 142.6 |                            |                       |                |   |   |
|  | <b>JONCTION DE L'EST</b>         |        | 141.6 |                            |                       |                |   |   |
|  | <b>GOHIER</b>                    |        | 141.2 | 3730                       |                       |                |   |   |
|  | <b>MONTRÉAL-NORD</b>             |        | 135.6 | 6290                       |                       |                |   |   |
|  | <b>RIVIÈRE-DES-PRAIRIES</b>      |        | 132.8 | 5690                       |                       |                |   |   |
| <b>POINTE-AUX-TREMBLES</b>   |                                  | 127.8  | 5100  |                            |                       |                |   |   |
| <b>Subdivision Control Features</b><br>CTC between mile 127.8 and mile 144.4<br>Rule 105 between mile 144.4 and mile 146.2 |                                  |        |       |                            |                       |                |   |   |
| <b>RTC Standby Channels and Tones</b><br>between mile 127.8 and mile 144.4 <b>C 8 T1</b>                                   |                                  |        |       |                            |                       |                | <b>Emergency Call</b><br><b>C 8 *0#</b> |   |
| <b>Maintenance of Way Radio Channels</b><br>between mile 127.8 and mile 144.4 <b>C 81</b>                                  |                                  |        |       |                            |                       |                | <b>Radio base</b><br>2396               |   |

**ST-LAURENT SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

1.1 **Dispatched siding territory** - Dispatched Siding Divisional data "definition" in effect on entire subdivision.

**CTC SPECIAL FEATURES**  
**Switching Signals**

1.2 **Rule 573 (c) SI (ii) applies:**  
**Rivière-des-Prairies** - Signals 1321D and 1322-1  
 ..... Signals 1333D2 and 1334D

1.3 **Rule 14 (I) (iv) applies:**  
 -at mile 130.4 (83rd Avenue)  
 -at mile 131.54 St-Laurent sub  
 -at mile 131.54 track U101  
 -at mile 134.38 St-Laurent sub

**2 GENERAL FOOTNOTES**

2.1 **Electrification (25000 Volts)**  
**Mile 141.6** - Height 21 feet 0 inches. For removal of power contact MCO, telephone 399-4892 or 399-4819, RTC, telephone 399-4961 or catenary guarantor (SCADA) by telephone at 399-5105 or 399-5106.

2.2 **Parsley** -Permission from the yard director at St-Luc must be obtain before operating in CP Rail Yard beyond tracks PA-01 to PA-04.

**3 INTERLOCKINGS**

3.1 **Railway crossings at grade**  
**Mile 141.8** ... CN Rail (Deux-Montagnes)  
 Remotely-controlled (BTC 119406) .. RTC Montréal  
 MAXIMUM SPEED ..... 30 MPH

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.
- 4.2 Heaviest car permitted ..... 286,000 lbs.
- 4.3 Locomotives in groups F-G-H prohibited on team and private tracks except those at mile 131.9.
- 4.4 Cars taller than those marked "Plate C" must not enter the MacMillan Bathurst building on track R-440 at St-Laurent.

**5 SPEEDS**

|     |                                  |             |             |
|-----|----------------------------------|-------------|-------------|
| 5.1 | <b>Mile</b>                      | <b>MPH</b>  |             |
|     |                                  | <b>Psgr</b> | <b>Frnt</b> |
|     | <b>127.8 to 140.7 zone</b> ..... | <b>60</b>   | <b>50</b>   |
|     | <b>140.7 to 144.4 zone</b> ..... | <b>30</b>   | <b>30</b>   |

5.2 **CONDITIONAL SPEEDS**

|                                |            |
|--------------------------------|------------|
| <b>Mile</b>                    | <b>MPH</b> |
| 132.8 Sdg Rivière-des-Prairies |            |
| Psgr trains only .....         | 25         |

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 131.54** (Rivière-des-Prairies) - Warning devices.  
**Automatic:** Movements on track U101 must not exceed 10 mph from a distance of 500 feet until crossing fully occupied.
- 6.2 **Mile 134.38** (L.H. Lafontaine Blvd) - Warning devices.  
**Automatic:** Montréal-Nord: Northward movements after stopping at signal 1350 must not exceed 45 mph until crossing is fully occupied. Northward movements proceeding from sdg must not exceed 40 mph until crossing is fully occupied.

**7 SPURS AND OTHER TRACKS**

- 7.1 **MILE 127.8 TO MILE 144.4**  
**Rule 105 (a)** applicable on all spurs and other tracks.
- 7.2 **LONGUE-POINTE**  
**Mile 131.3** (Track U-101) - Extends eastward from mile 0.66 to mile 8.63.

**Special Applications**

**Rule 13** - The engine bell must not be rung at public crossings at grade between mile 4.14 and mile 8.63 except to prevent an accident including the public crossing at grade (Broadway St.) on track V-210.

**Rule 14 (I) (ii) applies:**

- at mile 1.20 Longue-Point spur.
- at mile 1.26 Longue-Point spur.
- and at all public crossings at grade between miles 4.14 and 8.63.

**Rule 103.1 (c) is not applicable** for through movements on the spur.

Movements must not exceed 10 MPH from a distance of 300 feet over a public crossing at grade until it is fully occupied by the movement:

- Which has stopped or is switching in the vicinity of the crossing;
- Which is entering the spur in the vicinity of the crossing.

**Rule 104 (c)** - Switches V-202 to V-210 inclusive at Montreal East may be left lined and locked in either position.

**Equipment Restrictions**

Heaviest car permitted : ..... 286,000 lbs.

Locomotives in groups F-G-H prohibited on team, private and industrial tracks, wye track Montréal East and on connecting track with the N.H.B. located south of Longue-Pointe Yard.

**MAXIMUM SPEEDS**

0.66 to 8.13 ..... 20 MPH

**Public crossings at grade**

**Track V-210 Montréal-Est Yard** (Broadway St.) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Mile 2.75 - Track V-738 "Sulconam"** (Marien Ave. at mile 0.1 on track V-738) - Warning devices

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Mile 4.80** (Lakefield Ave.) - Warning devices.

**Service track**

**Automatic:** Stop signs on both side of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Mille 8.13** (Rue Dickson) - Warning devices.

**Automatic:** Stop signs located west of Dickson street and also east of access merger. Movements must stop at stop sign and ensure warning devices are in operation for at least 20 seconds before proceeding over crossing. The highway traffic signals are interconnected with the warning devices causing a delay of approximately 28 seconds before the warning devices start to operate. Should the warning devices not function after 60 seconds, public crossing at grade must be manually protected by a crew member.

**Track X255 North Longue Pointe Yard**

**Mile 0.60 of track X255** ( Ave. Pierre Charbonneau) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

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

| <b>Location</b>                      | <b>Obstruction</b>                           | <b>Side of Track or Overhead</b> |
|--------------------------------------|--|----------------------------------|
| Ordonnance Depot                     | Restricted clearance                         | Both sides and overhead          |
| Canada Copper                        | Building and wires                           | Both sides and overhead          |
| Petro-Canada                         | Pipe and steel structure                     | Both sides and overhead          |
| Shell Sherbrooke Tracks V704 to V709 | Pipeline, loading racks, and steel structure | Both sides and overhead          |

**HENRI-BOURASSA**

**Mile 1.3 (Longue-Pointe spur)** - Extends southward for a distance of 2.2 miles. Switch points face east.

MAXIMUM SPEED ..... 10 MPH

**Rule 14 (I) (iv) applies:**

-at mile 0.08 henri-Bourassa spur.

**Public crossings at grade**

**Mile 0.08** (Marien Ave.) - Movements over this crossing must not exceed 5 mph until crossing fully occupied.

**Mile 2.16** (Rue du Golf) - Warning devices.

**Automatic:** Stop signs located on both sides of crossing. Crews must ascertain that white light located on southeast corner is flashing before movement is allowed to occupy the crossing. If light is not flashing, movement must be manually protected by a member of the crew.

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

| Location             | Obstruction      | Side of Track or Overhead |
|----------------------|------------------|---------------------------|
| Tracks V940 and V950 | Loading platform | East sides                |

**INDUSTRIAL**

**Mile 2.2 (Henri-Bourassa spur)**- Extends eastward for a distance of 1.1 mile. Switch points face north.

MAXIMUM SPEED ..... 10 MPH

**Public crossings at grade**

**Mile 0.74** (Place Crescent) - Warning devices.

**Automatic:** Stop sign located on both sides of crossing. Train crews must ascertain that white light located on southwest corner is flashing before movement is allowed to occupy the crossing. If light is not flashing after 60 seconds, movement must be manually protected by a member of the crew.

**VILLE D'ANJOU**

**Mile 0.4 (Industrial spur)** - Extends southward for a distance of 0.4 mile. Switch points face west.

MAXIMUM SPEED ..... 10 MPH

**Public crossings at grade**

**Mile 0.19** (Ray Lawson Blvd.) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**ST-LÉONARD**

**Mile 2.0 (Longue-Pointe spur)** - Extends southward for a distance of 1.6 miles. Switch points face east.

MAXIMUM SPEED ..... 10 MPH

**Public crossings at grade**

**Mile 0.04** (Marien Ave.) - Warning devices.

**Automatic:** Stop sign located on south side of crossing. Southward movements must not exceed 5 mph until crossing fully occupied.

**7.3 RIVIÈRES DES PRAIRIES**  
**Mile 132.8**

**Special applications**

**Rule 104 (c)** - Switches at the south and north ends of tracks U-101 and U-102 may be left lined and locked in the reverse position.

**Rule 112 (ii)** - **Hand brakes need not be applied to equipment** on tracks RU-01 to RU-25 inclusive.

**Maximum permissible motorized axles** - The locomotive consist may be increased to 30 working motorized axles. Tonnage may be increased to that which can be handled by 24 motorized axles between St-Romuald and Montreal-East

**7.4 LANGELIER**

**Mile 135.3** - Extends eastward for a distance of 0.7 mile. Switch points face south.

MAXIMUM SPEED . . . . . 10 MPH

**Public crossing at grade**

**Mile 0.41** (Des-Grandes-Prairies Blvd.) - Warning devices.

**Automatic:** Stop sign on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**Couture Blvd** - Movements must be manually protected by a member of the crew.

**7.5 TRACK RT45**

**Mile 136.7** - Extends eastward. Switch points face north. Usable length of track is 1504 feet.

**Public crossing at grade**

**Mile 0.41.** (Meaux St.) - Warning devices.

**Automatic:** Stop signs erected on both sides of crossing. All movements must ensure that strobe light is operating before proceeding over crossing. If strobe light does not operate after 60 seconds, movement over crossing must be manually protected by a member of the crew.

**7.6 CONNECTING TRACKS**

**Mile 141.2 - Gohier** - Extends southward from siding connecting to Deux-Montagnes Sub at mile 5.86.

CTC controlled by RTC. **Rule 49 applicable on this track.**

**Mile 141.9** - Extends northward connecting to Deux-Montagnes Sub at mile 6.14.

CTC controlled by RTC. **Rule 49 applicable on this track.**

**7.7 BOCK & TÉTREAU**

**Mile 142.0** - Off track R-461, extends eastward for a distance of 0.3 mile. Switch points face south.

**Equipment restrictions**

Flat cars of 89 feet must not be operated in curve on spur.

MAXIMUM SPEED. . . . . 5 MPH

**Public crossings at grade**

**Mile 0.16** (Stinson St.) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**7.8 CANADA DRY**

**Mile 144.07** - Extends eastward for a distance of 0.7 mile. Switch points face south.

MAXIMUM SPEED ..... 5 MPH

**Public crossings at grade**

**Mile 0.23** (Montview Rd.) Movements must be manually protected by a member of the crew.

**Mile 0.42** (Devonshire Rd.) Movements must be manually protected by a member of the crew.

**7.9 CÔTE DE LIESSE**

**Mile 144.4** - Extends westward for a distance of 3.3 miles. Switch points face north. Connection with spur is via west lead track.

MAXIMUM SPEED ..... 10 MPH

**Public crossing at grade**

**Mile 1.53** (Montée de Liesse) - Warning devices.

**Non-automatic:** Stop signs and push-buttons on both sides of crossing.

**Mile 2.89** (J.B. Deschamps Blvd) - Movements must be manually protected by a member of the crew.

**Mile 3.08** (32nd Ave.) - Movements must be manually protected by a member of the crew.

**Mile 3.26 (Fairway St.)** - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**7.10 TRIAGE TASCHEREAU**

**Mile 144.4** - Operating, engineering and mechanical employees entering or working in Triage Taschereau are governed by and must have a copy of the current Triage Taschereau Operating Manual accessible while on duty.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

| <b>Mile</b>           | <b>MPH</b> |
|-----------------------|------------|
| 127.8 to 144.4 .....  | 35         |
| *127.8 to 144.4 ..... | 15         |

**\*Movements having travelled more than 20 miles since their last inspection.**

| METHOD OF CONTROL   | NUMBER OF TRACKS     | JOLIETTE<br>SUBDIVISION |   | MILE  | SIDING CAPACITY<br>IN FEET | DOB / TGBO LIMITS | DTMF RTC STANDBY<br>CHANNELS | HOT BOX AND DRAGGING<br>EQUIPMENT DETECTORS |                       |
|---|----------------------|-------------------------|---|-------|----------------------------|-------------------|------------------------------|---|-----------------------|
| CTC   | N<br>↓<br><br>↑<br>S | POINTES-AUX-TREMBLES    | Y | 127.8 | 5100                       | 127.8             | C 17<br>T1                   |   |                       |
| +   |                      | LE GARDEUR              |   |       | 122.3                      |                   |                              |   | ↑<br>TGBO<br>DOB<br>↓ |
|   |                      | L'ASSOMPTION            |   |       | 117.4                      | 3700              |                              |   |                       |
|   |                      | SALOMÉ                  |   |       | 109.6                      | 6350              |                              |   |                       |
|   |                      | CRABTREE                |   |       | 107.0                      | 1050              |                              |   |                       |
| +   |                      | JOLIETTE                | Y |       | 101.9                      | *6210             |                              |   | ↑<br>TGBO<br>↓        |
|   |                      | ST-CUTHBERT             |   |       | 88.2                       |                   |                              |   |                       |
|   |                      | ST-JUSTIN               |   |       | 78.1                       | 6100              |                              |   |                       |
| OCS   |                      |                         |   |       | 62.2                       | 6240              |                              |   |                       |
| 105   |                      |                         |   |       | 49.5                       |                   |                              |   |                       |
| OCS   |                      |                         |   |       |                            |                   |                              |   |                       |
| 105   |                      |                         |   |       |                            |                   |                              |   |                       |
|   |                      | TRIAGE GARNEAU          | Y | 40.1  |                            | 40.1              |                              |   |                       |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 40.1 and mile 41.8<br>OCS between mile 41.8 and mile 47.0<br>Rule 105 between mile 47.0 and mile 50.4<br>OCS between mile 50.4 and mile 126.6<br>CTC between mile 126.6 and mile 127.8 |                      |                         |   |       |                            |                   |                              |   |                       |

**JOLIETTE SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 14 (I) (iv) applies:**
- at mile 101.29 (Gauthier St.)
  - at mile 101.62 (St-Charles Borromée St.)
  - at mile 102.59 (Beaudry St.)
  - at mile 104.22 (Forest St.)
  - at mile 121.34 (De la Paix St.)
  - at mile 121.80 (J. A. Paré Boul. (CTCF R-40680))
  - at mile 122.21 (St-Paul St.)
  - at mile 122.71 (Montée des Arseneaux)
  - at mile 124.19 (St-Jacques St.)
  - at mile 124.54 (Sacré Coeur St.)
  - at mile 126.92 (81st Ave.)
  - at mile 127.21 (Cycling/pedestrian crossing)
  - at mile 127.56 (Cycling/pedestrian crossing)
- 1.2 **Rule 40.1 between mile 47.0 and mile 50.4**  
 Before starting any work on the subdivision track, the RTC must be advised.
- 1.3 **Rule 103 (c) applies** at mile 42.63 - Private crossing at grade.
- 1.4 **Rule 104 (c)** - Switch of crossover X-01 (mile 40.21), switch of crossover X-02 (mile 40.34) and south switch of track S-251 (mile 41.37) may be left lined and locked in reverse position.
- 1.5 **Rule 104.5 - (c) applies:**
- Siding Charette:** An exception derail is installed at the north end of the siding. Cars must not be left unattended within 180 feet from the south end of the siding.
- Siding St-Justin:** An exception derail is installed at the south end of the siding.

- 1.6 **Rule 112 (ii)**  
**Triple the hand brakes requirement** in sdg at St-Justin.

**2 GENERAL FOOTNOTES**

**GENERAL OPERATING INSTRUCTIONS**

**Equipment inspection**

- 2.1 **Mile 50.3** - Washout detector (WOD).  
When a WOD activation occurs, it is immediately displayed on the RTC panel as an alarm. Simultaneously, an automatic radio talker emergency message to be generated on channel 1 and 17. When an emergency message has been received, movements must stop and contact the RTC for instructions. This is an indication that something has caused the ground conditions to change and must be treated as a possible grade slump or washout.

The emergency message generated by talker will be as follows:

**“EMERGENCY, EMERGENCY, EMERGENCY; UNSAFE TRACK CONDITION DETECTED AT MILE 50.3 JOLIETTE SUB.**

The emergency message will be repeated 5 times on channel 1, 3 times on channel 17 and 5 times on designated telephone lines in the RTC centre.

- 2.2 **Between miles 40.1 and 42.4** - Account possibility of vandalism, be on the lookout for switches improperly lined and for debris which might be fouling the main track.
- 2.3 **Mile 47.7** - Connection with Québec-Gatineau Rlwy is via crossover. Switch points face north.
- 2.4 **Between miles 50.6 and 50.9** - Lookout for rock, ice and snow slides.
- 2.5 **Miles 100.5 and 100.9** - Connection with Québec-Gatineau Rlwy is via tracks U-298 and U-299.
- 2.6 **Joliette** - \*Siding is first track west of main track.
- 2.7 **Sidings St-Justin and Salomé**- No unattended equipment is to be left standing between the operating signs indicating "Cars prohibited beyond this point" installed on each side of the private crossings at grade on sidings St-Justin and Salomé.

**3 INTERLOCKINGS**

- 3.1 **Railway crossing at grade.**  
**Mile 101.0** ... Québec-Gatineau Rlwy... (Trois-Rivières Sub.)  
Automatic ..... (BTC 110375)  
Box marked "Switches" located in the north-east quadrant

MAXIMUM SPEED

|      |       |        |
|------|-------|--------|
| Psg: | ..... | 35 MPH |
| Fr:  | ..... | 20 MPH |

Advance signal, northward direction, always displaying "Clear to Stop".

- 3.2 **Railway crossing at grade.**  
**Mile 114.7** .... Québec-Gatineau Rlwy... (Trois-Rivières Sub.)  
Automatic ..... (BTC 68198)

Timing circuit - 6 minutes  
 Box marked "Switches" located in the south-east quadrant.

MAXIMUM SPEED:  
 Psgr: (B.T.C. 119487) ..... 50 MPH  
 Frt: ..... 35 MPH

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.
- 4.2 Heaviest car permitted ..... 286,000 lbs.
- 4.3 Following units are allowed on wye track at Joliette and on track U233 at mile 116.5:  
 Single units: groups A-B-D-E (except those in series 4100-4116, and 4700-4810).  
 Multiple units: groups B-D2.
- 4.4 **Crabtree** - Locomotives in series F-G-H are prohibited on track U255 to U258.

**5 SPEEDS MPH**

5.1

| MILE  | MPH       |           |
|---|-----------|-----------|
|   | PSG       | Mdse      |
| <b>40.1 to 44.8 zone</b>  | <b>30</b> | <b>20</b> |
| 40.1 to 41.8 Rule 105   | 30        | 20        |
| <b>44.8 to 49.4 zone</b>  | <b>50</b> | <b>35</b> |
| <b>49.4 to 51.3 zone</b>  | <b>25</b> | <b>25</b> |
| <b>51.3 to 104.0 zone</b>   | <b>60</b> | <b>50</b> |
| 52.1 bridge   | 30        | 30        |
| *52.47 private crossing at grade<br>between whistle post and<br>until crossing fully occupied | 20        | 20        |
| 57.6 to 58.1 curve and bridge   | 50        | 40        |
| 62.2 to 64.8  | 45        | 35        |
| 70.4 to 70.7  | 45        | 35        |
| 72.5 to 74.1  | 45        | 35        |
| *75.83 northward trains<br>approaching and until public<br>crossing at grade fully            | 50        |           |
| 87.3 to 87.5  | 45        | 35        |
| *101.0 to 101.62 until public crossing<br>at grade mile 101.28 fully                          | 15        | 15        |
| 101.0 to 103.0  | 35        | 20        |
| <b>104.0 to 125.2 zone</b>  | <b>75</b> | <b>50</b> |
| *113.9 to 114.35 southward trains<br>until public crossing at grade                           | 50        |           |
| *114.7 to 114.35 northward trains<br>until public crossing at grade                           | 50        |           |
| *114.7 railway crossing at grade  | 50        | 35        |
| 117.1 to 117.8  | 60        |           |
| <b>125.2 to 127.8 zone</b>  | <b>60</b> | <b>50</b> |
| 125.2 to 125.8  | 30        | 30        |
| 127.5 to 127.8  | 20        | 20        |

\*Not marked by restricting speed signs

**5.2 CONDITIONAL SPEEDS**

| <b>Mile</b>  | <b>MPH</b> |
|--|------------|
| 49.5 Track S-141 Shawinigan .....  | 35         |
| *65.1 Heavy Axle Load Trains on bridge ..  | 10         |
| 101.6 to 101.9 Northward movements not<br>stopping at station until crossing<br>at mile 101.6 fully occupied ..... | 20         |
| *106.5 Heavy Axle Load Trains on bridge ..   | 35         |
| 106.5 to 107.2 over facing point switches<br>until lead engine has occupied the<br>switches .....                  | 25         |
| *114.5 Heavy Axle Load Trains on bridge ..   | 30         |
| 117.4 Siding L'Assomption .....  | 10         |
| *125.2 Heavy Axle Load Trains on bridge ..   | 10         |
| *125.8 Heavy Axle Load Trains on bridge ..   | 10         |

**\*Applicable until the last Heavy Axle Load on the train clears the bridge.**

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 102.59** (Rue Beaudry) - Warning devices.  
**Automatic: Track U-271** - Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.
- 6.2 **Mile 118.07** - When equipment is on main track north of public crossing at grade mile 118.07, northward movements must stop at crossing at grade and be manually protected by a member of the crew unless warning devices have been operating correctly for at least 20 seconds.
- 6.3 **Mile 127.21** (Pedestrian crossing) - Warning devices.  
**Automatic: Track U185-** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 40.1 TO MILE 127.8**  
**Rule 105 (a)** applicable on all spurs and other tracks.

7.2 **GARNEAU YARD**  
**Mile 40.1**

**Special Applications**  
**Rule 112 (ii)**  
**Hand Brakes need not be applied** on any of the tracks, except **2 hand brakes must be applied** on cars left on tracks S-264, S-265, S-266 and S-267.

**Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on any other tracks than main track.

| <b>MAXIMUM SPEED</b> |       |
|----------------------|-------|
| Track S-223 .....    | 5 MPH |
| Wye track .....      | 5 MPH |

**General footnotes**

The standby channel for the traffic yard coordinator at Triage Garneau is channel 5.

Instructions for the scale located on track S-239. Do not exceed 5 mph while moving over the scale. No car must be left standing on the scale. Weighing of cars must be made while pulling (never pushing) a maximum of 25 cars.

**Point Protection Zone (PPZ)**

**District special instructions S-3 applies within this zone.**

Limits for the PPZ within Triage Garneau extend from the PPZ signal located on a post adjacent to south switch of track S-264 giving access to lead track S-251 up to the south switch of track S-251 over a distance of 6150 feet. PPZ signal governs southward movements.

Movements entering the PPZ via following switches: S-237, X-02, S-239, S-240 (Engineering track), S-224 and S-251 must obtain permission from the Yardmaster.

**7.3 GRAND-MÈRE  
Mile 44.2**

**Equipment restrictions**

6 axle locomotives must not operate on tracks of Abitibi-Consolidated Paper Company.

All movements or other CN personnel entering or working at Abitibi Consolidated Inc. Division Laurentide in Grand-Mère must have a copy accessible while on duty and must follow the procedures outlined in the document "Manoeuvre chez ACI révision du 19 octobre 2001".

This document is available at Garneau yard.

**7.4 SHAWINIGAN YARD  
Mile 49.5**

**Rule 104 (c)** - Only the south and north end switches of track S-141 which are attached to the subdivision track may be left lined and locked in reverse position except for the trains of 500 series, work trains and yard assignments they must leave the switches in the normal position.

**Track S-141 (former sdg)** - The RTC must be advised before leaving unattended equipment or machinery.

MAXIMUM SPEED ..... 10 MPH

**7.5 CHARENTE - MILE 62.2**

MAXIMUM SPEED  
Track S065 ..... 5 MPH

**7.6 MILE 71.4 - PRÉMONT**

MAXIMUM SPEED  
Track S040 ..... 5 MPH

**7.7 JOLIETTE YARD  
Mile 101.9**

**Rule 112 (v)** - not applicable.

**Designated Tie-up Tracks Unattended Locomotives:**

Joliette ..... Track U-278

MAXIMUM SPEED  
Track U288, U291, U292 ..... 5 MPH

**7.8 CRABTREE  
MILE 107.0**

MAXIMUM SPEED  
Track U255 ..... 5 MPH

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

| <b>Mile</b>           | <b>Unless inspected at mile</b> |                  | <b>MPH</b> |
|-----------------------|---------------------------------|------------------|------------|
|                       | <b>southward</b>                | <b>northward</b> |            |
|                       | <b>movements</b>                | <b>movements</b> |            |
| 42.0 to 51.1 .....    |                                 | 60.0             | 35         |
| 100.0 to 104.0 ...    | 90.6                            | 118.1            | 35         |
| 122.0 to 127.8 .....  |                                 |                  | 35         |
| *122.0 to 127.8 ..... |                                 |                  | 15         |

**\*Movements having travelled more than 20 miles since their last inspection.**

8.2 Southward movements must be inspected at mile 118.1.

| METHOD OF CONTROL                         | NUMBER OF TRACKS                  | LAC ST-JEAN SUBDIVISION  |        | MILE  | SIDING CAPACITY IN FEET | TGBO LIMITS | DTMF RTC STANDBY CHANNELS | HOT BOX AND DRAGGING EQUIPMENT DETECTORS |
|---|-----------------------------------|--------------------------|--------|-------|-------------------------|-------------|---------------------------|--|
|   |                                   | N<br>↓                   | S<br>↑ |       |                         |             |                           |  |
| 105<br>+<br>ROV<br>1<br>ROV<br>105<br>ROV |                                   | TRIAGE GARNEAU           | Y      | 0.0   |                         | 0.0         |                           |  |
|   |                                   | ST-TITE                  |        | 7.3   |                         |             |                           | 7.7                                      |
|   |                                   | (Jct with La Tuque sub.) |        |       |                         |             |                           |  |
|   |                                   | HERVEY                   | Y      | 18.7  | *8400                   |             | C 36<br>T2                | 40.1                                     |
|   |                                   | RIVIÈRE-A-PIERRE         |        | 39.9  | *3870                   |             |                           |  |
|   |                                   | TALBOT                   |        | 47.5  | 3730                    |             |                           |  |
|   |                                   | LAURENT                  |        | 53.4  |                         |             | (54.0)                    |  |
|   |                                   | LINTON                   |        | 61.9  |                         |             |                           |  |
|   |                                   | HEGADORN                 |        | 77.0  | 4390                    |             |                           |  |
|   |                                   | PEARL LAKE               |        | 84.2  |                         |             | C 36<br>T1                | 95.1                                     |
|   |                                   | LAC ÉDOUARD              |        | 95.3  | 5077                    |             |                           |  |
|   |                                   | BROOKS                   |        | 110.8 | 6380                    |             | (128.0)                   |  |
|   |                                   | LAC-LONG                 |        | 125.1 | 3770                    |             |                           |  |
|   |                                   | ST ANDRÉ                 |        | 141.3 | *3780                   |             | C 36<br>T2<br>(154.0)     | 146.5                                    |
|   |                                   | BLACKBURN                |        | 155.2 |                         |             |                           |  |
|   |                                   | CHAMBORD                 | Y      | 159.5 | *3990                   |             |                           |  |
|   |                                   | (Jct Roberval sub.)      |        |       |                         |             |                           |  |
|   | HEBERTVILLE                       |                          | 181.4  |       |                         |             |                           |  |
|   | SAGUENAY-POWER                    | Y                        | 183.2  |       |                         | C 4<br>T2   |                           |  |
|   | (Jct with Roberval Saguenay Rlwy) |                          |        |       |                         |             |                           |  |
|   | MOQUIN                            |                          | 191.5  | 3770  |                         |             | 191.0                     |  |
|   | JONQUIÈRE                         |                          | 201.2  |       |                         |             |                           |  |
|   | ARVIDA                            |                          | 203.5  |       |                         | 203.5       |                           |  |

**Subdivision Control Features**

Rule 105 between mile 0.0 and mile 2.7  
 ROV between mile 2.7 and mile 158.0  
 Rule 105 between mile 158.0 and mile 160.0  
 ROV between mile 160.0 and mile 203.5

**LAC ST-JEAN SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 14 (I) (ii)** applies at pedestrian crossing mile 201.45.
- 1.2 **Rule 40.1 between mile 158.0 and mile 160.0**  
 Before starting any work on the subdivision track, the RTC must be advised.
- 1.3 **Rule 101 (d) Chambord** - During switching operation on tracks FJ04, FJ05 and FJ06, at least one (1) handbrake must be applied when leaving five (5) cars or less on these tracks. When switching is completed, all cars left on these tracks must be secured as per **rule 112 (ii)**.
- 1.4 **Rule 104 (c)** - Jct switch with Roberval Sub at Chambord may be left lined and locked in either position.
- 1.5 **Rule 104.5 (a)** - \* Sidings St-André, derails are installed at both ends.
- 1.6 **Rule 104.5 (c) applies:**  
**Siding Moquin:** An exception derail has been installed at north end of the siding.
- 1.7 **Rule 112 (ii)**  
**Add one hand brake** at the following locations:  
 Sdgs Hervey, Talbot, track JM35 Linton and track S-350 at mile 28.1.

## 2 GENERAL FOOTNOTES

### GENERAL OPERATING INSTRUCTIONS

#### 2.1 GOI Section 5 item 5.1 paragraph (d)

Two water level detectors are in service at mile 65.9 and mile 67.52. These detectors can issue one of the following three messages (Messages are in French only).

##### **First message:**

When the water level is normal or below the critical level, the following message is issued on channel 1 upon a train's approach.

**" Bip, détecteur niveau d'eau, CN subdivision Lac-St-Jean, mille 65.9 (or 67.52). Aucun problème. "**

Message can heard before passing over the detector by dialing the **appropriate DTMF code** on channel 1 while approaching the detector.

If the message is not received, the RTC must be notified as soon as possible.

##### **Second message:**

When water reaches the culvert's maximum capacity, the following message will be transmitted on channel 1 to alert trains in the area and will be repeated 3 times, at 3-minute intervals until an acknowledgment is transmitted.

**" Bip, Bip, détecteur niveau d'eau, CN subdivision Lac-St-Jean, mille 65.9 (or 67.52). Le niveau d'eau est critique. Je répète, le niveau d'eau est critique. "**

**Once the message is received, the train must reduce speed to 10 mph at the specified mileage point.**

The repeated message can be acknowledged by the train crew or the Control Centre technician. The train crew must notify the RTC of the situation and begin to reduce speed prior to acknowledging the message. The Control Centre technician cannot acknowledge the message without the RTC's authorization.

To acknowledge the message, dial **the appropriate DTMF code** on the channel 1. This function is only effective after the message has been repeated 3 times. Once the message is acknowledged, it will be retransmitted when the train passes over the detector to remind the crew of the condition that exists.

The message can also be heard before passing the detector by dialing the **appropriate DTMF code** on channel 1.

##### **Third message:**

When the water level reaches a point that presents a hazard for trains, the following message will be transmitted on channel 1 to alert all trains in the area and then on the RTC's standby channel (Channel 36). It will be repeated 3 times, at 3-minute intervals, until an acknowledgment is transmitted.

**" Bip, Bip, détecteur niveau d'eau, CN subdivision Lac St-Jean, mille 65.9 (or 67.52). Arrêter tous les mouvements. Je répète, arrêter tous les mouvements. "**

**Once this message is received, the train must stop before reaching the specified mileage point. The train crew must contact the RTC and wait for instructions.**

The repeated message can be acknowledged by the train crew or the Control Centre technician. The train crew must notify the RTC of the situation and begin to reduce speed for a complete stop prior to acknowledging the message. The Control Centre technician must not acknowledge the message without the RTC's authorization.

To acknowledge the message, dial **the appropriate DTMF code** on channel 1. This function is effective only after the message has been repeated 3 times. Once the message is terminated, it will be retransmitted when the train passes over the detector to remind the crew of the conditions that exists.

The DTMF codes to be used are as follows:

\*65# for the detecteur at mile 65.9 and

\*67# for the detector at mile 67.52

- 2.2 **Mille 7.7** - Détecteur de défauts de roues (DDR).
- 2.3 **Designated Tie-up Tracks Unattended Locomotives:**  
**Chambord** . . . . . Tracks FJ-30, FJ-31 and FJ-35
- 2.4 **Hervey** - \*First track east of main track, south of station, is siding.
- 2.5 **Rivière-à-Pierre** - \*Second track in front of station is siding.
- 2.6 **Chambord** - \*First track east of main track is siding and extends between north switch and south crossover.

### **3 INTERLOCKING**

- 3.1 **Between mile 17.7 and mile 18.6** ... (CN La Tuque Sub)  
Remotely controlled . . . . . RTC Montréal

#### **Rule 104.1 - Spring switch**

**Hervey** - South end of siding. Spring switch at the south end of siding Hervey must not be used to clear main track by a northward movement unless authorized by the RTC (who must secure permission from the track supervisor).

#### **Connecting track**

**Mile 18.1** - Extends northward for a distance of 2830 feet, connecting with the La Tuque Sub. at mile 71.4.

Remotely controlled . . . . . RTC Montréal

### **4 EQUIPMENT RESTRICTIONS**

- 4.1 Acid unit trains are restricted to a maximum speed of 30 mph.
- 4.2 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.
- 4.3 Heaviest car permitted . . . . . 286,000 lbs.
- 4.4 **Mile 170.2** - Engines are not permitted to operate on LAR Machinerie Inc. track beyond the engine stop sign, located 850 feet south of switch.
- 4.5 Locomotives with 6 axles are not permitted on tracks EJ-31, EJ-32 and EJ-33 mile 181.37 (Hebertville), tracks FJ31 to FJ34 (Chambord), and DJ31 and DJ32 (Jonquière).
- 4.6 **Jonquière** - When cars are left on track DJ-16 clearance is restricted with the adjacent tracks.

**5 SPEEDS**

## 5.1

| Mile   | MPH       |           |
|--|-----------|-----------|
|  | Psgr      | Frnt      |
| <b>0.0 to 18.1 zone</b>  | <b>45</b> | <b>40</b> |
| 0.0 to 2.7 Règle 105   | 35        | 25        |
| 12.0 to 13.0   | 40        | 30        |
| <b>18.1 to 95.3 zone</b>   | <b>40</b> | <b>30</b> |
| 18.1 to 18.8   | 15        | 15        |
| 18.8 (C.T.C. 105163)   | 10        | 10        |
| *18.8 to 39.9 curves   | 25        | 25        |
| *19.5 until public crossing at grade occupied  | 25        | 25        |
| *28.12 public crossing at grade ( <b>Chemin du lac George</b> ) - Between whistle post and until crossing occupied | 25        | 25        |
| *29.33 public crossing at grade ( <b>Chemin Dumoulin</b> ) - Between whistle post and until crossing occupied      | 25        | 25        |
| *31.02 public crossing at grade ( <b>Chemin Montauban</b> ) - Between whistle post and until crossing occupied     | 25        | 25        |
| *32.05 public crossing at grade ( <b>Chemin Montauban</b> ) - Between whistle post and until crossing occupied     | 25        | 25        |
| *39.15 public crossing at grade ( <b>Chemin du St-Raymond</b> ) - Between whistle post and until crossing occupied | 25        | 25        |
| *44.0 to 44.5 curves   | 35        | 25        |
| *48.5 to 51.2 curves   | 30        | 20        |
| 52.0 to 53.0   | 25        | 25        |
| *62.0 to 63.0 curves   | 35        | 25        |
| 79.9 to 92.0   | 35        | 25        |
| 92.0 to 94.1   | 30        | 20        |
| 94.1 to 95.0   | 35        | 25        |
| 95.0 to 96.5   | 25        | 25        |
| <b>95.3 to 165.6 zone</b>  | <b>40</b> | <b>40</b> |
| *96.5 to 96.8 curves   | 10        | 10        |
| *96.8 to 97.2 curves   | 25        | 25        |
| 97.2 to 105.0  | 25        | 25        |
| 105.0 to 107.0   | 30        | 20        |
| 107.0 to 109.8   |           | 35        |
| 109.8 to 114.2   | 35        | 25        |
| 114.2 to 116.7   |           | 30        |
| *116.7 to 120.4 curves   | 35        | 25        |
| *122.5 to 122.8 curves   |           | 30        |
| *124.0 to 130.1 curves   | 35        | 25        |
| *129.60 to 130.0 curves  | 30        | 20        |
| 132.4 to 134.2   |           | 35        |
| *134.2 to 134.9 curves   | 25        | 25        |
| *137.6 to 139.9 curves   |           | 30        |
| *139.9 to 156.5 curves   | 35        | 25        |
| *156.5 to 162.2 curves   | 30        | 20        |
| *159.5 PN (Chemin St-André)  | 25        | 20        |
| *162.2 to 165.6 curves   | 35        | 30        |
| <b>165.6 to 199.7 zone</b>   | <b>50</b> | <b>40</b> |
| <b>199.7 to 200.5 zone</b>   | <b>30</b> | <b>30</b> |
| <b>200.5 to 203.5 zone</b>   | <b>25</b> | <b>25</b> |
| *200.4 to 201.0  | 10        | 10        |
| <b>*Not marked with restricting speed signs.</b>   |           |           |

**5.2 CONDITIONAL SPEEDS**

| <b>Mile</b> |   | <b>MPH</b> |
|-------------|---|------------|
| 39.9        | Through siding Rivière-À-Pierre . . . . . | 5          |
| *40.22      | Heavy Axle Load Trains on bridge . .      | 15         |
| *69.94      | Heavy Axle Load Trains on bridge . .      | 15         |
| *117.27     | Heavy Axle Load Trains on bridge . .      | 25         |
| *125.99     | Heavy Axle Load Trains on bridge . .      | 25         |

**\*Applicable until the last Heavy Axle Load on the train clears the bridge.**

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 18.78** (St-Casimir Road) - Warning devices.  
**Automatic:** Northward movements must use "start" push-button located on station platform or at crossing after a stop at station. The push-button located at signal bungalow must be used for switching purposes (BTC 105163).
- 6.2 **Mile 46.94** (Talbot) - Southward movements that changes crew or is store for a crew change must do pass the crossing circuit for public crossing at mile 46.94 until the outbound crew is available for duty.
- 6.3 **Mile 95.29** - Southward movements leaving siding Lac-Édouard must not obstruct crossing until protection devices are known to be operating for at least 20 seconds unless manually protected by a member of the crew.
- 6.4 **Mile 200.75** (St-Dominique St.) - Warning devices.  
**Automatic:** Southward movements, stopped at station, must operate "start" push-button located on station platform.

**7 SPURS AND OTHER TRACKS**

- 7.1 **MILE 0.0 TO MILE 203.5**  
**Rule 105 (a)** - Applicable on all spurs and other tracks.
- 7.2 **Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on sidings, spurs and other tracks.

**7.3 TRIAGE GARNEAU**

**Mile 0.0**

**Special Applications**  
**Rule 104 (c)** - Switch of track S239 at mile 1.30 triage Garneau may be left lined and locked in either position.

**Rule 112 (ii)**  
**Hand Brakes need not be applied** on any of the tracks, except **2 hand brakes must be applied** on cars left on tracks S264, S265, S266 and S267 unless relieved from the yardmaster.

**Rule 105 c)**  
**MAXIMUM SPEED**  
Wye track . . . . . 5 mph  
Track S-223 . . . . . 5 mph

**General footnotes**  
Instructions for the scale located on track S239. Do not exceed 5 mph while moving over the scale. No car must be left standing on the scale. Weighing of cars must be made while pulling (never pushing) a maximum of 25 cars.

**Point Protection Zone (PPZ) District special instructions S-3 applies within this zone.**

Limits for the PPZ within Triage Garneau extend from the PPZ signal located on a post adjacent to south switch of track S264 giving access to lead track S251 up to the south switch of track S251 over a distance of 6150 feet. PPZ signal governs southward movements.

Movements entering the PPZ via following switches: S-237, X-02, S-239, S240 (Engineering track), S-224 and S-251 must obtain permission from the Yardmaster.

South switch of track S251 is locked with a special lock, the key for that lock is in possession of the yardmaster.

The yardmaster standby chanel is chanel 5.

7.4 **ST-TITE**  
Mile 7.3  
Track S272 ..... 5 mph

7.5 **RIVIÈRE-A-PIERRE**  
**Mile 39.9**  
Tracks X090 to X097 ..... 5 MPH

7.6 **LAURENT**  
**Mile 53.4**  
Track JM37 ..... 5 mph

7.7 **CHAMBORD**  
**Mile 158.0 to 160.0** - Train 546 may use chanel CN 3 (AAR5555) when switching in Chambord yard.

**Rule 112 - Notes (2)**  
Handbrakes may be applied on the cars at the south end of tracks FJ-04, FJ-05 and FJ-06 and at the east end of tracks FJ-07, FJ-08 and FJ-09.

7.8 **Mile 169.1**  
Track EJ41  
Can be used withing 200 Feet ..... .5 mph

7.9 **Mile 188.57**  
**Public crossings at grade**  
**Track EJ-15** - When the switch is in reverse position, all movements (in south direction) must stop at crossing 188.57 and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

7.11 **JONQUIERE**  
**Mile 201.2**  
MAXIMUM SPEED  
Track DJ06, DJ09, DJ13, DJ15 ..... 5 mph

7.12 **PRICE COMPANY**  
**Mile 201.4** - Extends westward for a distance of 1.5 mile, switch points face north.

**Public crossings at grade**  
Movements over St-Pierre St. and Harvey Blvd crossings must be manually protected by a member of the crew.

7.13 **ALCAN SPUR**  
**Mile 203.5** - Extends northward for a distance of 2.1 miles, from mile 203.5 to mile 205.6. Connection with Roberval-Saguenay Rlwy is via this track.

**Rule 104 (c)**- Switch on track BJ01 located at mile 205.0 may be left lined and locked in either position.

Gates are installed at mile 204.42 and at mile 204.55. All movements must approach these gates prepared

to stop. At mile 204.42, stop signs have been erected on each side of automatic gate. Movements must stop and then proceed after assurance that automatic gates are fonctionning properly. These gates are connected with the track circuit and should open at the approach of a train. If gates do not open, a member of the crew must manually open the gates.

7.12 **ARVIDA**

MAXIMUM SPEED

Track BJ01.....5 mph

**Public crossing at grade**

**Mile 204.99** (Simmons St.) - Warning devices.

**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**8 SPECIAL DANGEROUS COMMODITIES**

8.1 **SPEEDS**

| <b>Mile</b>          | <b>MPH</b> |
|----------------------|------------|
| 198.0 to 199.7 ..... | 35         |

8.2 Northward movements must be inspected at mile 191.0.



| METHOD OF CONTROL  | NUMBER OF TRACKS | LA TUQUE<br>SUBDIVISION                      | MILE  | SIDING CAPACITY IN<br>FEET | TGBO LIMITS | DTMF RTC STANDBY<br>CHANNELS | HOT BOX AND<br>DRAGGING EQUIPMENT<br>DETECTORS |       |
|--|------------------|--|-------|----------------------------|-------------|------------------------------|--|-------|
|  |                  | <b>W</b><br>↓<br><br><b>E</b><br>↑           |       |                            |             |                              |  |       |
| 105  |                  | (Jct with Bridge sub.)<br><b>CAP-ROUGE</b> Y | 0.0   |                            | 0.0         |                              |  |       |
| OCS  |                  |  |       |                            | ↑<br>↓      |                              | 9.7  |       |
| 105  |                  |  |       |                            |             |                              |  |       |
| +  | OCS              | <b>PORTNEUF</b>                              | 30.0  |                            |             |                              | C 8<br>T1                                      | 42.3  |
|  |                  | <b>ST-MARC</b>                               | 39.5  | *2920                      |             |                              |  |       |
|  |                  | <b>ST-CASIMIR</b>                            | 43.9  | 2860                       |             |                              |  |       |
| 105  |                  | (Jct with Lac St-Jean sub.)                  |       |                            |             |                              |  |       |
| +  |                  | <b>HERVEY</b> Y                              | 71.6  |                            |             |                              |  |       |
| OCS  |                  | <b>LAC-CHAT</b>                              | 98.2  | 6286                       |             |                              |  | 111.0 |
|  |                  | <b>LA TUQUE</b>                              | 122.2 |                            |             |                              |  |       |
| 105  |                  | <b>FITZPATRICK</b> Y                         | 125.4 |                            | 125.4       |                              |  |       |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 0.0 and mile 1.0<br>OCS between mile 1.0 and mile 21.0<br>Rule 105 between mile 21.0 and mile 24.0<br>OCS between mile 24.0 and mile 70.0<br>Rule 105 between mile 70.0 and mile 73.3<br>OCS between mile 73.3 and mile 121.0<br>Rule 105 between mile 121.0 and mile 125.4 |                  |  |       |                            |             |                              |  |       |

**LA TUQUE SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 14 (I) (ii) is applicable** at private crossings at grade:  
 - at mile 11.99  
 - at mile 16.23  
 - at mile 85.4  
 - at mile 86.9.

- 1.2 **Rule 14 (I) (iv) applies:**  
 -at mile 1.6 (Promenade des Soeurs)

- 1.3 **Rule 40.1 between mile 21.0 and mile 24.0 and between mile 70.0 and mile 73.3.**  
 Before starting any work on the subdivision track, the RTC must be advised.

- 1.4 **Rule 104 (c) - Switch on track MO-24 at mile 0.27 at Cap Rouge, switch on track KT-32 at mile 123.34 La Tuque, crossover switch at mile 124.78, and switch at mile 124.45 at Fitzpatrick may be left lined and locked in either position after having been used.**

- 1.5 **Rule 112 (ii)**  
**Hand brakes need not be applied:** Tracks J-001 to J-007 inclusive at Fitzpatrick.

**Add one hand brake** in siding St-Marc.

**Triple the hand brake requirements** at La Tuque (track KT-32).

**2 GENERAL FOOTNOTES**

- 2.1 **Designated Tie-up Tracks Unattended Locomotives:**  
 Fitzpatrick ..... Track J-11

- 2.2 **Cap Rouge - Engineering employees** working on Bridge at Cap Rouge, from either side, must inform the CN police Communication Centre in Montréal by

dialing 1-800-465-9239. The employee must also call back when the work is completed. When the employee is not equipped with a cellular radio, the RTC may be used as an intermediate.

- 2.3 **Look out for rock slides** between:
  - mile 22.0 and mile 26.0
  - mile 73.7 and mile 74.0
  - mile 95.0 and mile 97.0.

2.4 **St-Marc** - \*Track south of main track is siding.

2.5 **Fitzpatrick** - West swt to track J0-07 is in normal position when set for track J0-07.

**3 INTERLOCKINGS**

- 3.1 **Railway crossing at grade.**  
**Mile 36.9 ... CF Gatineau Quebec ...** (Trois-Rivieres Sub.)  
 Automatic ..... (BRC 52451)  
 Timing circuit ..... 8 minutes  
 Box marked "Switches" located in the south-east quadrant.  
 MAXIMUM SPEED: ..... 35 mph.

- 3.2 **Between mile 71.3 and mile 71.4 .. CN ...** (Lac St-Jean Sub.)  
 Remotely controlled ..... RTC Montreal

**Connecting track**  
**Mile 71.4** - Extends southward for a distance of 2830 feet, connecting to Lac St-Jean Sub. at mile 18.1. Switch points face east.  
 Remotely controlled ..... RTC Montreal

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Acid unit trains are restricted to a maximum of 30 MPH.
- 4.2 Unless further restricted, snow plows may operate to a maximum of 25 miles per hour while plowing through a siding.
- 4.3 Heaviest car permitted : 286,000 lbs.
- 4.4 Movements of 6 axles locomotives are authorized on wye at Fitzpatrick. Movements must be made with extreme caution at a speed not exceeding 5 mph. The wye cannot handle more than two locomotives.

**5 SPEEDS**

5.1 **Mile**

| Mile   | MPH       |    |
|--|-----------|----|
|  | Psg       | Fr |
| <b>0.0 to 71.6 zone</b>  | <b>40</b> |    |
| 0.0 to 1.0 rule 105  | 10        |    |
| 21.9 to 24.1   | 25        |    |
| *24.83 <b>Westward</b> movements until crossing fully occupied | 10        |    |
| 29.7   | 30        |    |
| *36.9 traversée de voie  | 35        |    |
| 39.3 to 39.5   | 25        |    |

|  |           |           |
|--|-----------|-----------|
| <b>71.6 to 98.0 zone</b>   | <b>45</b> | <b>35</b> |
| 71.5 to 71.7   | 15        | 15        |
| *71.7 approaching and within 500 ft from the crossing (BTC 105163)   | 10        | 10        |
| 80.0 to 80.5   | 35        | 25        |
| 95.3 to 96.8   | 20        | 20        |
| 96.3 to 96.4<br>Frt trains may resume normal speed when leading unit has exited the limits   | 10        | 10        |
| <b>98.0 to 125.4 zone</b>  | <b>50</b> | <b>40</b> |
| 107.9 to 109.2   | 45        | 35        |
| 113.7 to 118.7   | 45        | 35        |
| 121.0 to 125.4 rule 105  | 50        | 40        |
| *122.1 <b>Westward</b> movements, when approaching and within 500 feet of St-Francois St. crossing, and until the movement has reached <b>St-Joseph St.</b> crossing, mile 122.3 (RTC R-236) | 20        | 20        |
| *122.3 <b>Eastward</b> movements, when approaching and within 700 feet of St-Joseph St. crossing, and until the movement has reached <b>St-Zépherin St.</b> crossing, mile 121.6 (RTC R-236) | 20        | 20        |
| *122.85 When approaching crossing until crossing occupied  | 20        | 20        |
| <b>*Not marked by restricted speed signs.</b>  |           |           |

**5.2 CONDITIONAL SPEED**

| Mile                                       | MPH |
|--|-----|
| *0.6 Heavy Axle Load Trains on bridge ..   | 5   |
| *18.6 Heavy Axle Load Trains on bridge ..  | 10  |
| *22.8 Heavy Axle Load Trains on bridge ..  | 10  |
| *29.7 Heavy Axle Load Trains on bridge ..  | 30  |
| *37.2 Heavy Axle Load Trains on bridge ..  | 35  |
| 39.5 Through siding St-Marc .....          | 5   |
| *43.7 Heavy Axle Load Trains on bridge ..  | 25  |
| *64.2 Heavy Axle Load Trains on bridge ..  | 20  |
| *82.0 Heavy Axle Load Trains on bridge ..  | 35  |
| *83.9 Heavy Axle Load Trains on bridge ..  | 20  |
| *93.7 Heavy Axle Load Trains on bridge ..  | 35  |
| *95.7 Heavy Axle Load Trains on bridge ..  | 10  |
| *97.6 Heavy Axle Load Trains on bridge ..  | 20  |
| *101.0 Heavy Axle Load Trains on bridge .. | 30  |
| *107.3 Heavy Axle Load Trains on bridge .. | 35  |
| *107.9 Heavy Axle Load Trains on bridge .. | 35  |
| *113.7 Heavy Axle Load Trains on bridge .. | 35  |
| *117.1 Heavy Axle Load Trains on bridge .. | 20  |
| *118.3 Heavy Axle Load Trains on bridge .. | 20  |
| *123.3 Heavy Axle Load Trains on bridge .. | 20  |

**\*Applicable until the last Heavy Axle Load on the train clears the bridge.**

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 71.7** (St-Casimir Road) - Warning devices:  
**Automatic:** Westward movements must operate "start" push-button located on station platform or at crossing after a stop at station. Those at signal bungalow must be used for switching purposes. (B.T.C. 105163). Special attention must be brought to unpredictable road movements
- 6.2 **Mille 122.07** (St-Francois St.) - Warning devices.:  
**Automatic:** After a stop at station, eastward

movements must operate "start" push-button located on station platform .

- 6.3 **Mile 122.28** (St-Joseph St.) - Warning devices: **Automatic:** After a stop at station, westward movements must operate "start" push-button located on station platform or at crossing.

**7 SPURS AND OTHER TRACKS**

- 7.1 **MILE 0.0 TO MILE 125.4**  
**Rule 105 (a) applies** on all spurs and other tracks except Deschambault Spur.

- 7.2 **Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on sidings and non-main tracks.

- 7.3 **CAP-ROUGE**  
**Mile 0.27** - Track MO-24 is connecting to Bridge sub. at mile 5.6  
MAXIMUM SPEED.....5 mph

- 7.4 **PARC INDUSTRIEL DU QUÉBEC MÉTROPOLITAIN**  
**Mile 6.69** - Extends southward for a distance of 1.7 mile, switch points face west.

**Public crossings at grade**  
Movements over crossings located at miles 0.4, 1.2, 1.5 and 1.6 also at mile 0.2 on track M-12 (Q.U.C. Alcan) must stop at stop signs and be manually protected by a member of the crew.

**TRACK LM20 - AGF Company**  
Due to the observatory tower inside the unloading shelter, it is prohibited to ride the side of equipment in motion inside the shelter.

- 7.5 **DESCHAMBAULT**  
**Mile 38.65** - Extends northward for a distance of 5.1 miles. Switch points face east.

**Method of control**  
OCS between mile 0.0 and mile 5.1.

**Rule 40.1 not applicable.**

**Speeds**

|                      |       |        |
|----------------------|-------|--------|
| Mile 0.0 to mile 1.0 | ..... | 10 MPH |
| Mile 1.0 to mile 3.5 | ..... | 40 MPH |
| Mile 3.5 to mile 4.0 | ..... | 20 MPH |
| Mile 4.0 to mile 5.1 | ..... | 15 MPH |




- 7.6 **ST-MARC**  
**Mile 39.5**  
MAXIMUM SPEED  
Track ML-82 .....5 MPH

- 7.7 **SMURFIT STONE**  
**Mile 123.3** - Extends southward for a distance of 0.5 mile. Switch points face west.

**8 SPECIAL DANGEROUS COMMODITIES**

- 8.1 **SPEEDS**  
**Mile** **MPH**  
0.0 to 3.0 ..... 35  
120.0 to 124.0 ..... 35

- 8.2 Eastward movements must be inspected at mile 9.7.

| METHOD OF CONTROL   | NUMBER OF TRACKS | CRAN SUBDIVISION   | MILE  | SIDING CAPACITY IN FEET | TGBO LIMITS   | DTMF RTC STANDBY CHANNELS |
|---|------------------|--|-------|-------------------------|---|---------------------------|
|   |                  | <b>N</b><br><br><b>S</b><br> |       |                         |   |                           |
| <b>105</b>  |                  | (Jct with Roberval Sub.)<br><b>TRIQUET</b>   | 0.0   |                         | 0.0   | <b>C 6 T2</b><br>(40.0)   |
| <b>ROV 1</b>  |                  | <b>SAMUEL</b>  | 33.1  | 3450                    |  |                           |
|   |                  | <b>BOCHART</b>   | 65.3  |                         |   | <b>C 7 T2</b><br>(69.0)   |
|   |                  | <b>FARIBAULT</b><br>(Jct with Chapais Sub.)  | 133.2 |                         |   | <b>C 6 T2</b><br>(100.0)  |
| <b>105</b>  |                  |  |       | 133.2                   |   | <b>C 7 T2</b><br>(120.0)  |
| <p style="text-align: center;"><b>Subdivision Control Features</b></p> <p style="text-align: center;">Rule 105 between mile 0.0 and mile 1.0</p> <p style="text-align: center;">ROV between mile 1.0 and mile 132.3</p> <p style="text-align: center;">Rule 105 between mile 132.3 and mile 133.2</p> |                  |  |       |                         |   |                           |

**CRAN SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 40.1 between mile 0.0 and mile 1.0**  
 Before starting any work on the subdivision track, the RTC must be advised.
- 1.2 **Rule 104 (c) - Jct swt with Chapais sub at Faribault**  
 may be left lined and locked in the reverse position.
- 1.3 **Rule 104 (I) - Triquet - Jct swt with Roberval Sub**  
 is in normal position when set for movements from Cran Sub to Roberval Sub.
- 1.4 **Rule 112 (ii)**  
**Hand brakes need not be applied** on tracks LJ-01, LJ-02, LJ-03 and LJ-07 at mile 7.8 (La Doré).

**Add one handbrake** on sgd at Bochart.

**2 GENERAL FOOTNOTES**

NIL

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.
- 4.2 Heaviest car permitted:  
 between mile 0.0 and mile 42 . . . . . 286,000 lbs.  
 between mile 42.0 and mile 133.2 . . 268,000 lbs.

**5 SPEEDS**

| Mile                     | MPH       |
|--------------------------|-----------|
| <b>0.0 to 132.3 zone</b> | <b>30</b> |
| 0.0 to 7.6               | 25        |
| 132.3 to 133.2 Rule 105  | 30        |

**6 PUBLIC CROSSING AT GRADE**

- 6.1 **Mile 7.57** (avenue Des Jardins) - Warning devices.  
**Automatic:** Northward movements from north end of track LJ-01 at La Doré must stop, then proceed before passing the crossing. Southward movements from north swt of that track must pull clear of crossing circuit sign before replacing the swt in normal position and proceed in southward direction.
- 6.2 **Mile 47.1 Private crossing at grade** (Chemin Donohue) - Warning devices.  
**Track L-47, east of main track northward movements :**  
**Non-automatic:** Stop sign and push button on south side of crossing.
- 6.3 **Mile 133.2** - (Hwy 113) - Warning devices.  
**Automatic:** A stop sign has been erected near Jct. swt with Chapais sub. All movements must stop at the stop sign and not proceed until warning devices have been operating for at least 40 seconds.

**7.0 SPURS AND OTHER TRACKS**

- 7.1 **MILE 0.0 TO MILE 133.2**  
**Rule 105 (a)** applicable on all spurs and other tracks.
- 7.2 **Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on sidings and non-main tracks.
- 7.3 **LA DORÉ TRACK LJ-02**  
**Mile 7.8**  
  
6-axle locomotives prohibited  
  
MAXIMUM SPEED  
LJ-02 ..... 5 MPH
- 7.4 **FRIGON**  
**Mile 47.1** - South switch of track LJ-47 (mile 46.95) is spiked.
- 7.5 **BOCHART**  
**Mile 65.3 - track LJ-65** - Extends 1840 feet, switch points face South at mile 64.68.
- 7.6 **NICABAU**  
**Mile 88.4 - Nicabau** - Unless authorized by the track supervisor, engine movements are prohibited on track LJ-88 at Nicabau. Only car movements are authorized.
- 7.7 **FARIBAULT**  
**Mile 133.2** - Do not exceed 5 mph on track D-94 at Faribault. No abrupt switching must be made. In no case must engine movements be made beyond the fouling point except to couple on cars being stored on that track or setting off cars.

| METHOD OF CONTROL   | NUMBER OF TRACKS | <b>ROBERVAL</b><br>SUBDIVISION                   | MILE | SIDING CAPACITY IN FEET | TGBO LIMITS | DTMF RTC STANDBY CHANNELS          |            |
|---|------------------|--|------|-------------------------|-------------|------------------------------------|------------|
|   |                  | <b>W</b><br>↓<br><br>↑<br><b>E</b>               |      |                         |             |                                    |            |
| <b>105</b>  |                  | (Jct with Lac St-Jean SUB.)<br><b>CHAMBORD Y</b> | 0.0  |                         | 0.0         | ↑<br><br><br><br><br><br>↓<br>57.2 | C 2<br>T 2 |
|   |                  | <b>ROBERVAL</b>                                  | 12.1 |                         |             |                                    |            |
|   |                  | <b>ST-PRIME</b>                                  | 22.2 | 2670                    |             |                                    |            |
|   | <b>1</b>         | <b>ST-FÉLICIEN Y</b>                             | 29.7 | *2980                   |             |                                    |            |
| <b>OCS</b>  |                  | <b>TRIQUET</b><br>(Jct with Cran SUB.)           | 32.2 |                         |             |                                    |            |
|   |                  | <b>NORMANDIN</b>                                 | 42.9 |                         |             |                                    |            |
|   |                  | <b>DOLBEAU</b>                                   | 57.2 |                         | 57.2        |                                    |            |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 0.0 and mile 2.4<br>OCS between mile 2.4 and mile 57.2 |                  |  |      |                         |             |                                    |            |
| <b>Maintenance of Way Radio Channels</b><br>between mile 20.0 and mile 57.2 <b>C 6</b>                              |                  |  |      |                         |             |                                    |            |

**ROBERVAL SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 40.1 between mile 0.0 and mile 2.4**  
 Before starting any work on the subdivision track, the RTC must be advised.
- 1.2 **Rule 104 (c) - Jct switch with Lac St-Jean Sub at Chambord** may be left lined and locked in the either position.
- 1.3 **Rule 104 (I) - Triquet - Jct switch with Cran Sub** is in normal position when set from Roberval Sub to Cran Sub.
- 1.4 **Rule 112 (ii)**  
**Hand Brakes need not be applied** on tracks JH-37 to JH-42 inclusive at St- Félicien.

**2 GENERAL FOOTNOTES**

- 2.1 **Unattended Locomotives:**  
**Chambord** . . . . . Tracks FJ-30, FJ-31 and FJ-35
  - 2.2 **St-Félicien** - \*First track south of main track opposite station is siding.
  - 2.3 **RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS**
- | Location                            | Obstruction          | Side of track or overhead |
|-------------------------------------|----------------------|---------------------------|
| Mile 13.1<br>(Tracks JG28 and JG30) | Restricted clearance | Between tracks            |

**3 INTERLOCKINGS - NIL**

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.
- 4.2 Heaviest car permitted:  
 between mile 0.0 and mile 57.2 . . . . 286,000 lbs.

- 4.3 Locomotives in groups F-G-H prohibited on track JG-51 (Usine Macabo) mile 21.0, track JH-06 (Forestier Alliance) mile 29.0, in wye tracks (JH-10 and JH-12) at St-Félicien and beyond mile 38.0.
- 4.4 Engines in series 2200 to 2205 are authorized to operate on Roberval subdivision between Jct switch at mile 0.0 and shop tracks at Chambord. They are forbidden beyond shop tracks.

## 5 SPEEDS

### 5.1

| Mile  | MPH       |
|---|-----------|
| <b>0.0 to 57.2 zone</b>   | <b>25</b> |
| 0.0 to 2.4 Rule 105   | 25        |
| * 0.64 public crossing at grade ( <b>Rue De la Gare</b> ) - <b>Westward</b> movements while approaching and within 250 feet of crossing until crossing occupied | 5         |
| *12.64 public crossing at grade ( <b>Rue Garnier</b> ) - between whistle post and until crossing occupied   | 20        |
| 16.5 to 17.7  | 10        |
| 55.3 to 57.2  | 10        |
| <b>*Not marked with restricting speed signs.</b>  |           |

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 22.2** (14ième rue) - Warning devices.  
**Automatic: Siding** - Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

## 7 SPURS AND OTHER TRACKS

- 7.1 **MILE 0.0 TO MILE 57.2**  
**Rule 105 (a)** applicable on all spurs and other tracks.
- 7.2 **Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on sidings and non-main tracks.
- 7.3 **CHAMBORD**  
**Mile 0.0 to 2.4** -Train 546 may use chanel CN 3 (AAR5555) when switching in Chambord yard.
- 7.4 **ST-FÉLICIEN**  
**Mile 29.7** - Do not exceed 5 mph on tracks JH-22, JH-31 and JH-32 and on wye tracks (JH-10 and JH-12).
- The equivalent of one car length must be left clear at the east end of track JH-20 so that track units can park.
- 7.5 **BOWATER**  
**Mile 57.2** - Extends northward, for a distance of 1.6 mile. Swt points face east and west.

No engine shall operate over coal track at Domtar mill.

### Public crossings at grade

**Mile 0.37** (7ième Avenue) - Antenne Domtar at Dolbeau must be protected by a member of the crew.

**Mile 0.8** (2ième Ave.) - Warning devices.

### Northward movements

**Automatic:** Stop sign on south side of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.



1.6 **Rule 105.1**  
The RTC must be advised before leaving unattended equipment or machinery on the following tracks (former sidings):

- Fitzpatrick - Track J-001
- Cressman - Track J-055
- Duplessis - Track J-065
- Track J-097 - Mile 104.14 (formerly McCarty)
- Parent - Track H101
- Froissart - Track HS-81
- Clova - Track HS-73
- Monet - Track HS-63
- Track HS-40 - Mile 201.4 (formerly Dix)
- Track HS-31 - Mile 214.56 (formerly Forsythe)
- Press - Track HS-15

**2 GENERAL FOOTNOTES**

**2.1 Tracks Unattended Locomotives:**

Fitzpatrick ..... Track J-11

2.2 **Fitzpatrick-** West swt to track J007 is in normal position when set for track J007.

2.3 **Press**, track HS15, mile 228.29, accessible by the West end only with a capacity of 2500 feet.

**2.4 Landside detector**

**Mile 7.4**

1. When a landslide is detected, the following message is issued twice by a talker system on channel 1 and repeated at intervals of 3 minutes. (Message is in french only):

"Urgence, Urgence, Urgence. Condition de voie dangereuse au mille 7.4 subdivision St-Maurice"

If this message is received, trains must reduce their speed and not exceed 10 mph at mile 7.4. They must also be prepared to stop for any obstruction that may foul main track. They may resume normal speed when track is seen to be clear and that the leading engine has passed mile 7.4. The RTC must notified as soon as possible.

2. If no message is heard, train crews must verify the detector condition before passing mile 7.4 by dialing the following DTMF code on channel 1 :  
10#74031.

In this case, if no landslide has been detected, the following message will be issued (Message is in french only):

" Détecteur d'éboulis au mile 7.4 sub St-Maurice; Aucun problème" This message will be repeated once.

If no message is received, trains must reduce their speed and not exceed 10 mph at mile 7.4. They must also be prepared to stop for any obstruction that may foul main track. They may resume normal speed when track is seen to be clear and that the leading engine has passed mile 7.4. The RTC must notified as soon as possible.

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Acid unit trains are restricted to a maximum speed of 30 mph.

4.2 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.

4.3 Heaviest car permitted . . . . . 286,000 lbs.

4.4 Six axles locomotives prohibited on wye at Parent

Movements of 6 axles locomotives are authorized on wye at Fitzpatrick. Movements must be made with extreme caution at a speed not exceeding 5 mph. The wye has been shortened and cannot handle more than two locomotives.

**5 SPEEDS**

| 5.1 Mile   | MPH       |           |
|--|-----------|-----------|
|  | Psg       | Fr        |
| <b>0.0 to 40.0 zone</b>                                | <b>40</b> | <b>30</b> |
| 0.0 to 2.1 Rule 105                                    | 40        | 30        |
| <b>40.0 to 220.0 zone</b>                              | <b>50</b> | <b>40</b> |
| 45.5 to 46.5   | 40        | 30        |
| 66.5 to 66.9   | 40        | 30        |
| 75.5 to 75.9   | 25        | 25        |
| 77.9 to 78.4   | 45        | 35        |
| 80.8 to 81.0   | 45        | 35        |
| 83.6 to 84.3   | 45        | 35        |
| 86.9 to 87.5   | 45        | 35        |
| 88.4 to 89.0   | 45        | 35        |
| 90.0 to 90.8   | 45        | 35        |
| 90.8 to  | 25        | 25        |
| 94.2 to 94.9   | 45        | 35        |
| 102.0 to 102.2   | 45        | 35        |
| 106.0 to 106.8   | 45        | 35        |
| 108.3 to 108.5   | 45        | 35        |
| 111.0 to 111.9   | 45        | 35        |
| 114.1 to 114.4   | 45        | 35        |
| *117.7 to 118.0 curves                                 | 25        | 10        |
| 118.0 to 120.0   | 10        | 10        |
| *119.3 (C.T.C. 79884)                                  | 10        | 10        |
| *122.6 <b>Westward</b> movement until crossing occpied | 40        | 40        |
| 123.8 to 123.9   | 30        | 30        |
| 164.5 to 164.8   | 45        | 35        |
| 186.3 to 187.1 curves                                  | 40        | 35        |
| 194.7 to 195.2 curve                                   | 40        | 35        |
| 196.9 to 197.5 bridge and curve                        | 40        | 35        |
| 202.3 to 203.3 curves                                  | 40        | 35        |
| <b>220.0 to 246 zone</b>                               | <b>50</b> | <b>50</b> |
| 224.7 bridge   | 50        | 40        |
| 233.4 bridge   | 50        | 40        |
| <b>246.0 to 257.2 zone</b>                             | <b>50</b> | <b>40</b> |
| 252.0 to 256.8 Rule 105                                | 50        | 40        |
| 255.89 until crossing occupied                         | 40        | 40        |
| 256.8 to 257.2 Rule 105                                | 10        | 10        |
| <b>*Not marked with restricting speed signs.</b>       |           |           |

**5.2 CONDITIONAL SPEEDS**

| Mile  | MPH |
|---|-----|
| *1.7 Heavy Axle Load Trains on bridge . . . .   | 5   |
| *18.4 Heavy Axle Load Trains on bridge . . . .  | 20  |
| *39.0 Heavy Axle Load Trains on bridge . . . .  | 20  |
| *61.5 Heavy Axle Load Trains on bridge . . . .  | 20  |
| *69.1 Heavy Axle Load Trains on bridge . . . .  | 20  |
| *70.9 Heavy Axle Load Trains on bridge . . . .  | 15  |
| 74.5 Through siding Cann . . . . .              | 5   |
| *75.6 Heavy Axle Load Trains on bridge . . . .  | 10  |
| *120.3 Heavy Axle Load Trains on bridge . . . . | 15  |
| *123.8 Heavy Axle Load Trains on bridge . . . . | 15  |
| *131.8 Heavy Axle Load Trains on bridge . . . . | 15  |
| *152.8 Heavy Axle Load Trains on bridge . . . . | 15  |
| *189.2 Heavy Axle Load Trains on bridge . . . . | 15  |
| *213.6 Heavy Axle Load Trains on bridge . . . . | 15  |

- \*216.8 Heavy Axle Load Trains on bridge . . . . 15
- \*219.9 Heavy Axle Load Trains on bridge . . . . 15
- \*233.4 Heavy Axle Load Trains on bridge . . . . 15
- \*243.3 Heavy Axle Load Trains on bridge . . . . 15
- \*247.6 Heavy Axle Load Trains on bridge . . . . 10
- \*254.4 Heavy Axle Load Trains on bridge . . . . 5
- \*256.6 Heavy Axle Load Trains on bridge . . . . 15
- \*Applicable until the last Heavy Axle Load on the train clears the bridge.**

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 119.3 (3e Rue) - Warning devices.**  
**Siding**  
**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds. Between the hours of 1150 and 1310 and between 2350 and 0110, no car or engine may be allowed to stop and block this public crossing at grade. Switching movements over the crossing must be manually protected by a member of the crew (BTC 79884).
- 6.2 **Mile 160.64 (Route 30) - Warning devices.**  
**Track HS-73**  
**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**7 SPURS AND OTHER TRACKS**

- 7.1 **MILE 0.0 TO MILE 257.2**  
**Rule 105 (a)** applicable on all spurs and other tracks.
- 7.2 **Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on sidings and non-main tracks.
- 7.3 **MILE 118.9 - PARENT**  
**Tracks H-105, H-110, H-111**  
East end of track H-105 and East leg of wye at Parent must be left free of any equipment to permit access to tracks H-110 and H-111 by tracks units.  
  
**Track HS-19 (Cie Kruger)**  
MAXIMUMSPEED . . . . . 5MPH
- 7.4 **MILE 142.4**  
**Track HS-85 ( Greening )**  
MAXIMUMSPEED . . . . . 5MPH
- 7.5 **TRACK HS63 - MONET**  
**Mile 174.64** - Extends 2500 feet. Switch points face East.
- 7.6 **TRACK HS40**  
**Mile 201.4** - Extends 2000 feet from derail to stop block. Switch points face West.
- 7.7 **TRACK HS31**  
**Mile 214.56** - Extends 1070 feet from derail to stop block. Switch points face East.
- 7.8 **TRACK HS15 - PRESS**  
**Mile 228.29** - Extends 2500 feet. Switch points face west.
- 7.9 **SENNETERRE**  
**Mile 257.2**  
**Special applications**  
**Rule 112 (ii) - Hand brakes need not be applied** on equipment in Triage Senneterre.  
  
**General footnotes**  
Connection with Val D'or Sub is via south lead track.



**5 SPEEDS**

5.1

| Mile                     | M P H     |
|--------------------------|-----------|
| <b>0.0 to 99.15 Zone</b> | <b>30</b> |
| 0.0 to 2.7 Rule 105      | 15        |
| 2.7 to 4.0 Rule 105      | 30        |
| 60.3 bridge              | 10        |
| 95.7 to 99.15 Rule 105   | 15        |

5.2 **CONDITIONAL SPEEDS**

| Mile                                       | MPH |
|--|-----|
| *5.4 Heavy Axle Load Trains on bridge ...  | 20  |
| *34.5 Heavy Axle Load Trains on bridge ... | 20  |
| *43.5 Heavy Axle Load Trains on bridge ... | 15  |
| *60.3 Heavy Axle Load Trains on bridge ... | 10  |
| *70.5 Heavy Axle Load Trains on bridge ... | 30  |
| *86.8 Heavy Axle Load Trains on bridge ... | 20  |
| 97.3 Track E-117 .....                     | 5   |

**\*Applicable until the last Heavy Axle Load on the train clears the bridge.**

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 43.38** - (1ière Rue Ouest) Warning devices.  
**Main Track**  
**Automatic:** Westward movements stopped at station in excess of 90 seconds must operate "stop/start" push button located on station platform.
- 6.2 **Mile 97.30** (Rue Principale) - Warning devices.  
**Main track**  
**Automatic:** Eastward movements stopped at station in excess of 5 minutes must operate "stop/start" push button located on station platform.
- 6.3 **Mile 98.76 (West of La Sarre)**- Warning devices.  
**Automatic:** Stop signs on both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

**7 SPURS AND OTHER TRACKS**

- 7.1 **MILE 0.0 TO MILE 99.15**  
**Rule 105 (a)** applicable on all spurs and other tracks.
- 7.2 **Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on non-main tracks.
- 7.3 **LA SARRE**  
**Rule 104.5** - Two derails have been installed on track E-116 at La Sarre, the first derail is located 600 ft east of switch to track E-118 and the second derail is located 515 ft east of the first derail. When the customer is unloading the cars, the locks for the derails will be replaced with a special lock. Train crews must contact the customer if the derails are locked with a special lock.
- 7.4 **Macamic - Mile 88.04**  
west switch of track E097 is spiked.
- 7.5 **SENNETERRE**  
**Mile 0.0**
- Special applications**  
**Rule 112 (ii)**  
**Hand brakes need not be applied on equipment** in Triage Senneterre.

**General footnotes**  
Connection with Val d'Or Sub is via south lead track

| METHOD OF CONTROL   | NUMBER OF TRACKS     | <b>CHAPAIS</b><br>SUBDIVISION |               | MILE  | SIDING CAPACITY IN<br>FEET | TGBO LIMITS               | DTMF RTC STANDBY<br>CHANNELS |
|---|----------------------|-------------------------------|---------------|-------|----------------------------|---------------------------|------------------------------|
|   |                      | <b>N</b><br>↓                 | <b>S</b><br>↑ |       |                            |                           |                              |
| 105   | 1                    | <b>BARRAUTE Y</b>             |               | 0.0   |                            | 0.0<br>↑<br>↓<br>78.06    | C 6<br>T2<br>(36.0)          |
| OCS   |                      | <b>QUÉVILLON</b>              |               | 55.5  |                            |                           | C 7<br>T2                    |
| 105   |                      | <b>FRANQUET Y</b>             |               | 72.1  |                            |                           |                              |
| OCS   |                      | (Jct with Matagami sub.)      |               |       |                            |                           |                              |
| 105   |                      | <b>END OF TRACK</b>           |               | 78.06 |                            |                           |                              |
| <b>Tracks has been removed between mile 78.06 and mile 169.4</b>  |                      |                               |               |       |                            |                           |                              |
| OCS   | 1                    | <b>END OF TRACK</b>           |               | 169.4 |                            | 169.4<br>↑<br>↓<br>200.19 | C 6<br>T2                    |
|   |                      | <b>CHAPAIS</b>                |               | 170.5 | 3690                       |                           |                              |
|   |                      | (Jct with Cran sub.)          |               |       |                            |                           |                              |
| 105   |                      | <b>FARIBAULT</b>              |               | 191.1 | *3690                      |                           |                              |
|   |                      | <b>CHIBOUGAMAU Y</b>          |               | 199.1 |                            |                           |                              |
|   | <b>END OF TRACKS</b> |                               | 200.19        |       |                            |                           |                              |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 0.0 and mile 1.0<br>OCS between mile 1.0 and mile 53.0<br>Rule 105 between mile 53.0 and mile 56.8<br>OCS between mile 56.8 and mile 70.0<br>Rule 105 between mile 70.0 and mile 78.06<br>OCS between mile 169.4 and mile 190.4<br>Rule 105 between mile 190.4 and mile 200.19 |                      |                               |               |       |                            |                           |                              |

**CHAPAIS SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 14 (L) (iv) applies at:**  
 -mile 198.16 (Boul. Hamel)  
 -mile 198.90 (De Billy street)
- 1.2 **Rule 104 (c) - Crossover swt at Quevillon, jct swt with Matagami sub at Franquet, and jct swt with Cran sub at Faribault may be left lined and locked in the reverse position.**
- 1.3 **Rule 104 (I) - Franquet - Jct switch with Matagami sub is in normal position when set for movements from Chapais Sub to Matagami Sub.**
- 1.4 **Rule 104.5- Chibougamau**  
 A derail has been installed at mile 199.75
- 1.5 **Rule 112 (ii) - Double the hand brakes requirements on track BQ-18 at mile 12.0 (Champneuf). Add one handbrake on track BQ-22 at mile 17.9 (Rochebaucourt) and on track BQ-40 at mile 36.6 (Bartouille).**

**2 GENERAL FOOTNOTES**

- 2.1 **Designated Tie-up Tracks Unattended Locomotives:**  
 Chibougamau ..... Track D-134  
 Quévillon ..... Track BQ-55
- 2.2 **Barraute - Connection with Taschereau subdivision is via track E004. The connecting swt is in normal position when set for movements from track E004 to Chapais Sub.**

2.3 **Faribault** - \*Track west of main track is siding.

2.4 Unless authorized by a transportation or engineering officer, movements must not be operated between miles 171.4 and 176.0.

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

4.1 Unless further restricted, while plowing, snow plows may operate to a maximum speed of 25 mph through the sidings.

4.2 Heaviest car permitted ..... 286,000 lbs.  
Locomotives in group H are prohibited

**4.3 QUÉVILLON**

**Mile 55.5** - It is forbidden to operate with 6 axle locomotives on switches of track BQ57 and north switch of track BQ63 (north).

4.4 **Between Franquet and mile 78.06:** Locomotives in groups F-G prohibited.

**5 SPEEDS**

5.1

| Mile                        | MPH       |
|-----------------------------|-----------|
| <b>0.0 to 78.06 zone</b>    | <b>30</b> |
| 0.0 to 1.0 rule 105         | 30        |
| 70.0 to 72.0 rule 105       | 30        |
| 72.0 to 78.06 rule 105      | 10        |
| <b>169.4 to 200.19 zone</b> | <b>30</b> |
| 169.4 to 183.3              | 10        |
| 190.4 to 191.0 rule 105     | 30        |
| 191.0 to 200.19 rule 105    | 25        |

**6 PUBLIC CROSSINGS AT GRADE**

NIL

**7 SPURS AND OTHER TRACKS**

7.1 **MILE 0.0 TO MILE 78.06 AND MILE 169.4 AND MILE 200.19**  
**Rule 105 (a)** applicable on all spurs and other tracks.

7.2 **Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on siding and non-main tracks.




**7.3 FARIBAULT**

**Mile 191.1** - Do not exceed 5 mph on track D-94. No abrupt switching must be made. In no case must engine movements be made beyond the fouling point except to couple on cars being stored on that track or setting off cars.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1 SPEEDS**

**Mile** **MPH**  
196.5 to 200.19 ..... 15

| METHOD OF CONTROL   | NUMBER OF TRACKS   | MATAGAMI SUBDIVISION                         | MILE | TGBO LIMITS   | DTMF RTC STANDBY CHANNELS          |
|---|--|--|------|---|------------------------------------|
|   | <b>N</b><br><br><b>S</b><br> |  |      |   |                                    |
| <b>105</b>  | <b>1</b>   | <b>FRANQUET Y</b><br>(Jct with Chapais sub.) | 0.0  |  | <b>C 7</b><br><b>T 2</b><br>(27.0) |
| <b>ROV</b>  |  | <b>MATAGAMI Y</b>                            | 61.1 |   |                                    |
| <b>105</b>  |  | <b>END OF TRACKS</b>                         | 61.3 | 61.3  | <b>C 6</b><br><b>T 2</b>           |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 0.0 and mile 2.0<br>ROV between mile 2.0 and mile 59.3<br>Rule 105 between mile 59.3 and mile 61.3 |  |  |      |   |                                    |

**MATAGAMI SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 104 (c)** - Jct switch with Chapais Sub at Franquet may be left lined and locked in either position after having been used.
- 1.2 **Rule 104 (I) - Franquet** - Jct switch with Chapais Sub is in normal position when set for movement from Matagami sub to Chapais sub.
- 1.3 **Rule 112 (ii) - Matagami** - Add one handbrake on tracks CO-71 to CO-74 inclusive.

**2 GENERAL FOOTNOTES**

NIL

**3 INTERLOCKINGS**

NIL

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted ..... 263,000 lbs.
- 4.2 Locomotives in group H are prohibited

**5 SPEEDS**

- 5.1

| Mile                    | MPH       |
|-------------------------|-----------|
| <b>0.0 to 61.3 zone</b> | <b>30</b> |
| 0.0 to 2.0 Rule 105     | 30        |
| *0.0 to 0.4 curve       | 10        |
| 14.6 bridge             | 10        |
| 55.9 bridge             | 5         |
| 59.3 to 61.3 Rule 105   | 15        |

\*Not marked with restricting speed signs.

**6 PUBLIC CROSSINGS AT GRADE**

NIL

**7 SPURS AND OTHER TRACKS**

**7.1 MILE 0.0 TO MILE 61.3**

**Rule 105 (a)** applicable on all spurs and other tracks.

**7.2 Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on non-main tracks.

**7.3 NORANDA MINES**

**Mile 61.3**

Do not exceed 5 MPH on track C-041 and on tracks of the Noranda Mines Company at Matagami.

| METHOD OF CONTROL   | NUMBER OF TRACKS | VAL D'OR SUBDIVISION    |        | MILE           | SIDING CAPACITY IN FEET | TGBO LIMITS            | DTMF RTC STANDBY CHANNELS |           |
|---|------------------|-------------------------|--------|----------------|-------------------------|------------------------|---------------------------|-----------|
|   |                  | W<br>↓                  | E<br>↑ |                |                         |                        |                           |           |
| 105   | 1                | SENNETERRE Y            |        | 0.0            |                         | 0.7<br>↑<br>↓<br>101.5 | C 8<br>T1<br>(15.0)       |           |
| OCS   |                  |                         |        |                |                         |                        |                           |           |
| 105   |                  | VAL D'OR                |        | 36.4           |                         |                        |                           |           |
| OCS   |                  | MALARTIC                |        | 53.9           | 2650                    |                        |                           | C 8<br>T2 |
|   |                  | CADILLAC                |        | 67.1           |                         |                        |                           |           |
| +<br>105  |                  | NORANDA<br>(Rouyn Spur) |        | 101.2<br>101.5 |                         |                        |                           |           |
| <b>Subdivision Control Features</b><br>Rule 105 between mile 0.0 and mile 1.5<br>OCS between mile 1.5 and mile 34.0<br>Rule 105 between mile 34.0 and mile 38.7<br>OCS between mile 38.7 and mile 99.0<br>Rule 105 between mile 99.0 and mile 101.5 |                  |                         |        |                |                         |                        |                           |           |

**VAL D'OR SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**SPECIAL APPLICATIONS**

- 1.1 **Rule 14(I) (ii)** - applies private crossing mile 81.85
- 1.2 **Rule 104 (c)** - Switch to track FN29 at Val D'Or and all switches from mile 99 to 101.5 (Noranda Yard) may be left lined and lock in reverse position..
- 1.3 **Rule 104.5 (c) applies at Malartic.**  
 Exception derrails are in service at each end of siding.
- 1.4 **Rule 112 (ii) - Add one hand brake** on tracks FN-69 to FN-71 between mile 63.23 and mile 63.88.

**2 GENERAL FOOTNOTES**

- 2.1 **Mile 41.4** - Except in case of emergency, brakes must not be applied while going over any portion of bridge.

**3 INTERLOCKINGS**

- 3.1 **Railway crossing at grade.**  
**Mile 100.7 ... ONR (ONR Kirkland Lake Sub.)**  
 Automatic ..... (BTC 66689)  
 Box marked "Switches" located on the south-west quadrant  
 MAXIMUM SPEED ..... 15 mph  
 The advance signals always display "Clear to Stop".

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Acid unit trains are restricted to a maximum speed of 30 mph.
- 4.2 Heaviest car permitted ..... 286,000 lbs.

**5 SPEEDS**

| Mile   | MPH       |
|--|-----------|
| <b>0.0 to 101.5 zone</b>   | <b>30</b> |
| 0.0 to 0.7 Rule 105  | 10        |
| 0.7 to 1.5 Rule 105  | 30        |
| *35.94 public crossing at grade<br><b>(Route 117) - Eastward</b> movements<br>between whistle post and until<br>crossing occupied  | 10        |
| *36.8 public crossing at grade - <b>westward</b><br>movements while approaching and<br>within 720 feet of crossing until<br>crossing occupied                              | 20        |
| 41.4 bridge  | 10        |
| *67.19 public crossing at grade<br><b>(Chemin Rapide No. 7) - Westward</b><br>movements between whistle post and<br>until crossing occupied                                | 10        |
| 99.0 to 101.5 Rule 105   | 30        |
| *100.48 public crossing at grade<br><b>(Boul. Temiscamingue) - Eastward</b><br>movements while approaching and<br>within 1,000 feet of crossing until<br>crossing occupied | 25        |
| *100.7 between advance and interlocking<br>signals (BTC 66689)   | 20        |
| *100.7 railway crossing at grade   | 15        |
| <b>*Not marked with restricting speed signs.</b>   |           |

**5.2 CONDITIONAL SPEEDS**

| Mile  | MPH |
|---|-----|
| *31.6 Heavy Axle Load Trains on bridge ...  | 10  |
| *79.2 Heavy Axle Load Trains on bridge ...  | 10  |
| *89.6 Heavy Axle Load Trains on bridge ...  | 10  |
| <b>*Applicable until the last Heavy Axle Load on the train clears the bridge.</b> |     |

**6 PUBLIC CROSSINGS AT GRADE**

NIL

**7 SPUR AND OTHER TRACKS**

- 7.1 MILE 0.0 TO MILE 101.5**  
**Rule 105 (a)** applicable on all spurs and other tracks.
- 7.2 Rule 105 (c)** - Unless otherwise provided, all trains and engines must not exceed **10 mph** while operating on non-main tracks.
- 7.3 SENNETERRE**  
**Mile 0.0**
- Special applications**  
**Rule 112 (ii)**  
**Hand brakes need not be applied on equipment** in Triage Senneterre.
- General footnotes**  
Connection with Taschereau Sub and St-Maurice Sub

is via south lead track.

7.4 **TRACK FN-09**  
**Mile 27.39**

Extends on 1500 ft. Switch points face east.

7.5 **VAL D'OR**  
**Mile 36.4 - Track FN-29**

Derails have been installed at both ends of track.

7.6 **VAL D'OR INDUSTRIAL**

**Mile 36.2** - Extends north for a distance of 2 miles. Swt of industrial Spur at Val-d'Or is to be left set for movement from sdg to industrial track FN-47. When in this position, yellow lights and targets will so indicate.

**Public crossing at grade**

**Mile 0.36** - Trains leaving cars west of public crossing must ensure that cars are left west of crossing circuit sign located 230 feet west of crossing. A stop sign has been erected 25 feet from the road.

7.7 **TRACK FN-60 MALARTIC**  
**Mile 53.9**

MAXIMUM SPEED ..... 5 mph

7.8 **TRACK FN-75**  
**Between mile 66.67 and mile 67.21**

**Rule 112 (ii) - Add one handbrake.**

MAXIMUM SPEED ..... 5 mph

**Public crossing at grade**

**Mile 67.19 (No 7 Rapide St.)** - Warning devices. **Automatic:** A stop sign has been erected 25 feet from the crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.

7.9 **NORANDA**  
**Mile 101.2**

CN crews are required to be in possession of the ONR current DOB, Time Table and Monthly Operating bulletins when operating on ONR main track Cautionary Limits.

**CROR**

**Rule 94 - CAUTIONARY LIMITS**

(This rule does not apply in CTC)

(a) A train, engine or track unit is authorized to use the main track within cautionary limits.

(b) Trains and engines must operate at caution speed within cautionary limits.

(c) Each cautionary limit sign and advance sign will be reflectorized. An advance sign will be placed at least one mile in advance of each cautionary limit sign. At locations where the placement of an advance sign or signs is not practicable at the required distance, it will be so indicated in special instructions.

NOTE: This rule does not authorize track work.

**Radio**

When CN crews operating on ONR tracks CN36  
When ONR crews operating on CN tracks CN01

**Chanel**

**Track GN05**

East switch is spiked.

7.10 **ROUYN SPUR**

**Mile 101.5** - Extends westward for a distance of 1.39 miles, between mile 43.89 and mile 42.50. Movements must not pass the Stop sign at mile 42.31 unless authorized by a NQISL supervisor.

Movements into Noranda Mines plant will be governed by a two light system:

Green indicates ..... Proceed

Red indicates ..... Stop

Conductors must contact Noranda Mines yardmaster by telephone (762-7764 extension 2854) for clearance to enter the yard, and must advise gatehouse immediately prior to movement into the yard in order that proper crossing protection may be provided at main gate.

Connection with ONR is via ONR loop track.

When pushing cars in Mineraux Noranda tracks, a member of the crew must be on the leading car until movement is brought to a stop.

**Equipment restrictions**

Locomotives in groups E-F-G-H prohibited beyond mile 42.82.

**Private crossings at grade**

**Mile 42.82** (Quemont Mine crossing) - Warning devices.

**Automatic:** Stop signs located on both sides of crossing and all movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.