

Time Table 14

TIME TABLE INSTRUCTIONS

TIME ZONE INFORMATION

Mountain Time: All subdivisions west of Biggar, Kindersley and Vermilion that are east of Jasper.

Pacific Time: All subdivisions west of Jasper.

Governed by:

Standard Time:

Commencing at 0100 on the first Sunday in November of each year

Daylight Saving Time:

Commencing at 0300 on the second Sunday in March of each year.

Heaviest Car Permitted, unless otherwise stated in subdivision footnotes, the heaviest car permitted on any subdivision is 286,000 lbs. Cars exceeding 286,000 lbs are governed by special instructions.

SPEED TABLE

Time per mile	MPH
36 sec	100.0
38 sec	95.0
40 sec	90.0
42 sec	85.7
45 sec	80.0
48 sec	75.0
51 sec	70.6
55 sec	65.5
1 min 5 sec	55.4
1 min 12 sec	50.0
1 min 20 sec	45.0
1 min 30 sec	40.0
1 min 43 sec	35.0
2 min	30.0
2 min 25 sec	25.0
3 min	20
4 min	15
6 min	10
12 min	5
15 min	4
20 min	3
30 min	2
1 hour	1

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Also Included

Redditt Sub

As applicable in GLD Time Table 40

Wainwright Sub

As applicable in Time Table 12

TERRITORY RESPONSIBILITY

REPORTING TO :

J. A. Liepelt Vice President Operations.

GENERAL SUPERINTENDENT : Tom E. Brown

Greater Winnipeg Area

(Including Wpg Terminals and Yards)

Line Subdivisions

Redditt Sub to mile 238.3 (Dugald)

Sprague Sub to mile 56.9 (Sprague)

Rivers Sub to mile 14.3 (Diamond)

Letellier Sub

SUPERINTENDENT: Mark A. Hightower

Thunder Bay Terminal

Lakes Division

Kashabowie Sub

Fort Frances Sub

Sprague Sub mile 0.0 to 56.9

REPORTING TO :

GENERAL MANAGER JOHN ORR

Superintendent Saskatoon Jim Newton

(Subdivisions)

Wainwright East Mile 0.0 Mile 140

Including Wainwright and Biggar Yard

Watrous Mile 1.1 Mile 247.3

Including Saskatoon Yard

Lanigan Spur Mile 123.9 Watrous Sub

Imperial Spur Mile 129 Watrous Sub

Norco Spur Mile 143.5 Watrous Sub

CPR Cominco Spur Mile 204.6

Margo Mile 0.0 Mile 122.4

Blackfoot Mile 0.0 Mile 124.4

Including North Battleford

Aberdeen Mile 0.0 Mile 147.7

Cudworth Spur Mile 24.6 Aberdeen Sub

Warman Mile 0.0 Mile 17.3

Rosetown Mile 0.0 Mile 121.3

Conquest Mile 0.0 Mile 94.3

Elrose Mile 0.0 Mile 104.2

Mantario Spur Mile 104.2 Elrose Sub

St. Breiux Mile 0.0 Mile 54.1

Turtleford Mile 0.0 Mile 77.0

Tisdale Mile 0.0 Mile 101

Birch Hills Spur Mile 101 Tisdale Sub

Brooksby Mile 0.0 Mile 51.1

Blaine Lake Mile 93.9 Mile 116.5

Craik Mile 70 Mile 154.1

TERRITORY RESPONSIBILITY**Superintendent Melville (Subdivisions)**

Rivers	Mile 14.3	Mile 280.3	Inc. Melville Yard
Quappelle	Mile 0.0	Mile 93.8	Inc. Regina
Yorkton	Mile 0.0	Mile 54.7	
Carberry	Mile 0.0	Mile 39.7	
Cromer	Mile 0.0	Mile 128.6	Inc. Brandon Yard
Lampman	Mile 0.0	Mile 86.4	
Glenavon	Mile 0.0	Mile 87.5	
Central Butte	Mile 0.0	Mile 44	
Togo	Mile 0.0	Mile 124.9	Inc. Canora Yard
Gladstone	Mile 0.0	Mile 121.7	Inc. Dauphin Yard
Turnberry	Mile 0.0	Mile 83.4	
Assiniboine	Mile 0.0	Mile 92.2	
Lillian Spur	Mile 23.5	Assiniboine Sub	
Preeceville	Mile 0.1	Mile 65.3	
Lewvan	Mile 0.0	Mile 115.5	
Mantario Spur	Mile 104.2	Elrose Sub	
St. Breiux	Mile 0.0	Mile 54.1	
Turtleford	Mile 0.0	Mile 77.0	
Tisdale	Mile 0.0	Mile 101	
Birch Hills Spur	Mile 101	Tisdale Sub	
Brooksby	Mile 0.0	Mile 51.1	
Blaine Lake	Mile 93.9	Mile 116.5	
Craik	Mile 70	Mile 154.1	

Method of Control	Number of Tracks	REDDITT SUBDIVISION	Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓ ↑ E			0.0			
		See GLD Time Table 40 for remainder of Sub.			↑			
CTC	1	DUGALD	238.3	6510	↓			
		TRANSCONA EAST	243.9		240.0	240.4	C8 T2 5049	81 4215
	2	TRANSCONA	245.7		↑			
		PLESSIS RD	246.7					
		BEACH JCT	248.5					
		Connecting Track with CMR						
		TERMINALS CUT-OFF	251.3					
		WINNIPEG	252.1		↓	252.1		

- 1 SIDING CONTROL TERRITORY**
- 2 RTC II ADVANCED TRAIN CONTROL FEATURES**
- 3 APPLICABLE ON SUBDIVISION**
 - (a) **Mile 0.2** - Connecting track with Central Manitoba Railway is signalled track which forms part of Beach Jct. Interlocking Northward to interlocking Signal 02 .
 - (b) **Mile 243.9** CTC Signal 2439 DV speed does not apply to Restricting Indication.
 - (c) Winnipeg Terminal Operating Manual in effect.
 - (d) **Anti-Whistling** Except in emergency Rule 14(l) not applicable at:
Mile 244.07 Mile 246.63 Mile 247.42 and Mile 249.04
 - (e) **Rule 103.1(c)** Not applicable at Mile 237.46 Dugald Siding
 - (f) **GOI Item 3.34** - not applicable between: Mile 238.5 and Mile 243.9 except approaching crossings at Mile 238.5 and Mile 242.6.
 - (g) **Mile 248.5 - Railway Crossing at Grade** Beach Jct. . Remotely Controlled CNR to connecting track with Central Manitoba Railway. RTC Edmonton controls all movements. Rule 610 must be complied with. Rule 839 (a) and (b) not applicable. Foremen **MUST ALWAYS** be authorized by the signalman.
- 4 SPECIAL DANGEROUS COMMODITIES**
 - (a) Do not exceed 35 mph between Mile 241.0 and Mile 251.4.
 - (b) Westward movements must be inspected at Mile 240.4.

REDDITT SUBDIVISION

5 SPEEDS

Speed Charts -

- (i) **TOB** - tons per operative brake will be indicated on WOPRT or train journal.
- (ii) **Zones speed signs** will indicate speeds for passenger and unrestricted freight trains only.
- (iii) * 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.

Westward					
Mile		Frts under 80 TOB	Frts 80 TOB or more	Frts 100 TOB & 8000 ft or longer	Psgr
183.5 - 246.3 Zone		65	65	65	70
184.6	SIGNAL 1845		55*	50*	
196.2	BRIDGE	60	60	60	
196.7 - 196.8	PSO	60	60	60	60
202.1	SIGNAL 2021		60*	55*	
210.7	SIGNAL 2107		55*	50*	
214.5	SIGNAL 2145		60*	55*	
227.3	SIGNAL 2273		60*	55*	
235.3	SIGNAL 2353		60*	50*	
242.4	SIGNAL 2425		50*	40*	
243.9 - 246.3	PSO	60	60	60	60
246.3 - 252.1 Zone		40	40	40	50
247.42	(Crossing) 40 MPH APPROACHING WITHIN 1400 FT. UNTIL FULLY OCCUPIED.				
248.5	INTERLOCKING	40	40	40	40
249.04	(Crossing) 40 MPH APPROACHING WITHIN 1500 FT. UNTIL FULLY OCCUPIED.				
251.0	SIGNAL 2511A		30*	30*	
251.4 - 252.1	PSO	20	20	20	20
Eastward					
Mile		Frts under 80 TOB	Frts 80 TOB or more	Frts 100 TOB & 8000 ft or longer	Psgr
252.1 to 246.3 Zone		40	40	40	50
252.1 to 251.4	PSO	20	20	20	20
249.04	(Crossing) 40 MPH APPROACHING WITHIN 1500 FT. UNTIL FULLY OCCUPIED.				
248.5	INTERLOCKING	40	40	40	40
247.42	(Crossing) 40 MPH APPROACHING WITHIN 1400 FT. UNTIL FULLY OCCUPIED.				
246.3 to 183.5 Zone		65	65	65	70
246.3 to 243.9	PSO	60	60	60	60
240.1	SIGNAL 2404		55*	50*	
232.3	SIGNAL 2322		55*	50*	
219.6	SIGNAL 2196		55*	50*	
214.5	SIGNAL 2146		60*	55*	
199.9	SIGNAL 2000		60*	55*	
196.8 to 196.7	PSO	60	60	60	60
196.2	BRIDGE	60	60	60	
183.5 to 171.8 Zone		60	60	60	70

- (a) **Mile 244.07** (Crossing) - Westward NT 25 mph approaching from Signal 2439 until fully occupied.
- (b) **Mile 246.6** (Crossing) - Westward 20 mph when routed to south track from Signal D2465B until fully occupied.

Westward 20 mph after stopping at signals 2465C and 2465A until fully occupied.

Method of Control	KASHABOWIE SUBDIVISION W ↓ ↑ E	Mile	Siding Capacity in Feet	DOB / TGBO	Switching Zone	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	
+ SUBD TRK		THUNDER BAY Y NORTH ALBA	0.0 7.5		0.0 ↑ DOB TGBO ↓ 7.5			C2 T1 5055
Subdivision track removed between Mile 7.5 and Mile 10.9. Trains will operate via Neebing Yard								
SUBD TRK	THUNDER BAY	10.9		10.9	TGBO ↑ ↓	21.1 44.2 68.8 94.3 118.0 139.5	C3 T1 5055	
	EVANS	13.4		13.4			C3 T1 5055	
OCS	KAKABEKA FALLS	22.6					↑	C3 T1 5055
	HUME	26.1	6740					
CTC	ANITA	46.6	7148				↓	C3 T2 5054 C4 T1 5054
	ANNEX	60.3	6435					
	KABAIGON	72.6						
	KASHABOWIE	80.9	6600					
	HURONIAN	96.1	6546					
	QUETICO	105.0						
	KAWENE	120.2	6615					
	HEMATITE	130.1						
	ATIKOKAN	141.4	9770	141.4			C3 T1 5054	
M of W 1.3 to 19.2 (Ch 81 - 4221) 19.2 to 46.6 (Ch 81 - 4222) 46.6 to 72.6 (Ch 82 - 4223) 72.6 to 96.1 (Ch 84 - 4224) 96.1 - 120.2 (Ch84 - 4225) 120.2 - 141.4 (Ch 84 - 4031)								

- 1 SIDING CONTROL TERRITORY**
- 2 RTC II ADVANCED TRAIN CONTROL FEATURES**
- 3 ATIKOKAN**
 - (a) Siding Control Territory not applicable to siding Atikokan.
 - (b) **Rule 40.1** - Siding - Before starting any track work the foreman must receive permission from the RTC.
- 4 ANITA**

Mile 45.5 - Eastward movements must be in possession of OCS Clearance passing Signal 456 or 456D at Anita.
- 5 THUNDER BAY**
 - (a) **Rule 40.1** - Before starting any track work the foreman must receive permission from the Yardmaster
 - (b) Thunder Bay Terminal Manual in effect.
 - (c) **Anti-Whistling** - Except in emergency, Rule 14(l) not applicable within Thunder Bay City limits between Mile 192.8 Kinghorn Spur and Mile 11.1 Kashabowie Sub. Exception 14(l) must be sounded at Fort William Road Mile 1.9.

KASHABOWIE SUBDIVISION

- (d) All crews reporting for duty must obtain applicable TGBO and/or DOB for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO/DOB may include instructions or restrictions required to operate within non-main trackage.

6 RAILWAY CROSSING AT GRADE

MILE 1.5 (CPR Nipigon Sub) - Remotely Controlled. by RTC Edmonton. Rule 610 and Rule 104.2 (c) applicable. Westward movements must not exceed 15 mph when approaching and within 500 feet of the governing interlocking signal. Movements handling over ten cars must not pass eastward advance signal 26N until indication assures movement through interlocking. Rule 839 (a) and (b) not applicable.

7 SPEEDS

Mile		MPH
0.1	(Crossing) 10 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
1.3 to 7.5	Zone	25
1.5	INTERLOCKING ALL MOVEMENTS 25 MPH OVER CROSSING	
1.9	(Crossing) 10 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
2.2	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
2.5	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
2.8	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
3.0	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
3.2	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
3.6	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
3.7	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
4.0	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
4.3	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
4.6	(Crossing) 15 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
10.9 TO 13.4	ZONE	25
12.73	(Crossing) EASTWARD 10 MPH UNTIL FULLY OCCUPIED	
13.4 TO 35.7	ZONE	40
22.6 TO 24.3	PSO	35
32.0 TO 34.4	PSO	35
35.7 TO 53.2	ZONE	30
53.2 TO 141.4	ZONE	35
57.8 TO 58.6	PSO	30
69.9 TO 70.2	PSO	25
76.0 TO 76.3	PSO	30
99.2 TO 99.7	PSO	30
102.5 TO 103.7	PSO	30
106.9 TO 107.5	PSO	30
109.3 TO 112.8	PSO	25
114.8 TO 115.3	PSO	30
124.3 TO 124.9	PSO	30
126.3 TO 127.4	PSO	30
139.4 TO 139.5	PSO	30
140.0	(Crossing) EASTWARD 20 MPH APPROACHING WITHIN 1000 FT UNTIL FULLY OCCUPIED	
140.2 to 141.4	PSO	25

KASHABOWIE SUBDIVISION

8 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 0.0 - Kinghorn Spur** – Extends 5.5 miles eastward. Miles on spur are Mile 195.5 -190.0

TGBO/DOB Applicable

Rule 105 and 105(a) applicable

Rule 40.1 – Not applicable

Anti-Whistling Except in emergency, Rule 14(l) not applicable within Thunder Bay City limits between Mile 192.8 Kinghorn Spur and Mile 11.1 Kashabowie Sub.

Dimensional Loads - CPR RTC Calgary must be advised when handling dimensional loads prior to requesting permission to operate on joint track.

Restricted Clearance - Operation of snow plows, spreaders, derricks, hoists, etc., must see that no part of the mechanism comes in contact with the hydro power line along the right of way or over the track and if at any time wires are found broken from any cause no attempt must be made to repair them Breakage must be reported as soon as possible to the RTC.

Speed 15 mph

Mile 192.8 to Mile 195.5. (All Crossings) 10 mph until fully occupied.

Radio

Transportation

Mile 190.0 – 193.0 C3 T2 056

Mile 193.0 – 195.5 C2 T2 056

Engineering

Mile 190.0 to 195.5 C 84 - 4221

- (b) **Mile 127.7 - Sapawe - Track KA 60.** Restricted side clearance on ramp, east of derail.

9 SPECIAL DANGEROUS COMMODITIES

- (a) Do not exceed 35 mph between Mile 11.0 and Mile 24.0.
- (b) Eastward movements must be inspected at Mile 21.1.
- (c) Eastward movements unless further inspected between Mile 24.0 and Mile 11.0 must not exceed 15 mph between Mile 11.0 and Mile 1.3.

Method of Control	FORT FRANCES SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Switching Zone	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
	W ↓	E ↑						
CTC +	ATIKOKAN		0.0	9770	TGBO ↑	0.0	16.5 27.9	C3 T2 5052
	ELIZABETH		10.1	6588		0.0 ↕ 1.8		
	MATHIEU		32.4	6506				
	TURTLE		45.0	6565				
	FARRINGTON		57.1	6680				
	NICKEL LAKE		70.6	6485				
	ROCKY INLET		80.6	6784				
	DULUTH JCT Y		88.1					
SUBD TRK	FORT FRANCES		88.2			78.0 ↕ 88.2		C3 T1 5053
CTC	DEVLIN		101.1	6657			96.4	
	BARWICK		116.0	17,300				
	PINWOOD		131.3	6733				
	ERNST		138.3	10,300				
SUBD TRK	RAINY RIVER		142.8		↓	142.8 ↕ 143.6		
M of W 0.0 to 32.4 (Ch 84 - 4031) 32.4 to 70.6 (Ch 81 - 4032) 70.6 to 101.1 (Ch 84 - 4033) 101.1 to 143.6 (Ch 82 - 4034)								

- 1 SIDING CONTROL TERRITORY**
Not applicable on Atikokan siding.
- 2 RTC II ADVANCED TRAIN CONTROL FEATURES**
- 3 RAINY RIVER**
 - (a) **Rainy River** - RTC Control on Subdivision Track between Mile 142.8 (CTC Signal 1428) and Mile 0.7 Sprague Sub (extending to CTC Signal 07 CTC begins).
 - (b) **Rule 40.1** - Track 1 RTC permission required
 - (c) All switches equipped with a lock except those connected to the Subdivision Track, may be left lined and locked in either position.
 - (d) **Rule 105 (a)** - Applicable on Track 1 and subdivision track.
 - (e) **Rule 105.1** - RTC must be advised when equipment is left on Track 1.
 - (f) All movements operating on other than Subdivision Track Maximum Speed 10 mph.
- 4 BARWICK**
 - (a) **Mile 115.10 - Signal Status Request**
Signals 1163 and 1163D may be queried using CH 1
DTMF 10#16032 for signal 1163
DTMF 10#16034 for signal 1163D.

FORT FRANCES SUBDIVISION

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

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

A blue light is installed on north side of the loading shed at Voyageur Panel. When light is flashing it indicates that the Voyageur Panel trackmobile is moving in the plant and CN movements must not enter. The light must be extinguished prior to entering the plant.

(d) **Speed** 10 mph on spurs and other tracks

5 FORT FRANCES

(a) Switching Zone - between mile 162.0 and mile 166.5 Rainy Sub connecting track

(b) **Rule 40.1** - Track 1 - Before starting any track work the foreman must receive permission from the RTC.

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

(d) The following switches may be left lined and locked in either position. Crossover switch Mile 88.82 and 88.21 - (Switches at both end of these crossovers must be left lined and locked in the same position). All switches other than subdivision switches, which are equipped with locks.

(e) **Rule 104.5** - Self-Restoring Derails
Mile 88.82 - Track FT 22, DTMF code *337.

Mile 90.1 - Track FT 21, Regional Special Instruction 2.2 applicable

(f) **Rule 112 (ii)** Minimum hand brake requirements
1 - 2 Cars 1 hand brake
3 - 19 cars 2 hand brakes
20+ cars 3 hand brakes in yard tracks.

(g) Unless authorized by RTC cars must not be left on Tracks FT 21, FT 22, or FT 23.

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

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

(j) Arriving trains must arrange to receive yard instructions prior to leaving Devlin.

(k) **Track FT10** - Rule 103 (g) (Crossings) Following crossings must be manually protected Fifth Street, Wright Ave. and Faires Ave.

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

Track FT 10 restricted to single unit operation
Speed - 6 mph.

6 ELIZABETH

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

7 ATIKOKAN

(a) Siding Control Territory - Divisional Data Item 1 not applicable on siding Atikokan

(b) **Rule 40.1** - Atikokan - Siding. Before starting any track work the foreman must receive permission from the RTC.

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- (c) **Rule 13 and 14(I)** - Mile 0.61 (Private Crossing)- Movements over crossing must sound engine whistle Rule 14L and must ring engine bell in compliance with Rule 13.
- (d) **Mile 0.3** - Switch AT91 may be left lined and locked in either position. Movements encountering switch in reversed position must restore switch to normal.

8 APPLICABLE ON SUBDIVISION

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

Reporting Process at Rainy River

While enroute, and within 3 to 5 mins before reaching the international border at Rainy River, CN eastbound crews must radio the Canada Customs (CBSA) office. Canada Customs will conduct an interview over the radio. The following information will be recorded:

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

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

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

AT RANIER

PAPERWORK – journals, bills, etc. If not available call the broker: 286-3521, C.I. (U.S. Customs Invoice) has to be signed by the conductor and left on desk for brokers.

CALL CANADA CUSTOMS - 1 866 871 3858

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

After contacting Canada Customs, crews must request the Badge Number of the Customs Officer and record the time the call was placed. This

FORT FRANCES SUBDIVISION

information, along with Train I.D. must be given to the TMC in Thunder Bay and can be left on voice mail if no one is available. Phone number: 1-888-817-4135.

NOTES:

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

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

Information pertaining to pickups setoffs, arrival departure times should be given to the Thunder Bay TMC.

- **CONTACT LAKES DESK RTC** (AAR Channel 5050 DTMF 500) for authorization on bridge.

- **CONTACT SPRAGUE SUB RTC** for permission to come over to Fort Frances and route to be used.

(e) Drawbridges

Bear Pass Narrows - Mile 68.3 - Automatic

Rainy Lake - Mile 84.0 - Automatic

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

BRIDGE UP:

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

BRIDGE DOWN:

Be governed by the above, except that item 3 will not occur. In the application of Rule 605, train or engine movements that Stop between the advance signal and the interlocking signal, or occupy the track between the advance signal and the interlocking signal, for more than 5 minutes; **MUST APPROACH THE INTERLOCKING SIGNAL PREPARED TO STOP**. Trains delayed between, the last controlled location and the controlled block

FORT FRANCES SUBDIVISION

signal at the bridge, for one hour or more, must notify RTC to ensure marine traffic is protected.

TRACK UNIT MOVEMENTS/TRACK WORK MOVEMENTS OVER BRIDGE:

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

TRACK WORK - BRIDGE UP:

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

TRACK WORK - BRIDGE DOWN:

1. Forman must be in possession of a TOP that encompasses the drawbridge.
2. Open MoW key box and place knife switch in opposite position. Lock MoW box with private lock.
3. When bridge is in down position, replace switch lock at MoW key box AT OTHER END OF INTERLOCKING with a private lock. (do not open this key box)
4. When work completed, place EITHER of the knife switches in the opposite position and replace BOTH private locks with switch locks. Delays to marine traffic must be kept to a minimum.

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9 SPEEDS

0.0 TO 12.8	ZONE	40
0.0 TO 0.8	PSO	25
5.0 TO 8.9	PSO	25
10.65 (Crossing)	EASTWARD 15 MPH AFTER STOPPING AT SIGNAL 108 UNTIL FULLY OCCUPIED	
12.8 TO 25.4	ZONE	30
25.4 TO 90.2	ZONE	40
53.4 TO 53.8	PSO	30
58.9 TO 65.7	PSO	30
65.7 TO 69.3	PSO	30
73.1 TO 79.7	PSO	30
83.5 TO 84.4	PSO	30
90.2 TO 142.7	ZONE	50
107.6 TO 110.0	PSO	45
116.17 (Crossing)	EASTWARD 20 MPH AFTER STOPPING AT SIGNAL 1164 UNTIL FULLY OCCUPIED	
116.45 (Crossing)	WESTWARD 20 MPH AFTER STOPPING AT SIGNAL 1163 UNTIL FULLY OCCUPIED	
142.7 TO 143.6	ZONE	30
143.3 (Crossing)	10 MPH UNTIL FULLY OCCUPIED	
143.4 (Crossing)	10 MPH APPROACHING WITHIN 500 FT UNTIL FULLY OCCUPIED	

(a) Speeds on Sidings

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

10 PUBLIC CROSSINGS AT GRADE

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

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

(b) Mile 90.2 - AWD. - Westward movements proceeding at less than 10 mph within 800 ft. of crossing must not obstruct crossing until automatic protection has been operating for at least 20 seconds.

(c) Mile 116.45 - AWD - Westward trains on main track, after stopping for signal 1163 must not exceed 20 mph until crossing is fully occupied.

11 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

(a) Back tracks at:

ROCKY INLET - DEVLIN	Speed 10 mph
PINEWOOD	Speed 5 mph and 6 Axle Units Prohibited

(b) Mile 0.3 - Marmion Lake Spur AT 91 - Extends northward 9.1 miles.

Mile 0.0 to 8.7 following applies:

OCS Rules 301 - 311 applicable

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TGBO - Applicable

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

Rule 105 - Rule 105 (a) and 40.1 Not applicable.

Speeds on Spur

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

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

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

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

Restricted Clearance - Account restricted clearance UNITS WITH BAY WINDOWS are not permitted through the indexer and dumper shed. Awnings on all units in consist must be in closed position prior to entering thaw shed.

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

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

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

Assistance - If any problem encountered, train crew will advise the RTC, who will contact Hydro control room for assistance.

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

Departure From Ontario Hydro - When dumping completed and train released to CN, crews may entrain. When CN crew has taken control of train they must ensure that cars are clear of the dumper house before moving and that derail located at Mile 8.7, Marmion Lake Spur (approximately 300 feet in front of engine) has been placed in NON-DERAILING POSITION prior to departing MLGS. NOTE: Bad Order Track-Spur (Track AT 89) located approximately 20 car lengths beyond exit of dumper shed on loop (Track AT 91).

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

(c) **Mile 22.6 - Flanders** - Track FF 07 - Crossings must be manually protected.

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

Method of Control - CTC between Mile 167.0

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and Mile 166.5 (Duluth Jct) controlled by RTC Edmonton. Rule 105 and Rule 105 (a) applicable between Mile 166.5 and Mile 162.7. On Track # 1 applicable to mile 162.0.

Interlocking

Drawbridge - Rainy Lake Mile 165.4, Rainy Sub.

Speed

Mile 162.0 - 165.4 10 mph

Mile 165.4 - 166.5 25 mph

Wye west leg 25 mph - east leg 15 mph

Mile 165.87 (Crossing) 10 MPH UNTIL FULLY OCCUPIED.

Mile 166.30 (Crossing) 10 MPH UNTIL FULLY OCCUPIED.

Mile 165.4 Connecting track.

Non-Interlocked Drawbridge - Controlled by CN RTC Lakes Sub. Train crews must contact CN RTC Rainy on AAR CH 5050 DTMF 500 for movement authorization over drawbridge and yarding instructions at Ranier. For Emergency calls use DTMF Access Code 911

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

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

CUSTOMS INFORMATION AND REQUIREMENTS

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

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

Mile 88.1 VACIS - (Vehicle and Cargo Inspection

FORT FRANCES SUBDIVISION

System) - Ranier, MN -

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

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

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

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Rule 105.1 - Applicable

- (c) **Mile 0.61 (Private Crossing)** Rule 13 and 14(I) applicable.
- (d) Switches equipped with locks may be left lined and locked in either position, except switches connected to subdivision track.

6 APPLICABLE ON SUBDIVISION

- (a) **Rule 13** - The engine bell must be rung for all public crossings at grade within the USA.
- (b) **Rule 19** - FRA exemption, lighted or flashing marker not required on Sprague Subdivision within the United States.
- (c) **TGBO** - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
Exception: Not applicable to movements confined to Symington Terminal operations.
- (d) **Rule 90** - All trains must initiate a radio broadcast approaching Canada Customs.
- (e) **Rule 103.1(c)** - Not applicable at following crossings;
Mile 7.9 Pitt Siding,
Mile 18.52 Williams Siding,
Mile 68.68 Vassar Siding and
Mile 118.22 Giroux Siding.

(f) Baudette / International Boundry

Personal Documentation Requirements

- i) US Social Security Card
- ii) Birth Certificate
- iii) Valid driver's licence.
- iv) Passport
- v) Work visa for Non-Canadian citizens

Trains Operating into US Territory: All train and engine crew personnel must be cleared by the United States Immigration Service before working in or through the United States. Train crews should be prepared to spot their trains at border locations for customs inspection when requested.

When cars are set out en route in the State of Minnesota, the conductor will be required to give a copy of the train journal, indicating set-off, to the American Customs office at the port of entry.

When empty or loaded cars in transit are set out in the State of Minnesota due to hot box, car defect, engine failure, or other unforeseen circumstances, the conductor will be required to give a copy of the train journal, indicating set-off, to the next American and Canadian Customs offices.

No traffic will be lifted en route unless authorized by switch list and/or message. Such traffic will have corresponding documentation completed prior to leaving originating terminal and will be so noted on the required customs documentation.

Conductors engaged in pick-up or set-out service

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in the United States will be required to complete Customs Form CN 9514-revised 12/97, for delivery to Canada and United States customs as per instructions on form CN 9514-revised 12/97.

Trains will be required to stop at customs points to accommodate notification of work performed or to be performed, and presentation of customs documents.

Trains that have picked up cars in the State of Minnesota destined to U.S. or Canada points must stop at the next American and Canadian Customs offices and deliver required documentation, and affix in-transit seals as required.

Auxiliaries and work or emergency trains are not to be considered through or in-transit trains and must stop at the Customs and Immigration offices for complete inspection. Roster indicating personnel of auxiliary, road repair truck, etc. must be prepared to assist Immigration Officers.

Auxiliary and work trains must stop for Customs and Immigration Inspection at both offices when entering and again when leaving the United States. Employee in charge of auxiliaries, road repair cars, etc. must have a list of contents indicating their value.

Gangs moving through the United States are not permitted to pass through on in-transit trains.

Gangs when moving through the United States on other than in-transit trains may have personnel remain in their cars and be admitted after inspection and satisfaction of entry requirements.

Advance notification of employee nationality must be given for inspection at the port of entry if these employees are to remain with their cars.

The person in charge of the gang must have all employees ready for inspection before arrival at the port of entry and a roster indicating names and addresses of personnel in the gang.

Railroad cars, auxiliaries, etc. entering the United States to work, must exit at the same point as entered.

When business cars are handled in-transit trains and are occupied by supervisors who have been previously cleared by Immigration Service, train may pass through the United States under the in-transit agreement.

When persons not enjoying pre-inspection privileges occupy business cars, stop must be made for Customs and Immigration inspection. Advice regarding the movement of business cars should be issued in advance to the applicable Customs and Immigration offices by the chief RTC's office.

Canadian Customs and Immigration will be furnished on request an inventory of supplies on hand in business cars. Inventory will be checked and certified at Canadian port of exit and again at port of re-entry.

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The North American Emergency Response Guide Book as outlined in Dangerous Goods section of the Operating Manual, meets the FRA requirements when handling dangerous goods in the United States.

Crossing U.S. Borders

Westbound Trains - Baudette

Train crews must be prepared to spot their train at border location for customs inspection when requested. Train crews must have proper identification with them and must be prepared to produce identification for United States Customs officials. Trains stopped may be required to perform a slow roll by for United States Customs officials. Trains must not proceed into the United States until permission has been received from United States Customs officials.

Eastbound Trains - International Boundary, Mile 45 Sprague Sub.

Train crews must have proper identification with them and be prepared to produce identification for United States Customs officials. Trains stopped may be required to perform a slow roll by for United States Customs officials. Trains must not proceed beyond Mile 45 Sprague Sub until permission has been received from United States Customs officials.

The applicable speed restriction for cars identified on the WOPRT (train journals) and other train documents as "Speed Restricted in Canada" also apply to trains or engine movements operating on the Sprague Sub.

(g) SBU Storage and Replacement Battery Locations

Line locations have been outfitted with secure storage for SBU's and power for SBU battery replacement and charging.

Middlebro - West end Signal Bungalow. RTC must be advised when SBU's are taken.

(h) Emergency Water Stations

Rainy River - Booking In Room

Woodridge - Tool House

7 PUBLIC CROSSINGS AT GRADE

(a) Mile 137.54 - Rule 103(c) - Exemption

Crossing may be occupied for up to one hour for meets and overtakes. After this, provisions of CROR Rule 103 (c) will apply. When crossing will be blocked, crew must contact RTC to determine how long they will be in the siding. RTC must be notified prior to crossing being cut. Crossing must be cut in the event of emergency vehicle(s) requiring passage.

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

Mile	Stop	Affects
43.4	Circuit Signs Two Tracks	All
57.81	Circuit Signs 300 ft. W	Eastward
68.7	Stop Signs Track SO-21	All

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118.22 Circuit Signs 300 ft. W Eastward

138.72 Circuit Signs 300 ft. W Eastward

(c) Rule 103.1 (d) Applicable to following crossings equipped with push buttons:

Mile	2.5	Mile	17.6
Mile	25.1	Mile	32.1

8 SPEEDS

Mile		MPH
0.0 TO 1.8	ZONE	30
0.7	(Crossing) 10 MPH APPROACHING WITHIN 500 FT UNTIL FULLY OCCUPIED	
0.7	SIGNAL 07 WESTWARD 20 MPH PASSING SIGNAL UNLESS INDICATING CLEAR	
1.2	SIGNAL 12 EASTWARD 20 MPH PASSING SIGNAL UNLESS INDICATING CLEAR	
1.7	(Crossing) 15 MPH APPROACHING WITHIN 600 FT UNTIL FULLY OCCUPIED	
1.8 TO 142.4	ZONE	60
2.5	(Crossing) 15 MPH APPROACHING WITHIN 600 FT UNTIL FULLY OCCUPIED	
44.8 TO 46.3	PSO	25
48.56	(Crossing) 40 MPH UNTIL FULLY OCCUPIED	
57.81	(Crossing) WESTWARD 15 MPH LEAVING SDG UNTIL FULLY OCCUPIED	
109.5	SIGNAL 1095 WESTWARD	55*
127.5	SIGNAL 1275 WESTWARD	55*
140.6	SIGNAL 1406 EASTWARD	55*
142.4 TO 145.2	ZONE	50

(a) Speeds on Sidings

BLUEBERRY	MIDDLEBRO
SPRAGUE	VASSAR
BAYNHAM	GIROUX
LORETTE	
Speed	25 mph

(b) TOB - tons per operative brake will be indicated on Work Order (WOPRT) or Train Journal.

* 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.

9 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Unless Engineering permission received, Supervisor, the following restrictions are apply at these locations;

1) 6 Axle Locomotives Prohibited.

2) **Speed** 10 mph

Pitt, Williams, Swift, Badger Mile 77.4 SO25, Sprague, Vassar, Carrick, Woodridge Mile 88.7 Trk SO35 and SO37, Giroux , Dufresne.

Exception - 1 Locomotive resitrictions not applicable at Williams, Sprague, Giroux and Dufresne

Exception - 2

Baudette and La Broquerie **Speed** 5 mph.

10 SPECIAL DANGEROUS COMMODITIES

(a) Do not exceed 35 mph between Mile 140.0 and Mile 145.2.

(b) Westward movements must be inspected at Mile 133.1

Method of Control	Number of Tracks	RIVERS SUBDIVISION	Mile	Siding Capacity In Feet	DOB / TGBO	Switching Zone	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
		W ↓	E ↑					
CTC	+	2	WINNIPEG	0.0		0.0		
			SUBWAY	1.2				
		WOODWARD AVE	1.5		↑	↑		
		PORTAGE JCT	2.6					
		Jct with Letellier Sub						
		WAVERLEY ST	3.9		TGBO	DOB		
		Jct with BNSF						
		ST.JAMES JCT	4.8					
		CARMAN JCT	8.3					
		Jct with Central Manitoba Railway						
		DIAMOND	14.3		↓	↓	10.3	
		EAST ELIE	32.0				20.4	
		WEST ELIE	33.2				34.9	
		1	NATTRESS	50.4				
		2	EAST TOWER	54.1			45.9	
			P.LA PRAIRIE	55.3				
			KEARNS	55.7				
			Jct with Gladstone Sub					
			WEST TOWER	56.1				
			BLOOM	64.3	12276		60.2	
			CAYE	72.0	6669		74.5	
			DEER	78.3				
			EXIRA	85.2	12300			
			FIRDALE	91.8			88.8	
			GREGG	100.6	11300			
			PETREL JCT Y	104.7			103.1	
			Jct with Carberry Sub					
			HARTE	107.8	12284			
			INGELOW	114.2				
			MOFFAT	119.8	11300		115.8	
			JUSTICE	122.7				
			BRANDON NORTH	128.6			127.6	
			KNOX	130.2	12300		139.9	
			LEVINE	137.6	6665			
			RIVERS Y	143.2	9020		141.5	
			MYRA	149.2	12511		146.0	
			OAKNER	159.4	11300			
			STENBERG	168.9			153.5	
			MINIOTA	180.1			164.4	
			UNO	186.9	11400		177.0	
			WATTSVIEW	198.9	12492		183.2	
			ST.LAZARE	204.0			196.0	
			ROCANVILLE Y	207.6			208.2	
		LATIMER	209.5					
		WELBY	218.6					
		SPY HILL	225.8	6755		222.8		
		CODE	237.2	12331		232.4		
		YARBO Y	239.0	7051				
		ZENETA	245.1			242.3		
		ATWATER	252.8	16583				
		BANGOR	258.3			255.8		
		WALDRON	266.4	6783				
		CANA	272.1					
		CANA JCT Y	279.1			276.0		
		Jct with Yorkton Sub						
		MELVILLE	279.2		↓	↑		
YTC			280.3		279.2	279.2		

RIVERS SUBDIVISION

1 SIDING CONTROL TERRITORY

Not applicable on Rivers Siding

2 RTC II ADVANCED TRAIN CONTROL FEATURES**3 WINNIPEG TERMINAL**

(a) Winnipeg Terminal Operating Manual in effect.

(b) **Switching Signals:**

Portage Jct D25C, D26B

Subway D11, D12

(c) **Winnipeg Union Station Train Shed** - Movements handling snow plows must not use North track passing shed, plows will not clear adjacent platform.

(d) **Mile 4.8 Eastward BNSF** - Movements approaching the Jct and passing governing advance signal speed 15 mph.

(e) **Mile 6.27 (Shaftesbury Blvd)** Applicable on Old WIT Lead - Crossing activator circuits in place.

Activate

CH 1 DTMF 0062721#

Deactivate or delayed

CH 1 DTMF 0062720#

Warning devices must operate for 27 seconds before occupying crossing. Crossing circuit must be occupied within 3 minutes or warning device will deactivate.

4 P. LA PRAIRIE

(a) Manual protection applicable at the following crossings:

Track RG25 crossings: Mile 54.34, 55.9, 54.36

Mile 54.46, other applicable crossings

Mile 55.12

Mile 55.81

(b) Westward freight trains on yard lead switching or delayed in P. La Prairie must contact RTC before passing Main Street. Permission from RTC must be obtained prior to leaving cars on yard lead.

(c) Tracks RG24 RG25. Speed - 5 mph

5 KEARNS

Mile 55.8 - Signal 558 - DV speed not applicable when Signal indicates Restricting.

6 BLOOM

(a) Tracks RV42, 44, 45, and 46 - **Speed** - 10 mph

(b) Designated Dangerous Goods track - **RV 42.**

(c) **AGRIUM** - Derails on Track RV41.

East derail - 100 ft. West of RV42 switch

West derail - 100 ft. East of west end main track switch. Customer locks applied on derails for loading. If locked on arrival between 0730 and 1630 a member of the crew to contact Agrium employee for access. Cars may be left on track RV41 (Bloom) beyond the location of these derails.

Restricted Height Clearance: Dimensional traffic not allowed on tracks RV45 and RV46.

RIVERS SUBDIVISION

7 GREGG

Track RV57 Capacity 2922 ft. **Speed** 10 mph.

8 KNOX

Rule 112 - Due to grade on tracks RV81, 82, 83, and 84, double number of handbrakes required per handbrake chart. If unable to determine loaded or empty, regard as loaded cars. Customer may have applied handbrakes on each car.

9 RIVERS

(a) **Rule 40.1** - The RTC must be advised before performing track work.

(b) **Rule 105(a)** - Applicable.

(c) **Wye Speed** - 5 mph

10 WATTSVIEW

Signalled Siding

11 ST LAZARRE

Track RS13 - Speed 5 mph. Switch is normal when lined for RS13.

12 MELVILLE**(a) YARD TRAFFIC CONTROL (YTC)**

Yard Traffic Control Operating Manual No. 4 in effect. Prior to fouling Track MX 01 (east yard lead) and/or west lead, all movements must contact the East Yard Crew on CH 6, or be relieved of that requirement by the Melville Traffic Coordinator. Westward trains at Waldron Mile 266.4 Rivers sub, to contact Melville Traffic Coordinator on CH 3 for yarding instructions. Eastward trains at Goodeve Mile 18.8 Watrous sub must contact Melville Traffic Coordinator on CH 3 for yarding instructions. Exception: Crews arriving and departing Tracks MT01, MT02 and MT03 need not communicate with the yard crew.

(b) Point Protection Zone (PPZ) -in effect between the West Switch of track MR19 and mile 1.0 Quappelle Sub.

Length to the Quappelle Sub, 2800 ft.

All movements requiring entry into the PPZ including track units, **MUST NOT PASS** the PPZ sign until instructions have been obtained from the Melville Yardmaster.

Note 1: When a movement clears such zone, permission must again be requested before occupying the zone.

Note 2: Engineering employees must obtain permission before occupying the track, or undertaking any track work within this zone.

After receiving permission to enter and/or occupy the PPZ crew members are relieved of the requirements of CROR 40.1, 105, 105(a), 115(a) and 115(c), provided that the following conditions have been met:

- 1) The movement has properly entered
- 2) use of the PPZ has not been given to another

RIVERS SUBDIVISION

movement, or employee, and

- 3) the length of the equipment being handled does not exceed the overall length of the PPZ
- 4) When a LCS movement is required to pull more than 2800 feet past the west MT04 switch into the PP Zone, a crew member must be positioned on the lead locomotive in order to properly protect the public crossings at grade mile 0.55 and mile 0.71 Quappelle Sub.

More than one movement may be given permission to occupy the PPZ limits provided each movement is advised accordingly. Under these conditions relief of CROR rule 115 are not provided.

- (c) **Speed** - 10 mph. All yard tracks except Tracks MT01 to MT05.

13 APPLICABLE ON SUBDIVISION**(a) M of W Radio Channels**

0.0 - 14.3 (Ch 81-4215)	14.3 to 33.2 (Ch 82-4091)
33.2 - 78.3 (Ch 81-4092)	78.3 - 122.7 (Ch 84-4093)
122.7 - 159.4 (Ch 82-4094)	159.4 - 204.0 (Ch 84-4151)
204.0 - 225.8 (Ch 81-4152)	225.8 - 280.3 (Ch 82-4153)

(b) Signal Status Request

Natress Mile 49.65 CH 1

Signal 503N DTMF 10#50032 .

Signal 503S DTMF 10#50034

Myra CH 1

Signal 1509 DTMF 10#51032

Signal 1509D DTMF 10#51034

Atwater Mile 252.28 CH 1

Signal 2531 DTMF 10#58031

Signal 2531D DTMF 10#58032

- (c) **Anti-Whistling** - Except in emergency, Rule 14(l) not applicable at:

Mile 0.18 Canada Cement and K&W Intermodal Lead

All crossings between Mile 3.89 and Mile 9.78.

Mile 29.42

Mile 41.80

Mile 42.09

Mile 45.16

Mile 45.94

All crossings between Mile 54.22 and Mile 55.81.

Mile 142.96

- (d) **Mile 86.8 - Rule 103(c) - Exemption**

Crossing may be occupied for up to one hour. After this, provisions of CROR Rule 103 (c) will apply. When crossing will be blocked, crew must contact RTC to determine how long they will be in the siding. RTC must be notified prior to crossing being cut. Crossing must be cut in the event of emergency vehicle(s) requiring passage.

- (e) **Mile 130.79 - Rule 103(c) - Exemption.**

Crossing may be blocked for up to one hour. After this, provisions of CROR Rule 103 (c) will apply. When crossing will be blocked, crew must contact RTC to determine how long they will be in the siding. RTC must be notified prior to crossing being

RIVERS SUBDIVISION

cut. Crossing must be cut in the event of emergency vehicle(s) requiring passage. The following conditions apply to this exemption:

- 1) limited to a period of one hour, twice per day
 - 2) not applicable from April 15th to June 30th, and August 1st to Sept. 30th.
- (f) **Rule 103.1(c)** - Not applicable at public crossings:
 Mile 64.31 Siding Bloom,
 Mile 86.79 Siding Exira,
 Mile 142.96 Rivers Yard Track RZ41,
 Atwater - Siding - All crossings.
- (g) **Emergency Watering Facilities**
 Rivers crew hostel, Portage Yard, engineering tool house. Miniota, St. Lazare and Yarbo, watering facilities available with assistance from Engineering personnel.
- (h) **Mile 142.3 (Bridge)** - Avoid heavy brake applications on or within 500 ft. of bridge.
- (i) **P. La Prairie to Mile 8.3** - Trains handling pulpwood loaded crossways in open-top cars must not exceed 40 mph.

14 RAILWAY CROSSINGS AT GRADE

- (a) **Mile 4.7** - St. James Jct - (CPR La Riviere Sub.)
 Two tracks. Remotely Controlled by RTC Edmonton. Rule 610 and 610(a)(iii) applicable. Rule 839 (a) and (b) not applicable. Foremen must always be authorized by the signalman.
- (b) **Mile 14.3** - Diamond - (CPR Glenboro Sub.) Two tracks. Remotely Controlled by RTC Edmonton. Rule 610 and 610(a)(iii) applicable. Rule 839 (a) and (b) not applicable. Foremen must always be authorized by the signalman.
- (c) **Mile 56.2** - West Tower - (CPR Carberry Sub.)
 Remotely Controlled by RTC Edmonton. Rule 610 and 610(a)(iii) applicable. Rule 839 (a) and (b) not applicable. Foremen must always be authorized by the signalman.
- (d) **Mile 237.2** - Code - (CPR Yarbo Sub.) Remotely Controlled by RTC Edmonton. Rule 610 and 610(a)(iii) applicable. Rule 839 (a) and (b) not applicable. Foremen must always be authorized by the signalman.

15 SPECIAL DANGEROUS COMMODITIES

- (a) Mile 0.6 to 17.0. Speed 35 mph
- (b) Eastward movements must be inspected at Mile 20.4.
- (c) Eastward movements unless further inspected between Mile 16.0 and 0.0 Rivers Sub. must not exceed 15 mph between Mile 252.1 and 248.6 Redditt Sub.
- (d) Westward trains unless inspected at Mile 45.9 must not exceed 35 mph between Mile 53.0 and 54.0 and between Mile 56.4 and 57.0.
- (e) Eastward trains unless inspected at Mile 74.5, must not exceed 35 mph between Mile 57.0 and 56.4 and between Mile 54.0 and 53.0.

RIVERS SUBDIVISION

16 SPEEDS

- (a) TOB - tons per operative brake will be indicated on WOPRT or train journal.
- (b) Zones speed signs will indicate speeds for passenger and unrestricted freight trains only.
- (d) * 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.

Westward					
Mile		Frts under 80 TOB	Frts 80 TOB or more	Frts 100 TOB & 8000 ft or longer	Psgs
0.0 - 8.3	ZONE	35	35	35	35
0.0 - 0.6	PSO	20	20	20	20
1.1	SIGNAL 11A,11C	30*	20*	20*	
1.5	SIGNAL 15A	25*	20*	20*	
3.9	(CROSSING) PROCEEDING AT LESS THAN 10 MPH MUST NOT EXCEED 10 MPH APPROACHING WITHIN 2000 FT UNTIL FULLY OCCUPIED				
4.7	INTERLOCKING 35 MPH OVER CROSSING				
8.3 - 49.5	ZONE	60	60	60	80
8.3 - 9.8	PSO	45	45	45	45
14.3	INTERLOCKING 40 MPH OVER CROSSING				
15.9 - 16.2	PSO				65
31.6 - 33.6	PSO				60
44.5 - 49.5	PSO				60
49.5 - 56.2	ZONE	50	50	50	60
49.5 - 51.0	PSO	45	45	45	45
54.0 - 55.7	PSO	30	30	30	30
54.2	(CROSSING) AFTER STOPPING AT SIGNALS 541N OR 541S - 15 MPH UNTIL FULLY OCCUPIED				
55.7 - 56.1	PSO	40	40	40	40
56.2	INTERLOCKING 30 MPH OVER CROSSING				
56.2	(CROSSING) 30 MPH APPROACHING WITHIN 1500 FT UNTIL FULLY OCCUPIED				
56.2 - 165.0	ZONE	65	65	65	80
93.1 - 98.1	PSO	50	50	50	50
104.57	SIGNAL 1045			60*	
140.8 - 142.9	PSO	40	40	40	45
148.2 - 148.6	PSO	50	50	50	50
165.0 - 209.0	ZONE	60	60	60	80
173.5 - 174.0	PSO				70
180.2 - 192.2	PSO	40	40	40	45
192.2 - 203.0	PSO				70
201.8	SIGNAL 2019			55*	
203.0 - 209.5	PSO	40	40	40	50
209.5 - 218.6	ZONE ST	50	50	50	70
209.5 - 218.6	ZONE NT	45	45	45	55
218.6 - 279.2	ZONE	65	65	65	80
232.8 - 234.5	PSO	50	50	50	55
237.2	INTERLOCKING 35 MPH OVER CROSSING				
238.61	(CROSSING) AFTER STOPPING AT SIGNAL 2383 45 MPH UNTIL FULLY OCCUPIED				

RIVERS SUBDIVISION

Eastward					
Mile		Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psgr
279.2 - 218.6	ZONE	65	65	65	80
272.1	(CROSSING) AFTER STOPPING AT SIGNALS 2722N OR 2277S UNTIL FULLY OCCUPIED				15 MPH
238.3	SIGNAL 2384			60*	
237.2	INTERLOCKING	35	MPH OVER CROSSING		
234.5 - 232.8		50	50	50	55
218.6 - 209.5	ZONE NT	45	45	45	55
218.6 - 209.5	ZONE ST	50	50	50	70
209.5 - 165.0	ZONE	60	60	60	80
209.5 - 203.0	PSO	40	40	40	50
203.0 - 192.2	PSO				70
192.2 - 180.2	PSO	40	40	40	45
174.0 - 173.5	PSO				70
165.0 - 56.2	ZONE	65	65	65	80
148.6 - 148.2	PSO	50	50	50	50
142.9 - 140.8	PSO	40	40	40	45
98.1 - 93.1	PSO	50	50	50	55
56.1 - 55.7	PSO	40	40	40	40
56.2 - 49.5	ZONE	50	50	50	60
56.2	INTERLOCKING	30	MPH OVER CROSSING		
55.81	(CROSSING)	30	MPH UNTIL CROSSING FULLY OCCUPIED		
54.22	(CROSSING)	45	MPH UNTIL CROSSING FULLY OCCUPIED		
54.12	(CROSSING)	30	MPH UNTIL CROSSING FULLY OCCUPIED		
53.6	(CROSSING) APPROACHING WITHIN 2600 FT AT LESS THAN MUST NOT EXCEED	10	MPH UNTIL FULLY OCCUPIED		
51.0 - 49.5	PSO	45	45	45	45
49.5 - 8.3	ZONE	60	60	60	80
49.5 - 44.5	PSO				60
33.6 - 31.6	PSO				60
16.2 - 15.9	PSO				65
13.8	(CROSSING) MOVEMENTS FROM MILE 14.3 FULLY OCCUPIED	50	MPH UNTIL		
14.3	INTERLOCKING	40	MPH OVER CROSSING		
9.8 - 8.3	PSO	45	45	45	45
8.3 - 0.0	ZONE	35	35	35	35
4.8	SIGNAL 48A		30*	30*	
4.7	INTERLOCKING ALL MOVEMENTS	35	MPH OVER CROSSING		
1.2	SIGNAL 12A , 12C	30*	25*	25*	
0.0 - 0.6	PSO	20	20	20	20

(a) Speeds on Sidings

BLOOM	CAYE	EXIRA
GREGG	HARTE	MOFFAT
KNOX	LEVINE	MYRA
OAKNER	SPY HILL	YARBO
CODE	ATWATER	WALDRON

Speed 25 mph

UNO

Speed 25 mph -Westard movements receiving Medium to Clear signal leaving siding may increase to medium speed when lead locomotive has passed signal. DV speed at the east switch is 25 mph

WATTSVIEW

Speed 30 mph

RIVERS SUBDIVISION

17 PUBLIC CROSSINGS AT GRADE

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

Mile	Stop	Affects
30.6	Stop Signs E	Westward
34.9	Stop Signs Tracks RV23-25	All
41.8	Stop Signs Tracks RV27	All
54.22	Signal 541N	Westward
77.56	Stop Sign 250 ft E	Westward
101.16	Circuit Sign 300 ft E	Westward
159.83	Circuit Sign 230 ft W	Eastward
226.08	Circuit Sign 120 ft W	Eastward
272.10	Circuit Sign 160 ft E	Westward

(b) **Mile 53.6** (Crossing) Eastward approaching at less than 10 mph within 2600 ft., 10 mph until fully occupied.

Westward movements approaching a stop and proceed indication at this location must remain stopped until a more permissive indication is received. If a permissive indication is not received, movement must contact the RTC for instructions. Movements upon receiving permission to proceed must be governed by Rule 103.1 (b).

(c) **Mile 54.3 and Mile 54.9.** (Crossing) Track RG 25 (Lead track east and west end) . Movements over these crossings must be manually protected.

(d) **Mile 55.1** (Crossing) Main Tracks. Eastward movements approaching the crossing governed by Rule 103.1 (b) must use DTMF crossing activator.

CH 1

Activate

North Track DTMF 0551211#

South Track DTMF 055121#

Movements must occupy crossing surface within 3 minutes of the activation or repeat DTMF transmission

Deactivate or delayed

North Track DTMF 0551210#

South Track DTMF 0551220#

(e) **Mile 55.71** - Westward 20 mph passing Signals 557S and 557N unless such signals indicate CLEAR.

(f) **Mile 56.28** - Eastward 20 mph passing Signal 562 unless such signal indicates CLEAR .

(g) **Mile 72.49** (Crossing) - Westward 40 mph until fully occupied, unless siding at Caye is seen or known to be clear of equipment between the crossing and the whistle sign.

(h) **Mile 100.14** - (Crossing)

Transport Canada has authorized the following

- Crossing circuit signs are installed 300 ft. east of the Gregg road crossing - mile 101.16, trains are not to stop any part of their train west of the circuit signs unless it is the intention to move

RIVERS SUBDIVISION

completely through the crossing.

- Crossing circuit signs have been installed 300 ft. on both sides of the public crossing at the Chandler road crossing - mile 100.14, avoid stopping any part of your train between the signs with the exception of meeting/passing trains in which case the train should completely occupy the crossing.

- When it becomes necessary to have your train occupy the crossing at mile 100.14, (train meets) do not allow any part of your train to occupy the track west of the crossing circuit sign located 300 ft. east of public crossing at mile 101.16.

- When it becomes necessary to “cut the crossing” at mile 100.14, do not leave any portion of the train inside the circuit signs (300 ft. on either side of the crossing).

- (i) **Mile 144.60** (Crossing) AWD - Eastward movements stopping at signal 1446 must stop clear of circuit sign located 230 ft. west of crossing.

Track RZ 41 - Crossing Circuit sign located 900 ft. east of switch. Protection activates departing from RZ41 when a portion of the train is on the crossing circuit and Signal 1445-1 displays an indication other than STOP.

To prevent nuisance ringing of crossing protection the following is applicable. If occupying the crossing circuit when east of signal 1445-1, contact RTC to cancel the permissive signal. During switching operations if any portion of the train is west of signal 1445-1, then the movement must pull clear of the crossing circuit as marked by the signs.

- (j) **Mile 148.53** (Crossing) - Eastward 40 mph until fully occupied, unless siding at Myra is seen or known to be clear of equipment between the crossing and the whistle sign.
- (k) **Mile 172.4** (Crossing) - Westward movements from RS05 30 mph until fully occupied.
- (l) **Mile 187.7** - Siding Uno - Westward trains receiving a MEDIUM TO CLEAR signal indication may increase speed to medium speed when lead locomotive has passed signal. Maximum speed through the diverging route at the EAST switch at UNO is 15 mph.
- (m) **Mile 198.9** Wattsview Siding - Trains receiving a Limited to Clear signal indication to depart from the siding may increase speed to Limited Speed once the lead locomotive has passed the signal.
- (o) **Mile 239.70** (Crossing) - Westward 30 mph until fully occupied, unless siding at Yarbo is seen or known to be clear of equipment between the crossing and the whistle sign.

RIVERS SUBDIVISION

18 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

(a) Mile 234.9 - Cutarm

Rule 112(ii) - Tracks RS 34 - 39 - the minimum hand brake chart must be applied to a maximum of 3 handbrakes.

Speed - Track RS39 - 5 mph.

Equipment Restriction - IMC Spur -Track - K2

Locomotives prohibited from operating on KCL Loadout track. Reachers must be used.

(b) Speed Restricted Tracks

Minota RS07 Uno RS10 St Lazare RS12
 Norman RS03, 04 and 15 Quadra RS05,06
 Welby RS28 Spyhill RS3 Gerald RS32
 Yarbo RS56 Zeneta RS64
 Atwater RS67 Bangor RS69 Waldron RS71
 Mile 10.6 RV01
 Mile 25.05 RV 08 Dakota
 Mile 29.50 RV 10-11-12 Elie Isoboard Plant
 Mile 30.4 RV 14 Elie
 Mile 34.6 RV 24 to 26 Benard
 Mile 40.9 RV 27 , RV 30 Oakville
 Newton RV39
 Mile 72.1 RV 48 Caye
 Mile 79.00 RV 49 Deer
 Mile 84.7 RV 51 Exira
 Mile 92.1. RV 52 and 53 Firdale
 Mile 107.9 RV 67 Harte
 Mile 113.07 RV 71, 72 Ingelow
 Mile 119.9 RV 75 Moffat
 Mile 130.5 RV 78 Knox
 Portage La Prarie RG 24-25
 Rivers Yard Tracks RZ 21 and RZ 60 (Wye)

Speed 5 mph

(c) Mile 207.6 - P.C.S. Rocanville -- Extends 9.7 miles south off tail of wye. Mile 0.0 to Mile 9.7.

TGBO: Applicable Mile 0.0 to Mile 9.7.

Speed - Mile 0.0 to 9.7 15 mph

Eastward Mile 0.0 to 1.0 10 mph

Mile 0.0 - 2.0

Rule 105 - Applicable

Mile 2.0 to Mile 9.7

OCS Rules 301-311 applicable

RTC coverage - Phone 780 472-3191

RADIO - REGULAR CALL

Primary - Channel 81 *5044#

Secondary Channel 4 *5044#

RADIO EMERGENCY CALL

Primary Channel 81 *0044#

Secondary Channel 4 *0044#

Rule 105 and Rule 40.1 - Not applicable.

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Locomotives are prohibited from entering the loadout facility at Rocanville Mine.

Retainers - In the absence of a functioning brake pipe pressure-maintaining feature, pressure retaining valves must be used on Eastward movements between Rocanville mine site and Mile 207.6 Rivers Sub. When a train handling loads in the eastward direction from Rocanville mine site stops, for any reason, on grade between Mile 2.0 and Mile 5.0, Rocanville Spur, a sufficient number of retainers must be applied to high pressure (HP) position to allow a recharge of the brake system before any further movement commences.

Contacting Mine - Operating crews handling trains to Rocanville mine are required to contact the mine before occupying the mine track by one of the following methods:

1. Go to Channel 3 and voice call either the load-out office or security. They will then call their switcher and advise them of your requirements.
2. Also on Channel 3 go to designated engineering standby channel and press *7000# then dial 1-1-306-645-7386 to speak to the control supervisor. When finished press *# to hang up.

(d) Mile 204.0 - St. Lazare - Spur

Track RS13. Normal position for this switch is when lined for track RS13 (spur track).

Method of Control	LETELLIER SUBDIVISION			DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
	N ↓	S ↑	Mile			
SUBD TRK	EMERSON		63.4			
		Y	62.1			
OCS	HOBBS		60.0	60.0 ↑		C8 T1 70
	LETELLIER		53.0			
	ST.JEAN BAPTISTE		43.7			
	LUMB		38.4			
	Jct with CMR					
	MORRIS	Y	37.4	TGBO		
	ANDREWS		36.2			
	STE.AGATHE		20.8			
	ST.NORBERT		6.2			
					↓	
SUBD TRK	SPARKS		3.0	3.0		C8 T2 5049
	PORTAGE JCT	Y	0.0			
	Jct with Rivers Sub					
M of W						
63.4 to 36.2 (Cellular telephone) 36.2 to 20.8 (Ch 82 - 4091) 20.8 to 0.0 (Ch 81 - 4215)						

1 WINNIPEG TERMINAL

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

2 MORRIS

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

3 EMERSON

- (a) Tracks LE 76, 77 and 78 and RD 47,48 and 49
Speed - 10 mph..
- (b) **Mile 63.4 - Emerson Extension** Extends east 1.4 miles. Mile 0.3 - Switch is in normal position when set for BNSF connection track.

Non-Interlocking Railway Crossing at Grade Mile 0.5 with CPR Emerson Sub. All movements on BNSF and Soo Line trackage, including BNSF connecting track, must move at reduced speed not exceeding 15 mph.

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

LETELLIER SUBDIVISION

4 APPLICABLE ON SUBDIVISION

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

5 CUSTOMS PROCEDURES

Crews must contact and obtain permission from United States customs prior to entering the U.S.A. Crews must advise Canada customs prior to Departing Canada and entering the U.S.A.

Southbound - Customs Procedures

- 1) One hour prior to arriving at the border the crew will contact the BNSF Railroad at 360-922-1471 and confirm train ID. The connecting train will be identified as follows: LTWI6401---- Date of Train.
- 2) BNSF will contact US Customs and advise of one-hour notification.
- 3) Half hour out CN crew will contact US Customs at 701-825-6813 ext. #238. (Prepare for inspection and VACIS).
- 4) Half hour out CN crew will contact Fedex Agent at 701-520-2372 (to assist in inspection).

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

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

Trains Entering Canada from US.

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

In the case of a CN crew boarding a train in Emer-

LETELLIER SUBDIVISION

son, the CN conductor will contact the Transborder Group who will in turn dial in both Canada and US Customs agencies for authorization to proceed as described in the above paragraph.

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

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

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

6 SPEEDS

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

7 PUBLIC CROSSINGS AT GRADE

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

Mile	Stop	Affects
20.4	Stop Signs Track LE 07	All
43.8	Stop Signs N Track LE 41	Southward
53.0	Stop Signs LE 61	All
531	Stop Signs 200 ft.	All

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

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

Southward 10 mph until occupied. Circuit Signs located 415 ft. north .

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

LETELLIER SUBDIVISION

8 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

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

Rule 105(a) - Applicable.

Speed between Mile 0.0 to 0.3 - 10 mph. Movements beyond Mile 2.01 are governed by Southern Manitoba Railway timetables, rules and regulations.

Mile 0.2 - Manual Railway Crossing at Grade (CPR La Riviere Sub) Rule 608 applicable.

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

9 SPECIAL DANGEROUS COMMODITIES

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

Method of Control	CARBERRY SUBDIVISION			DOB / TGBO	RTC Radio Channel, Tones and DTMF Codes
	W ↓	E ↑	Mile		
SUBD TRK	PETREL JCT Y		0.0		
OCS +	PETREL		1.6	1.6 ↑	C3 T2 36
	CARBERRY		8.7	TGBO ↓ 32.0	
	SHILO		25.8		
	ASHBY		32.0		
SUBD TRK	BRANDON EAST Y		39.7		
M of W 0.0 to 39.7 (Ch 84 - 4093)					

1 BRANDON

(a) Except wye switch BC81, all switches in BB and BC yards and switch BD04 may be left lined and locked in either position.

(b) **Mile 38.42** Self-restoring derail equipped with a flashing light, located between BC02 and 17th Street East public crossing at grade. Instructions for use are as follows:

Normal condition, a red target will indicate that derail is in the derailing position.

When nearing derail location press DTMF *010 to move derail to the off position.

When derail in the off position, a green strobe light will flash; as well a green target will indicate derail is in non-derail position.

Within 40 seconds after train movement has been completed, derail will self-restore to the derailing position and the following broadcast message will be transmitted over channel #1 and repeated. "DERAIL CARBERRY SUB BRANDON RESTORED TO DERAILING POSITION".

Note: If the track circuit is not activated, derail will remain in non-derailing position and must be restored as per item 9 below.

If the derail fails to restore for any reason, a broadcast message will be transmitted indicating that derail has failed.

In case of a failure, use radio DTMF *010 again. If that should fail again, push buttons are located on the front panel of derail control case. They are labeled NORM and REV. NORM push button = to derail position. REV push button = to non-derailing position.

CARBERRY SUBDIVISION

In case the push buttons fail, remove bar from the control case, place in receptacle on back side of machine housing and move lever 90 degrees to move derail to the non-derailing position. Moving bar in opposite direction will return derail to the derailing position. To ensure derail does not restore while movement is occupying derail, DO NOT REPLACE BAR IN ITS HOLDER UNTIL THE MOVEMENT IS CLEAR OF THE DERAIL.

A positive track circuit has been installed to prevent derail operating while train movement is occupying derail. Track circuit extends 10 feet east of derail on the east side, and 100 west of derail on the west side, including 75 feet of the yard lead. If car is within this area, derail will not operate remotely or via the push buttons.

If for any reason derail has to be returned to the derailing position, DTMF *020 may be used. CAUTION: Ensure derail is not restored if another movement is in the vicinity of the derail.

FOR SWITCHING OPERATIONS: Remove bar from its holder. Manually move derail to non-derailing position. DO NOT RETURN BAR TO HOLDER until after switching complete; then replace manual bar to its holder.

- (c) **Designated Locomotive tie-up** BB 01, 02.
- (d) **Speed - 10 mph** on Yard and Industrial Tracks in BB and BC Zones.

2 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main line. TGBO may include instructions or restrictions required to operate within non-main trackage.

Exception: Mile 35.27 (Crossing). Westward 10 mph within 400 feet until fully occupied

- (b) **Heaviest Car Permitted** : 268,000 lbs.
Equipment Restrictions - Trains handling cars exceeding 220,000 lbs between:
 Mile 17.7 and Mile 19.4
Speed 15 mph.

- (c) **Mile 13.0 to Brandon:** Only locomotives in groups A, B, D, F, and G permitted.
- (d) **Rule 105(a)** applicable on subdivision track.
- (e) **Mile 9.0 - Railway Crossing at Grade** - Rule 611 applicable. Westward movements occupying approach to interlocking west of east switch longer than 3 minutes will cause interlocking signal to display a STOP indication but when movement is within 200 ft. of the interlocking signal it will indicate PROCEED providing no movement approaching on conflicting routes. Eastward movements occupying approach to interlocking longer than 8 minutes will cause interlocking signal to

CARBERRY SUBDIVISION

display a STOP indication. When movement ready to proceed through interlocking a member of the crew must turn key switch to START position and interlocking signal will then indicate PROCEED if there is no conflicting movement. "Key switch" located on mast adjacent to interlocking signal 93.

3 SPEEDS

Mile		MPH
0.0 TO 13.0	ZONE	40
0.2 TO 0.4	PSO	15
5.4 TO 6.0	PSO	25
8.2 TO 8.4	PSO	30
8.6	(Crossing) 20 MPH APPROACHING WITHIN 1200 FT UNTIL FULLY OCCUPIED	
9.0	INTERLOCKING 30 MPH OVER CROSSING	
12.7 to 13.0	PSO	15
13.0 to 37.0	Zone	25
35.27	(Crossing) WESTWARD 10 MPH APPROACHING WITHIN 400 FT UNTIL FULLY OCCUPIED	
36.62	(Crossing) 15 MPH UNTIL FULLY OCCUPIED	

4 PUBLIC CROSSINGS AT GRADE

(a) **Mile 2.3 - Cromer Sub to Mile 38.2 Carberry Sub**
- (All Crossings) **10** mph until fully occupied.

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

Mile	Stop	Affects
8.6	Stop Signs	CB21

Method of Control	CROMER SUBDIVISION	Mile	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes		
	W ↓	E ↑					
SUBD TRK	BRANDON WEST	0.0	TGBO	53.8	C3 T2 5046		
	POOLE	2.3					
OCS +	ALGAR	32.4			↑		
	CROMER	60.1					
	SUTTON	73.0					
SUBD TRK	MARYFIELD Jct with Lampman Sub	75.8					C3 T1 5046
	Y	76.5					
	REGINALD	78.0					
OCS	FAIRLIGHT	83.0					
	LANGBANK	113.0					
	EASTKIP	127.0					
SUBD TRK	KIPLING Y	128.6	↓	128.6			
M of W 0.0 to 32.4 (Ch 82 - 4094) 32.4 to 128.6 (Cellular telephone)							

1 BRANDON

- (a) Following switches may be left lined and locked in either position: Brandon West - All switches in BB and BC yards except West wye switch BC81
- (b) **Designated Locomotive tie-up** - BB01, 02
- (c) **Brandon West** - Cromer Sub. begins at west switch of crossover.
- (d) **Speed** - 10 mph on all Yard and Industrial Tracks in BB and BC Zones.

2 MARYFIELD

Mile 75.83 - Jct switch (Lampman Sub.) may be left lined and locked in either position:

3 KIPLING

- (a) Switches between Mile 127.0 and Mile 128.6 may be left lined and locked in either position.
- (b) **Designated Locomotive tie-up** - CO 8

4 APPLICABLE ON SUBDIVISIONS

- (a) All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work **WHETHER OR NOT** they will be operating on the main track. TGBO may include instructions or restrictions required to operate with non-main trackage.

CROMER SUBDIVISION

- (b) **Mile 53.8** - The RTC must be advised when a "NOT WORKING" or "NO Message" report has been received from the Hot Box and Dragging Equipment detector.
- (c) **Mile 11.3** - Railway Crossing at Grade (CPR Estevan Sub.) - Automatic. Rule 611 applicable.
- (d) **Heaviest car permitted** : 268,000 lbs.
- (e) **Locomotive Restrictions** - Only locomotives in groups A, B, D, F, G and H permitted.
- (f) **Rule 105(a)** applicable on subdivision track.

5 SPEEDS

Mile	MPH
0.0 to 127.0	Zone 25
0.1	(Crossing) SOUTH TRACK BC 03 EASTWARD 5 MPH UNTIL FULLY OCCUPIED
11.3	INTERLOCKING 25 MPH OVER CROSSING

6 PUBLIC CROSSINGS AT GRADE

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

Mile	Stop	Affects
0.1	Stop Signs BC00, BC03	All
83.1	Stop Signs Tracks CO48, 49	All

- (b) **Rule 103.1 (d)** Applicable to following crossings equipped with push buttons:

Mile 83.1

Method of Control	LAMPMAN SUBDIVISION	Mile	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
	W ↓				
	E ↑				
SUBD TRK	MARYFIELD Jct with Cromer Sub	0.0	0.0	26.6	C3 T1 5046
	WESTFIELD	2.0	↑		
OCS	PARKMAN	19.9	TGBO		
	CARLYLE	37.2			
	WILLMAR	52.4			
	LAMPMAN	67.3			
	MINARD JCT Jct with Lewvan Sub	67.9			
	BRUINS	82.0	↓		
SUBD TRK	BIENFAIT End of Operated Track	84.8	82.0		
		86.2			
M of W 0.0 to 19.9 (Ch 82 - 17) 19.9 to 86.4 (Ch 7 - 18)					

1 BIENFAIT

Mile 84.52 - Switch LA36 may be left lined and locked in either position.

2 APPLICABLE ON SUBDIVISIONS

- (a) **Mile 26.6** - RTC must be advised when a "NOT WORKING" or "NO Message" report has been received from the Hot Box and Dragging Equipment Detector.
- (b) **Heaviest car permitted** : 268,000 lbs.
- (c) **Locomotive Restrictions** - Only locomotives in groups A, B, D, F, and G permitted.
- (d) **Rusty Rails** - Due to the possibility of rusty rail conditions, trains must not enter public crossings at grade at Mile 85.32 until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.
- (e) **Rule 105(a)** applicable on subdivision track.

2 RAILWAY CROSSINGS AT GRADE

- (a) **Mile 83.9 - (CPR Estevan Sub.) Automatic.**
Rule 611 applicable. Movements must not exceed 15 mph when passing the governing advance signal. Eastward movements occupying approach to interlocking longer than 3 minutes will cause interlocking signal to display a STOP indication but when movement is within 270 ft. of this signal it will indicate PROCEED providing no movement approaching on conflicting routes.
- (b) **Mile 84.7 - (CPR Wye Loop) Manual.** Rule 608 applicable. Movements must not exceed 10 mph approaching and within 500 ft. of governing interlocking signals. At interlocking signal unlock

LAMPMAN SUBDIVISION

manual control box located adjacent to signal, push button marked "CLEAR" and be governed by signal indication. If PROCEED indication is not accepted within 3 minutes, signal will revert to STOP. If signal does not clear, open knife switch, wait 5 minutes, occupy crossing, close switch. Track units must stop at governing signal, open knife switch, wait 5 minutes, proceed through interlocking and close switch.

3 SPEEDS

Mile	ZONE	MPH
0.0 TO 84.0		25
0.0	JCT SWITCH	10
67.8	(Crossing) 10 MPH APPROACHING WITHIN 400 FT UNTIL FULLY OCCUPIED	
83.9	INTERLOCKING 15 MPH OVER CROSSING	
83.9	(Crossing) 15 MPH APPROACHING WITHIN 500 FT UNTIL FULLY OCCUPIED	
84.7	INTERLOCKING 15 MPH OVER CROSSING	

4 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

(a) **Mile 67.3 - Northgate Spur** - Extends 39.4 miles off Lampman Sub at Lampman.

Engineering permission required for access to Northgate Spur. Instructions will be issued when access is required.

(b) **Mile 84.5 Bienfait Tracks LA 36, 37 and 38** (Yard tracks to Mine Spur). Speed 5 mph.

Method of Control	GLADSTONE SUBDIVISION	Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	
	W ↓						
	E ↑						
CTC	Jct with Rivers Sub KEARNS	0.0		↑ 0.0		C3 T1 5043	
	+	DELTA JCT	0.6				
OCS	RIGNOLD	9.9		TGBO	15.5	C3 T1 26	
	+	BEAVER	18.6				6740
	GOLDEN STREAM	31.2	6580				
	GLADSTONE	36.5					
	PLUMAS	50.3	6708				
	GLENELLA	63.8					
	GLENCAIRN	72.5	6800				
	CUTTS	82.9	6690				
	LAURIER	92.4					
	OCHRE RIVER	109.3	6786				
	WOROBAY	119.0					
SUBD TRK	DAUPHIN	121.7		↓ 121.7	74.5	C3 T1 5043	
M of W 0.0 to 50.3 (Ch 81 - 4092) 50.3 to 121.7 (Cellular Coverage)							

1 DAUPHIN

(a) Passenger trains - will use station tracks between main track switch east of station and main track switch west of station.

2 APPLICABLE ON SUBDIVISION

(a) All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.

(b) **Anti-Whistling** - Except in emergency, Rule 14(l) not applicable Mile 0.01.

(c) **Bridges Mile 108.3 and 108.64** - Trains handling snowplows must stop, ensure wings are closed, then proceed under close observation (to ensure sufficient clearance) not exceeding 5 mph.

(d) **Rule 105(a)** applicable on subdivision track.

3 RAILWAY CROSSINGS AT GRADE

(a) **Mile 0.4** - (CPR Carberry Sub.) Remotely Controlled. Rule 610 applicable. Rule 839 (a) and (b) not applicable. Foremen **MUST ALWAYS** be authorized by the signalman.

(b) **Mile 37.4** - Automatic - (CPR Minnedosa Sub.) Rule 611 applicable.

GLADSTONE SUBDIVISION

4 SPEEDS

Mile	ZONE	MPH	
		FRT	PSGR
0.0 TO 35.0	ZONE	40	60
0.1	(Crossing) WESTWARD 20 MPH APPROACHING WITHIN 900 FT UNTIL FULLY OCCUPIED		
0.4	INTERLOCKING 25 MPH FRT AND 30 MPH PSGR OVER CROSSING		
0.85	(Crossing) WESTWARD 35 MPH APPROACHING WITHIN 1700 FT UNTIL FULLY OCCUPIED		
0.6 - 1.2	PSO	25	30
35.0 TO 72.0	ZONE	25	30
37.4	INTERLOCKING 35 MPH OVER CROSSING		
37.7	EASTWARD 35 MPH PASSING GOVERNING ADVANCE SIGNAL TO INTERLOCKING		
72.0 TO 91.8	ZONE	30	40
91.8 TO 121.7	ZONE	40	60
121.1	(Crossing) 40 MPH APPROACHING WITHIN 1700 FT UNTIL FULLY OCCUPIED		
121.6	(Crossing) 10 MPH APPROACHING UNTIL FULLY OCCUPIED		

(a) Speeds on Sidings

BEAVER GOLDEN STREAM

CUTTS OCHRE RIVER

Speed 10 mph.

5 PUBLIC CROSSINGS AT GRADE.

- (a) **Mile 0.6** - Eastward movements must approach Signal 06 Gladstone Sub not exceeding 20 mph until or unless such signal can be observed as displaying a more favourable indication than CLEAR TO STOP.
- (b) **Mile 30.95** - (Crossing) Eastward 40 mph until fully occupied unless siding is seen or known to be clear of equipment between the crossing and the whistle sign.
- (c) **Mile 35.9 to Mile 37.1** - Movements between these mileage, 10 mph at all crossings until such crossing are fully occupied.
- (d) **Mile 108.64** (Crossing) Eastward 20 mph until fully occupied unless siding is seen or known to be clear of equipment between the crossing and the whistle sign.
- (e) **Mile 121.1** (Crossing) Track DD 07 - AWD. Stop sign located east of crossing for westward movements. Eastward 5 mph within 220 ft. until fully occupied.

6 SPECIAL DANGEROUS COMMODITIES

Westward trains unless inspected at Mile 45.9 Rivers Sub, must not exceed 35 mph between Mile 0.0 and Mile 1.0 Gladstone Sub.

Method of Control	TOGO SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes		
	W ↓	E ↑							
SUBD TRK	DAUPHIN		Y 0.0		TGBO	18.0	C3 T1 5042		
	HARRINGTON			4.5					
OCS	GILBERT PLAINS			20.0			4230	76.9	C2 T2 45
	MEHARRY			37.0			6727		
	ROBLIN		Y	62.6			6200		
	TOGO			79.5			6360		
	RUNNYMEDE			88.0			2380		
	KAMSACK			100.9			6590	105.8	C2 T2 49
	MIKADO			117.5			1800		
	RINK			122.5					
SUBD TRK	CANORA		Y 124.9				C3 T1 44		
M of W 0.0 to 88.0 (Cellular Coverage) 88.0 to 124.9 (Ch 81 3804)									

1 DAUPHIN

- (a) Track DD70 switches may be left lined and locked in either position
- (b) Passenger trains will use station tracks between subdivision track switch east of station and subdivision track switch west of station.
- (c) Track DD 27. Due to extreme curvature, do not exceed 5 mph. Locomotives in Group H not permitted.

2 CANORA

Designated Locomotive tie-up - CZ 60.

3 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Heavy Grade Territory Train Handling** Regional Special Instruction Item 4.2 applicable.
- (c) **Rule 105(a)** applicable on subdivision track.

TOGO SUBDIVISION

4 SPEEDS

Mile	ZONE	MPH	
		FRT	PSGR
0.0 - 9.9	ZONE	35	50
0.1	(Crossing) 10 MPH UNTIL FULLY OCCUPIED		
0.5	(Crossing) EASTWARD 5 MPH APPROACHING WITHIN 400 FT UNTIL FULLY OCCUPIED		
0.6	(Crossing) EASTWARD 5 MPH APPROACHING WITHIN 400 FT AND WESTWARD 15 MPH APPROACHING WITHIN 400 FT UNTIL FULLY OCCUPIED		
8.4 - 8.8	BRIDGE	35	40
9.9 - 50.7	ZONE	25	40
50.7 - 60.0	ZONE	35	45
60.0 - 87.9	ZONE	35	40
85.3 - 85.8	PSO	30	30
87.9 - 101.5	ZONE	30	40
94.46	(Crossing) 30 MPH UNTIL FULLY OCCUPIED		
99.30	(Crossing) 30 MPH UNTIL FULLY OCCUPIED		
121.5	(Crossing) 30 MPH UNTIL FULLY OCCUPIED		
124.7	(Crossing) 10 MPH APPROACHING WITHIN 400 FT UNTIL FULLY OCCUPIED		
101.5 - 122.5	ZONE	40	45
122.5 - 124.9	ZONE	25	45

(a) Speed on Sidings

MEHARRY 10 mph

5 PUBLIC CROSSINGS AT GRADE

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

Mile	Stop	Affects
0.5	Circuit Signs Track DD70	Eastward
0.6	Stop Sign DD27 E	Eastward
0.6	Stop Sign DD70 W	Westward
29.5	Stop Signs TJ70	All
62.6	Stop Signs TJ26	All

- (b) **Mile 0.5 and Mile 0.6** - (Crossings) on **Track DD70**: Westward 3 mph within 175 ft. until fully occupied.

- (c) **Mile 36.18** (Crossing) - Eastward 20 mph unless the siding is seen or known to be clear of equipment between the crossing and the Whistle sign.

Method of Control	Number of Tracks	MARGO SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
		W ↓	E ↑					
SUBD TRK		CANORA		0.0		0.0 ↑	21.5	C3 T1 44
		Jct with Assiniboine Sub						
		Jct with Yorkton Sub						
+ OCS +		MARGO JCT		0.4		TGBO	69.0	C4 T2 48
		FOX		4.0				
		BUCHANAN		14.5				
		INVERMAY		33.1	6630			
		MARGO		41.4				
		WADENA		62.7	6150			
		QUILL LAKE		84.0				
		WATSON		96.2	6630			
		ST.GREGOR		109.7				
		MUNSTER		117.0				
SUBD TRK		MCINNES JCT		121.4		↓ 122.4	90.0	C4 T1 50
		Jct with St. Brieux Sub						
		HUMBOLDT		122.4				C5 T1 52
M of W 0.0 to 15.0 (Ch 81 - 3804) 15.0 to 84.0 (Ch 82 - 88) 84.0 to 109.7 (Ch 81 - 3812) 109.7 to 122.4 (Ch 82 - 90)								

1 CANORA

- (a) **Mile 2.2** Track CZ32 switches may be left lined and locked in either position
- (b) **Designated Locomotive tie-up** - CZ 60.

2 MCINNES JCT

Mile 121.4 McInnes Jct - Switch may be left lined and locked in either position:

3 HUMBOLDT

- (a) Switches to track HM01 (east and west ends) may be left lined and locked in either position.
- (b) **Rule 112(ii)** - Humboldt Yard - Track HM00 to HM10 - The minimum handbrake chart must be applied to a maximum of 3 handbrakes.
- (c) **Designated Dangerous Goods Storage** Track HM 08. Placarded cars must be stored at west end away from fueling area.

4 RAILWAY CROSSING AT GRADE

(a) Non Interlocked Railway Crossing at Grade

Margo Sub and Connecting Track - Connecting track extends between Mile 54.5 Yorkton Sub. and Mile 0.2 Assiniboine Sub. Speed - 15 mph.

- (b) **Mile 61.9 - Wadena - (CPR Tisdale Sub.) Automatic.** Rule 611 applicable. Eastward and westward movements occupying approach to interlocking longer than four minutes will cause interlocking signal to indicate STOP but when east-

MARGO SUBDIVISION

ward movement is within 2000 ft. and westward movement within 500 ft. of interlocking signal it will indicate proceed providing no movement on conflicting routes.

- (c) **Mile 96.5 - Watson - (CPR Melfort Sub.) Automatic.** Rule 611 applicable. Westward movements occupying approach to interlocking longer than two minutes will cause interlocking signal to indicate STOP but when movement is within 340 ft. of interlocking signal it will indicate proceed providing no movement on conflicting routes.

5 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Rule 105(a)** applicable on subdivision track.

6 SPEEDS

Mile	Zone	MPH
0.0 to 40.0	Zone	30
0.3	NON-INTERLOCKING	15 MPH OVER CROSSING
2.3	(Crossing) WESTWARD	25 MPH APPROACHING WITHIN 1100 FT UNTIL FULLY OCCUPIED
40.0 to 79.0	Zone	40
61.9	INTERLOCKING	35 MPH OVER CROSSING
79.0 to 122.4	Zone	30
96.5	INTERLOCKING	30 MPH OVER CROSSING
122.3 to 122.2	(Crossings)	10 MPH UNTIL FULLY OCCUPIED
122.3	(Crossing) EASTWARD	5 MPH APPROACHING WITHIN 150 FT UNTIL FULLY OCCUPIED

7 PUBLIC CROSSINGS AT GRADE

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

Mile	Stop	Affects
62.8	Stop signs track MA81	All
84.0	Stop signs track MH 17	All
122.3	Circuit Signs	Eastward

- (b) **Mile 96.4** (Crossing) - AWD. Westward proceeding at less than 10 mph within 1500 ft., speed 5 mph until fully occupied.

8 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Quill Lake Track MH 16. Track out of service from public crossing Mile 84.05 westward to West switch. West switch spiked.

Method of Control	ASSINIBOINE SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
	N ↓	S ↑					
SUBD TRK	CANORA Y		0.0		0.0 ↑		
	Jct with Margo Sub						
OCS	FERRIER		3.5		TGBO	43.57*	C2 T1
	AMSTERDAM		7.8				
	TADMORE		14.1				
	Jct with Preeceville Sub						
	STURGIS JCT Y		21.2				
	LILIAN		23.5				
	LADY LAKE		29.5	4040			
	USHERVILLE		44.7	4400			
	RESERVE		63.1	4090			
	CLEMENCEAU		78.1	4130			
	VARNEY		89.6		↓		C4 T2
SUBD TRK	MUTCHLER		92.2		92.2		
Jct with Tisdale Sub							
M of W 0.0 to 22.0 (Ch 81 - 3804) 22.0 to 63.1 (Ch 84 - 3803) 63.1 to 92.2 (Ch 82 - 3802)							

1 CANORA

- (a) All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Designated Locomotive tie-up - CZ 60.**

2 APPLICABLE ON SUBDIVISION

- (a) **Non Interlocked Railway Crossing at Grade**
Margo Sub and Connecting Track - Connecting track extends between Mile 54.5 Yorkton Sub. and Mile 0.2 Assiniboine Sub. Speed - 15 mph.
- (b) **Mile 43.57** - Stand Alone Hot Box and Dragging Equipment Detector, RTC must be advised when receiving garbled, or a "Not Working" message or failure to receive any radio message.
- (c) **Rule 105(a)** applicable on subdivision track.

ASSINIBOINE SUBDIVISION

3 SPEEDS

Mile		FRT	FRT OVER 134T	PSGR
0.0 TO 2.0	ZONE	15		15
1.1	(Crossing) 10 MPH UNTIL FULLY OCCUPIED			
2.0	BRIDGE		30	
2.0 TO 19.0	ZONE	40		50
2.0 TO 19.0	PSO		35	
3.20	BRIDGE		30	
14.40	BRIDGE		30	
15.50	BRIDGE		30	
19.0 TO 26.0	ZONE	25		25
26.0 TO 91.9	ZONE	40		40
26.0 TO 72.0	PSO		25	
72.0 TO 91.9	PSO		35	
91.9 TO 92.2	ZONE	15		15

Method of Control	PREECEVILLE SUBDIVISION			
	W ↓	E ↑	Mile	DOB / TGBO
SUBD TRK	Connection with Swan River Spur 0.0 THUNDERHILL JCT		0.1	0.1
OCS	BENITO		18.9	TGBO ↑
	NORQUAY		45.2	
	STURGIS JCT Y Jct with Assiniboine Sub		65.3	↓ 65.3
M of W 0.0 to 37.7 (Ch 82 - 3805) 37.7 to 65.3 (Ch 81 - 3804)				

1 STURGIS JCT

Sturgis Jct. Switch is in normal position when set for Assiniboine Sub.

2 APPLICABLE ON SUBDIVISION

- (a) **Heaviest car permitted** 268,000 lbs.
- (b) **Locomotive Restrictions:** Only locomotives in groups A, B, D and G permitted.
- (c) **Rule 105(a)** applicable on subdivision track.

3 SPEEDS

Mile		MPH
0.0 TO 65.1	ZONE	25
24.2	(BRIDGE)	10
65.1 TO 65.3	ZONE	10

- (a) Speed on all non-main track, except subdivision track - 10 mph.

4 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 0.0 Swan River Spur** Extends 13.3 miles south and 1.7 miles north of Thunderhill Jct.

TGBO applicable.

North end Switches on tracks ER21, ER02 and ER03 may be left lined and locked in either position.

Rule 105 (a) and **40.1** applicable.

Heaviest car permitted: 268,000 lbs.

Only locomotives in group A, B, D and G permitted.

Exception - Group G locomotives over Bridge Mile 91.6 - Speed 10 mph.

Speeds - Mile 83.5 to 98.5 15 mph.

All other tracks connecting to Spur 10 mph.

PREECEVILLE SUBDIVISION

Snowplows: Mile 95.9 (bridge) - Trains handling snowplows must stop, ensure wings are closed, then proceed under close observation to ensure sufficient clearance not exceeding 5 mph.

Transportation Radio - Mile 83.5 - 90.0 C3 T1 44. Mile 90.0 - 98.5 Ch3 T1 58.

Engineering Radio - 82 /24

(b) Mile 98.5 Erwood Spur - Extends 7.1 miles off Swan River Spur. Mile 0.0 to Mile 7.1

Rule 104.5(c) - Mile 5 Exception derail.

TGBO applicable.

Rule 105(a) applicable.

Rule 40.1 applicable.

Heaviest car permitted: 268,000 lbs.

Only locomotives in groups A, B, D and G are permitted.

Mile 0.40 (Bridge) - Locomotives in group G restricted to 10 mph.

Speeds

Mile 0.0 to Mile 7.1 15 mph.

All other tracks connecting to Spur 10 mph.

Public Crossing at Grade

Mile 0.2 (Crossing) 10 mph within 500 ft. until fully occupied.

Transportation Radio:

Mile 0.0 to 7.1 C3 T1 58

Engineering Radio: 82/24

Method of Control	TURNBERRY SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
	N ↓	S ↑					
SUBD TRK	HUDSON BAY Y		0.0		0.0		C4 T2 5040
	RELITZ		1.8		↑	7.9*	
OCS	OTOSQUEN		35.2	4510	TGBO	67.7*	
	TURNBERRY		50.6	7790			
	WESTRAY		68.3				
	THE PAS SOUTH <small>Connection with Hudson Bay Railway</small>		83.4				↓
M of W 0.0 to 33.6 (Ch 82 - 3802) 33.6 to 83.4 (Ch 81 - 3801)							

1 HUDSON BAY

Wye north switch is in normal position when set for west leg of wye. Southward passenger trains will pull down west leg of wye and back into station. Conductors will report arrival and departure times from the north wye switch .

2 OTOSQUEN

Exception Derails on Siding

3 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) Stand Alone Hot Box and Dragging Equipment Detector Mile 7.9 and Mile 67.7. System Special Instruction Item 4.14 applicable.
- (c) **Heaviest car permitted**
Relitz to Mile 83.4 - 268,000 lbs
- (d) Trains and engines operating north of The Pas South are governed by Hudson Bay Railway Time Table, Rules and Regulations.
- (e) **Rule 105(a)** applicable on subdivision track.

4 SPEEDS

Mile	ZONE	MPH
0.0 TO 0.4	ZONE	10
0.4 TO 83.4	ZONE	40

All non-main track except subdivision track 10 mph.

TURNBERRY SUBDIVISION

5 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**0.0 to Mile 4.7 HBR Trackage** - The Pas Terminal Subdivision

In addition to CROR Rules, operating crews entering Hudson Bay Railway territory at Mile 83.4 are governed by and must comply with the following:

CAUTIONARY LIMITS - Defined as that portion of the main track, or tracks, within limits defined by caution limit signs.

CAUTION SPEED - Within Cautionary Limits, CAUTION SPEED must be observed. Caution speed is defined as a speed that will permit stopping within one-half the range of vision of equipment or a track unit.

OPERATING SIGNS

Cautionary Limits Sign - Identified as a large yellow square.

Cautionary Limits One Mile - Identified as a Yellow triangle with a black square in the middle.

CROR Rule 34

In the addition to the requirements of CROR Rule 34, Cautionary Limits One Mile must also be communicated.

Method of Control	Number of Tracks	WATROUS SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Switching Zone	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes		
		W ↓	E ↑								
YTC	1	MELVILLE		0.0		1.1	1.1				
CTC	2	BAILEY		3.3		↑	▲				
	1	FENWOOD		12.1			▼	3.6	16.5		
		GOODEVE		18.8	13865						
		HUBBARD		28.4	11300					30.1	
		JASMIN		42.4	12300					45.6	
		LEROSS		52.7	6726					59.3	
		TOUCHWOOD		65.6	12758					71.2	
		QUINTON		77.6							
		RAYMORE		82.9	12300					84.6	
		BOOTH		87.3	7919					93.2	
		TATE		97.2	11312					105.8	
		NOKOMIS		106.5						120.1	
		McGREGOR		108.2	12300						
		UNDORA		114.1							
	2	BERRY		122.2						120.1	
	1	2	KITELLA		123.9				▲	122.2	C2 T1 5021
			WATROUS		127.7				▼	130.5	
			XENA		129.0						133.8
			YOUNG		135.5						147.5
			ZELMA		143.0		14100				163.2
			ALLAN		151.6						178.3
			ALLAN		158.8		16182				187.2
			BRADWELL		167.2		6696				
			CLAVET		174.3		16000				
			Jct with Craik Sub NEWCROSS		185.8						
			RIVERVIEW		189.4		19000				
			Jct with Warman Sub CHAPPELL JCT		190.9						
			1	1	SASKATOON		191.6				
	SASKATOON YARD				191.9						
	ROSKIN JCT				193.8						
	Jct with Rosetown Sub FARLEY EAST				194.3						
	FARLEY WEST				195.8		6757				
	WESTOVER				197.6						
GASPER		204.9									
HAWOODS		207.3			11300				201.9		
JUNIATA		207.3			12771				212.4		
LENEY		217.5			12200						
NEOLA		227.6			11300						
BIGGAR		240.5			14000				223.64		
					247.3		↓	▲	244.0	C5 T1 5021	
							▼	247.3			

M of W
 0.0 to 42.4 (Ch 84- 2571) 42.4 to 82.9 (Ch 81 - 2572)
 82.9 to 114.1 (Ch 82 - 2573) 114.1 to 143.0 (Ch 84 - 2581)
 143.0 to 167.2 (Ch 81 - 2582) 167.2 to 207.3 (Ch 82 - 2583)
 207.3 to 247.3 (Ch 81 - 2584)

WATROUS SUBDIVISION

1 SIDING CONTROL TERRITORY

2 RTC II ADVANCED TRAIN CONTROL FEATURES

3 MELVILLE

(a) Melville Yard Traffic Control Operating Manual in effect.

(b) **Rule 112(ii)** - Tracks MA01 to MA10 and MR01 to MR07, the minimum handbrake chart must be applied to a maximum of 3 handbrakes.

Tracks MR10, MR11 and MR12, the minimum handbrake chart must be applied to a maximum of 5 handbrakes.

(c) **Yard Traffic Control (YTC)**

Limits Mile 279.2 Rivers Sub to Mile 1.1 Watrous Sub . Prior to fouling Track MX 01 (east yard lead) and/or west lead, all movements must contact the East Yard Crew on CH 6, or be relieved of that requirement by the Melville Traffic Coordinator.

Westward trains at Waldron Mile 266.4 Rivers sub and eastward trains at Goodeve Mile 18.8 Watrous sub must contact Melville Yard Coordinator on CH 3 for yarding instructions.

Exception: Crews arriving and departing Tracks MT01, MT02 and MT03 need not communicate with the yard crew.

(d) **Point Protection Zone (PPZ) -**

Limits between the West Switch MR-19 and mile 1.0 Quappelle Sub. Usable length of the PPZ to the Quappelle Sub, from the west switch of MT-04, is 2800 ft.

PPZ sign white with black PPZ letters.

All movements requiring entry into the PPZ, including track units, **MUST NOT PASS** the PPZ sign until instructions have been obtained from the Melville Yardmaster.

Note 1: When a movement clears such zone, permission must again be requested before occupying the zone.

Note 2: Engineering employees must obtain permission before occupying the track, or undertaking any track work within this zone.

After receiving permission to enter and/or occupy the PPZ crew members are relieved of the requirements of CROR 40.1, 105, 105(a), 115(a) and 115(c), provided that the following conditions have been met:

- 1) The movement has properly entered the Point Protection Zone,
- 2) use of the Protection Zone has not been given to another movement, or employee, and
- 3) the length of the equipment being handled does not exceed the overall length of the Point Protection Zone.

- 4) When the movement is required to pull more

WATROUS SUBDIVISION

than 2800 ft. west by MT04 switch into the PPZ, a crew member must be positioned on the lead locomotive in order to properly protect the public crossings at grade mile 0.55 and mile 0.71 Quappelle Sub.

More than one movement may be given permission to occupy the PPZ limits provided each movement is advised accordingly. Under these conditions relief of CROR Rule 105 and 115 are not provided.

- (e) **Speed** 10 mph on all yard tracks except Tracks MT01 to MT05.

4 WATROUS

Rule 112 (ii) : Tracks WT01 to WT10, the minimum handbrake chart must be applied to a maximum of 3 handbrakes.

5 SASKATOON

- (a) **Switching Signals:** 1935D and 1938D
- (b) Reference Saskatoon Terminal Manual and Saskatoon Terminal and Industrial Switching footnotes for remainder of instructions.

6 BIGGAR

- (a) **Biggar** - Siding Control Territory - not applicable on siding Biggar.
- (b) **Rule 105(a)** - Applicable.
- (c) **Rule 40.1** - RTC permission required.
- (d) Trains approaching must notify outgoing crews of arrival times on Channel 4.

7 APPLICABLE ON SUBDIVISION

- (a) Transport Canada Rule 103 (c) exemption applicable at the following public crossings at grade. For operations consisting of train meets and overtakes at these crossings (in sidings and multi-track, where applicable) blockage of the crossing is permissible for up to one hour. After this, provisions of CROR Rule 103 (c) will apply. When going into these sidings or occupying multi-track for a meet and/or overtake, crew must contact RTC to determine how long they will be in the siding or on the multi-track. RTC must be notified prior to crossing being cut. Crossing must be cut in the event of emergency vehicle(s) requiring passage.

Mile 82.39 Siding Raymore

Mile 123.44 on Multi-Track

Mile 124.61 on Multi-Track

Mile 216.85 Siding Juniata

- (b) **Rule 103.1 (c)** - Not Applicable on Sidings: Goodeve, Raymore, Allan, Riverview, Juniata and Leney.
- (c) **Mile 178.5 - Local Control Dual Control Switch** Located Cargill West SSI 2.10 applicable.
- (d) **Mile 194.4 - Farley** - East end of siding equipped with Exception Derail.

WATROUS SUBDIVISION

- (e) **Mile 189.7 - Bridge:** Air brake applications must not be on bridge made except in case of emergency. Trains handling 24 foot ore cars must not exceed 10 mph while cars are on bridge.
- (f) **Mile 189.7 - Bridge -** Avoid heavy brake applications on or within 500 feet bridge .

8 SIGNAL STATUS REQUEST

- (a) **Mile 159.31 -** Allan Siding.

CH 1.

Signal 1586 DTMF 10#58031

Signal 1586D DTMF 10#58032

- (b) **Mile 188.36 -** Riverview

CH 1.

Signal 1893 DTMF 10#18931

Signal 1893D DTMF 10#18932

9 RAILWAY CROSSINGS AT GRADE

- (a) **Mile 106.5 -** (CPR Lanigan Sub.) Remotely Controlled by RTC Edmonton. Rule 610 applicable. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman.
- (b) **Mile 197.6 -** (CP Rail Duval Sub.) Remotely Controlled by RTC Edmonton. Rule 610 applicable. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman.
- (c) **Mile 204.9 -** (CPR Cominco Sub.) Remotely Controlled by RTC Edmonton. Rule 610 applicable. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman.

10 SPECIAL DANGEROUS COMMODITIES

- (a) Do not exceed 35 mph between Mile 188.0 and Mile 189.0.
- (b) Eastward movements must be inspected at Mile 201.9 and westward movements must be inspected at Mile 178.3.

11 SPEEDS

- (a) **TOB -** tons per operative brake will be indicated on WOPRT or train journal.
- (b) **Zones speed signs** will indicate speeds for passenger and unrestricted freight trains only.
- (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.

WATROUS SUBDIVISION

Westward					
Mile		Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psgr
1.1 - 122.0	Zone	65	65	65	80
1.1 - 1.4	PSO				70
44.34 (Crossing)	60 MPH APPROACHING WITHIN 900 FT UNTIL FULLY OCCUPIED				
47.36 (Crossing)	60 MPH APPROACHING WITHIN 2700 FT UNTIL FULLY OCCUPIED				
50.2	SIGNAL 501			55*	
51.7 (Crossing)	PSGR 65 MPH APPROACHING WITHIN 2900 FT UNTIL FULLY OCCUPIED				
55.3 - 55.6	PSO	55	55	55	65
66.8 - 72.8	PSO	50	50	50	60
85.0 - 91.7	PSO	50	50	50	55
93.85 (Crossing)	PSGR 65 MPH APPROACHING WITHIN 2900 FT UNTIL FULLY OCCUPIED				
106.5	INTERLOCKING 30 MPH OVER CROSSING				
122.0 - 186.0	Zone	60	60	60	80
127.7 - 127.8	PSO				60
149.6	SIGNAL 1495			50*	
184.1	SIGNAL 1841		55*	50*	
186.0 - 188.0	Zone	60	60	60	60
188.0 - 189.0	Zone	50	50	50	50
189.0 - 194.0	Zone	30	30	30	30
194.0 - 200.0	Zone	60	60	60	65
106.5	INTERLOCKING 30 MPH OVER CROSSING				
200.0 - 235.5	Zone	60	60	60	80
204.9	INTERLOCKING 40 MPH OVER CROSSING				
210.0 - 211.7	PSO	50	50	50	55
235.5 - 247.3	Zone	50	50	50	50
Eastward					
Mile		Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psgr
247.3 - 235.5	Zone	50	50	50	50
235.5 - 200.0	Zone	60	60	60	80
211.7 - 210.0	PSO	50	50	50	55
204.9	INTERLOCKING 40 MPH OVER CROSSING				
200.0 - 194.0	Zone	60	60	60	65
106.5	INTERLOCKING 30 MPH OVER CROSSING				
194.0 - 189.0	Zone	30	30	30	30
189.0 - 194.0	Zone	30	30	30	30
188.0 - 189.0	Zone	50	50	50	50
186.0 - 188.0	Zone	60	60	60	60
137.9	SIGNAL 1378			50*	
127.8 - 127.7	PSO				60
122.0 - 1.1	Zone	65	65	65	80
116.6	SIGNAL 1166			50*	
106.5	INTERLOCKING 30 MPH OVER CROSSING				
91.7 - 85.0	PSO	50	50	50	55
93.85 (Crossing)	PSGR 65 MPH APPROACHING WITHIN 2900 FT UNTIL FULLY OCCUPIED				
83.45 (Crossing)	PSGR 65 MPH APPROACHING WITHIN 2900 FT UNTIL FULLY OCCUPIED				
72.8 - 66.8	PSO	50	50	50	60
55.6 - 55.3	PSO	55	55	55	65
51.7 (Crossing)	PSGR 65 MPH APPROACHING WITHIN 2900 FT UNTIL FULLY OCCUPIED				
47.36 (Crossing)	60 MPH APPROACHING WITHIN 2700 FT UNTIL FULLY OCCUPIED				
5.7	SIGNAL 56			55*	
1.1 - 1.4	PSO				70

(a) Speeds on Sidings

Fenwood	Goodeve	Hubbard	Jasmin
Touchwood	Raymore	McGregor	Young
Clavet	Allan	Hawoods	Juniata
Lenney	Neola		
Speed 25 mph			
Riverview			
Speed 30 mph			

WATROUS SUBDIVISION

12 PUBLIC CROSSINGS AT GRADE

- (a) **Mile 41.79** - (Crossing) Eastward 35 mph until fully occupied unless siding is seen or known to be clear of equipment between the crossing and the whistle sign.
- (b) **Mile 52.21** - (Crossing) Eastward 40 mph until fully occupied unless siding is seen or known to be clear of equipment between the crossing and the whistle sign.
- (c) **Mile 78.25** (Crossing) - Westward movements proceeding at less than 30 mph within 4000 ft. of crossing 30 mph until fully occupied.
Eastward stopping at signal 780
- (d) **Mile 97.81** - (Crossing) Westward 50 mph until fully occupied unless siding is seen or known to be clear of equipment between the crossing and the whistle sign.
- (e) **Mile 106.0** (Crossing) - Eastward movements from interlocking Mile 106.5 must not exceed 30 mph until fully occupied. Westward 40 mph until fully occupied.
- (f) **Mile 127.9** (Crossing) - Eastward movements from south lead Track 1 - 5 mph until fully occupied.
- (g) **Mile 129.66** - (Crossing) - Westward trains proceeding after a stop at either signal 1293 or 1293D 25 mph until fully occupied. Westward train routed from west end of siding and passing signal 1293D 25 mph until fully occupied.
- (h) **Rule 103.1 (e)** - to prevent unnecessary operation of AWD, stop must be made as follows:
- | Mile | Stop | Affects |
|--------|------------------------|----------|
| 52.17 | Stop signs WS20 | All |
| 72.65 | Stop signs WS23 | Westward |
| 78.25 | Stop signs 300 ft | Eastward |
| 159.31 | Stop signs WS68 | All |
| 218.01 | Circuit sign 190 ft. E | Westward |
| 239.61 | Circuit sign 300 ft. W | Eastward |
- (i) **Rule 103.1 (d)** Applicable to following crossings equipped with push buttons:
Mile 142.7

13 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 123.9 - P.C.S. Lanigan Spur WS 48-49.**
Extends 16.7 miles north from tail of wye.
TGBO - Applicable entire spur
Mile 0.0 to Mile 1.0
Rule 105 and Rule 105(a) - Applicable
Mile 1.0 to Mile 15
OCS Rules 301-311 Applicable
Rule 105 and Rule 105 (a) and Rule 40.1 - Not applicable
Speed - 35 mph.
Mile 15 to Mile 16.7
Rule 105 - Applicable

WATROUS SUBDIVISION

Rule 105(a) not applicable on mine tracks.

Rule 112 - At Lanigan Mine, crews spotting empties from the north end into the load out are to ensure handbrakes are applied on the north end of cut of cars.

Lanigan Mine Operating Procedures

Crews operating at Lanigan Mine must be in possession of "Lanigan Mine Operating Procedures" handout, which is available at Melville Station, Watrous Bunkhouse, or Lanigan Mine Load Out.

Radio Instructions

RTC DTMF Code *5027# - Emergency calls *0#

- (b) **Mile 129.0 - Imperial Spur - Watrous Yard** extends 8.8 miles south from wye switch WT09.

Mile 5.46 - Exception derail.

Rule 105 (a) - Applicable.

Equipment Restrictions - Trains handling cars in excess of 268,000 lbs - 10 mph.

- (c) **Mile 143.5 Norco Spur WS 99 (Central Canada Potash)** extends 10.6 miles north.

Mile 0.0 to Mile 9.0

TGBO - Applicable - **Rule 40.1** - Not applicable

Mile 0.0 to Mile 10.6.

Rule 105(a) - Applicable

Rule 105(a) - Not applicable on mine tracks.

Equipment Restrictions - Account restricted clearance on the Kalium Salt Track at Norco Mine, locomotives and cabooses must not foul the salt loading system. Any lifting or spotting must be done with reachers. Clearance on this track is sufficient for regular hoppers. Account curvature, units must not operate on concentrator track at Norco Mine. Movements must use reachers to shove cars in the clear on this track and mine trackmobile will spot them. Empty cars must not be used as reachers.

Speed - 25 mph.

- (d) **Mile 160.1 - P.C.S. Allan Mines WS 71** - Extends 1.3 miles north.

Rule 105(a) - Applicable.

Rule 105(a) - Not applicable on mine tracks.

Mile 0.3 (Crossing) 10 mph within 400 ft. until fully occupied.

Hard hat required when outside the locomotive on mine property.

- (e) **Mile 170.2 Agrium Spur - WS82**

Speed 3 mph through unloading shed.

- (f) **Mile 178.5 Cargill Spur WS93** - Extends 3.2 miles. Points face west.

Track WS93 - Exception derail on Cargill Canola Plant lead, .

Rule 105(a) - Applicable.

Local Control Dual Control Switch. - Push-button for westward movements located on east side

WATROUS SUBDIVISION

crossing Mile 0.37 Cargill Spur. Instructions for operation posted.

Mile 0.37 (Crossing) AWD. Cargill Spur. Stop signs for westward movements located east of crossing. Warning devices will activate 10 seconds after reverse light for Local Control Dual Control Switch Mile 178.5 illuminates. Movements must ensure warning devices are in operation for at least 20 seconds prior to occupying crossing.

Restricted clearances in Loading Shed Tracks WS 94, WS 95 and WS 96,

Speed through unloading shed 3 mph.

- (g) **Mile 196.4 - P.C.S. Cory Spur SJ 01** - Extends south of track. Points face east.

Hard hat required when outside the locomotive on mine property.

- (h) **Mile 204.6 CPR Cominco Spur** - Extends 6500 ft. south to connection with CPR at MP 3.14 Cominco Spur and runs to end of track at MP 11.9 end of track. Points face east.

Crews operating on CPR Cominco Spur must be in possession of the current, in effect, CP Time Table and CP Daily Operating Bulletin (DOB) for CPR Sutherland Terminal/Cominco Spur. CN crew members expected to operate on CPR Cominco Spur shall obtain the CP DOB and a carrying case which contains the CP Rail Operating Manual and Time Table from Yardmaster at Chappell. On completion of duty the crew must return the carrying case to the Yardmaster.

Mile 11.82 Vanscoy Distribution Terminal

Engines must not pass the restricted clearance signs on anhydrous ammonia unloading tracks. Employees must not ride on sides of cars while operating on these tracks. At Agrium Mine, cars for concentrator must not be pushed beyond clearance point on track 9. At Agrium Mine, cars containing, or cars which last contained, anhydrous ammonia must not be moved on Track 5, located between the load out and storage building.

Hard hat required when outside the locomotive on VDT property.

Specific Restrictions - Sunflower seeds are prohibited at Agrium site.

Speeds -

Mile 204.6 Watrous Sub southward 6500 ft. 15 mph.

Mile 2.6 CP Cominco Spur to end of track 25 mph.

Cominco Spur Mile 9.0 to Mile 11.0 Speed - 10 mph.

Switches - All turnouts 15 mph.

- (i) **Mile 246.4** - Prairie Malt Ltd. BG 28 - Capacity 2760 feet. Switch points face east.

Locomotives must not move onto or over the track scale.

1 SASKATOON

- (a) Saskatoon Terminal Operating Manual in effect
- (b) **Anti-Whistling** - Except in emergency Rule 14(l) not applicable at:
 Mile 187.25, Mile 188.4
 Mile 190.7. and
 Warman Sub Switching zones crossings at Mile 0.75 on Track SG10 and Mile 1.1 on track SH01
- (c) **Rule 103.1 (c)** applicable at Mile 188.35 Siding Riverview.
- (d) **Yarding Instructions Watrous Sub.** Westward trains at Clavet, and eastward trains at Hawoods must advise Saskatoon Yard Office of arrival, prior to entering Saskatoon Yard.
 Unless otherwise directed by the traffic coordinator Saskatoon Yard, all freight and transfer movements entering Saskatoon Yard via Chappell Jct. are to use the SD41 Lead.
Yarding Instructions Warman Sub. Unless otherwise directed by Traffic Coordinator Saskatoon Yard, all freight trains and yard transfer movements entering via Chappell Jct. are to use SX04 lead for movement purposes.
- (e) **PPZ** - LCS Limits Saskatoon Yard have been designated from the Point Protection Zone light (east end of centre lead) westward to the east end track SC05 switch via the centre lead crossover (CX06).
 All movements must contact a member of the LCS yard assignment on channel 5 to receive authority to enter or operate a switch within these limits. When LCS crew are not available contact must be made with the Yard Coordinator.
- (f) Regional Special Instructions Item 5.1.3 and 5.1.4 applicable.
- (g) **Rule 112 (ii)** - Applicable as follows;
Tracks: SC01 and SR41 - The minimum handbrake chart must be applied to a maximum of 3 handbrakes. The Traffic Coordinator or Transportation Supervisor may direct that additional handbrakes be applied due to extreme weather conditions.
Tracks: SC04 to SC33 - inclusive need not have handbrakes applied.
Tracks: SQ01 and SQ02 - two handbrakes must be applied at the west end for each 10 car placement.
Tracks: SH13 and SH14 - Interchange tracks. Two handbrakes must be applied at either end for each 10 car placement.
- (h) **Tracks SC07 and SC08** Speed 10 mph.
- (i) **Track SR-41 (Shop Track)** Speed 10 mph.
- (j) **Track SE 06** Restricted Clearance Use extreme caution when moving cars around curve opposite Weldwood Bldg.

SASKATOON TERMINAL AND INDUSTRIAL SWITCHING FOOTNOTES

(k) Power Assisted Switches**2 INDUSTRIAL ZONES****(a) WATROUS SUB Switching Zones**

Mile 188.4 SA Zone - Nutana Industrial Park

Mile 190.9 SQ Zone - QE Power Station.

Mile 196.4 SJ Zone - (SJ01) PCS Cory Mine

Mile 197.1 SJ Zone - (SJ20) United Chemicals

(b) WARMAN SUB Switching Zones

Mile 0.3 SB Zone - Feed Rite Warman Sub.

Mile 0.5 SD Zone - Agpro Grain, SD01

Mile 1.1 SM Zone - Saskatoon Mills SH01 Lead.
SM01 Speed 5 mph.

Mile 4.19 SK Zone - Airport Industrial Park

Mile 4.9 SE Zone

Mile 5.0 SF Zone

Mile 6.0 and 13.59. SG Zone - North Saskatoon
Industrial Park

Mile 5.3 and 5.9 SH Zone - Downtown Industrial
Zone

3 RAILWAY CROSSING AT GRADE

Mile 1.1 - SH01 Lead (CPR Sutherland Sub.-3rd Ave. and 33rd St.) Automatic - Southward movements must STOP within 200 ft. and northward movements must STOP within 100 ft. of interlocking signal. Signal clearing is delayed to allow time for vehicular to clear the intersection. If signal still indicates STOP after 70 seconds and no conflicting movement is evident, Rule 611 must be complied with.

Speed - 10 mph.

4 APPLICABLE ON ALL SWITCHING ZONES

(a) Locomotive Restrictions - SA, SB, SE, SF, SG, SK, SM, SQ ZONES, CN 9400 - 9677, and all six-axle locomotives, not permitted. Exception: SG10, SG18, SG60, SG61, and all tracks off of Mile 8.9 Warman Subdivision - No restrictions.

(b) Equipment Restriction : SA Zone - Multi-Level Auto Racks and 89 ft. flat cars prohibited west leg of the wye.

5 SPEEDS

(a) Speed Unless otherwise indicated:
All Zones: 10 mph.

6 PUBLIC CROSSINGS AT GRADE

(a) Track SM 01 (33rd St Crossing), Non-automatic: Stop signs and push buttons both sides of crossing. Be governed by instructions posted in box.

(b) Manual protection to be provided on following crossings

CPR Interchange (King St Crossing)

All crossings on tracks SH 01 and SH 12 to 14.

Method of Control	YORKTON SUBDIVISION	Mile	DOB / TGBO	RTC Radio Channel, Tones and DTMF Codes
	N ↓			
	S ↑			
SUBD TRK	CANA JCT Jct with Rivers Sub	0.0	0.0 ↑	C5 T1
OCS +	TREVOR	2.0	TGBO	
	OTTHON	14.7		
	YORKTON Y	25.0		
	EBENEZER	35.9		
	CAMPBELL Y	41.1		
	SOUTH CANORA	49.0	↓	
SUBD TRK	MARGO JCT Jct with Margo Sub	54.7	54.7	C3 T2 60
M of W 0.0 to 23.0 (Ch 84- 2571) 23.0 to 54.7 (Ch 81 - 3804)				

1 MELVILLE

- (a) Melville Terminal Manual in effect.
- (b) Refer to Watrous Sub Footnotes for specific Melville operating instructions.

2 CANORA

Mile 2.2 Margo Sub, West Switch Track CZ 32 may be left lined and locked in either position.

3 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work **WHETHER OR NOT** they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Heaviest car permitted:** Trains handling cars exceeding 268,000 pounds;
Mile 0.0 and 29.5 Speed 10 mph
Mile 29.5 and 49.0. Speed 25 mph
- (c) **Locomotives** in group E must not exceed 15 mph from Mile 0.3 to 29.5.
- (d) **Rule 105(a)** applicable on subdivision track.
- (e) **Mile 24.8 - Railway Crossing at Grade** (CPR Wynyard Sub.) Automatic. Rule 611 applicable. Movements must not exceed 15 mph when passing the governing advance signal. Southward movements occupying approach to interlocking north of siding south switch longer than 3 minutes will cause interlocking signal to indicate STOP, but when movement passes siding south switch it will indicate PROCEED providing no movement approaching on conflicting routes. When movement is ready to proceed a member of the crew must operate push button and interlocking signal will indicate PROCEED if no conflicting movement. Push button located at interlocking signal.

YORKTON SUBDIVISION

- (f) **Mile 54.5. - Non Interlocked Railway Crossing at Grade** - Railway crossing at grade with Margo Sub. and the connecting track between Mile 54.5 Yorkton Sub and Mile 0.2 Assiniboine Sub.

4 SPEEDS

Mile		MPH
0.0 TO 29.5	ZONE	25
0.0 to 0.3	PSO	15
24.8	INTERLOCKING	10 MPH OVER CROSSING
24.7	(Crossing)	10 MPH APPROACHING WITHIN 500 FT UNTIL FULLY OCCUPIED
29.5 TO 49.0	ZONE	40
49.0 TO 54.7	ZONE	25
54.5	INTERLOCKING	15 MPH OVER CROSSING
54.5	(Crossing)	15 MPH APPROACHING WITHIN 600 FT UNTIL FULLY OCCUPIED
54.0 TO 54.7	PSO	15

5 PUBLIC CROSSINGS AT GRADE

- (a) **Mile 23.5 to Mile 26.0** - (All Crossings) 10 mph until fully occupied.
- (b) **Mile 24.7** - AWD. Northward movements receiving STOP indication must stop clear of crossing circuit sign located 230 ft. south of northward interlocking signal.
- (c) **Rule 103.1 (e)** - to prevent unnecessary operation of AWD, stop must be made as follows:

Mile	Stop	Affects
24.7	Circuit Sign 230 ft. S	Northward
24.9	Stop signs Track YA06	Northward

6 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Mile 41.1 Rhein Spur - Extends 14.0 miles from Campbell.

OCS Rules 301 - 311 Applicable

TGBO - Applicable.

Rule 105 and Rule 105(a) - Not applicable.

Rule 40.1 - Not applicable.

Heaviest car permitted: 268,000 lbs.

Speeds: Speed 20 mph.

All other tracks connected to Spur 10 mph.

Transportation Radio: C5 T1 49.

Engineering Radio: 81 - 86.

Method of Control	QUAPPELLE SUBDIVISION	Mile	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
	N ↓				
	S ↑				
SUBD TRK	QUAPPELLE JCT	93.8	93.8 ↑	78.1	C2 T1
+	VICTORIA PLAINS	88.0	TGBO		29.3
OCS	EDENWOLD	72.4			
	EDGELEY	61.2			
	FORT QUAPPELLE	46.4			
	BALCARRES	32.7			
	LORLIE	21.2			
	KEATS	1.5			
SUBD TRK	BIRMINGHAM JCT	0.0	0.0 ↓		C5 T2
M of W 0.0 to 32.7 (Ch 84- 2571) 32.7 to 88.0 (Ch 82 - 91) 88.0 to 93.8 (Ch 84 - 3811)					

1 MELVILLE

- (a) Melville Yard Traffic Control Operating Manual in effect.
- (b) Refer to Watrous Sub Footnotes for specific Melville operating instructions

2 REGINA

- (a) **Anti-Whistling** - Except in emergency Rule 14(l) not applicable at Mile 92.14.
- (b) **Switches at:**
Mile 93.8 Quappelle Jct. (Regina Terminal Lead), Mile 92.8 RG01 (Ross Industrial Lead), Mile .6 RH01 (Regina Industrial Lead), Wye switches RG02, RG03, and Regina Terminal switches RC65E and RC65W may be left lined and locked in either position.
- (c) **CPR Joint Trackage** - CPR DOB and Rule 105(a) applicable on all joint trackage in RB, RG, RH and DO Zones.
- (d) **Regina Terminal Lead** - Extends from Mile 0.46 (Dewdney Ave.) to Mile 1.6 (Quappelle Jct.)
Rule 105(a) - Applicable.
CP Rail - CPR time table, rules and regulations govern on joint trackage between the connecting track with CPR and CPR Station Regina and on joint track between connection with Ross Industrial Lead at Crecy, Mile 88.7 CPR Indian Head Sub. and Whitmore Mile 83.5 CPR Tyvan Sub.
- (e) **Ross Industrial Lead** Rule 105 (a) - Applicable.
- (f) **Regina Yard** - Yard Lights:
Activate Lights C1 DTMF * 8 #.
Deactivate Lights C1 DTMF * #
- (g) **Point Protection Zone (PPZ)** see Watrous Sub Instructions at Melville for operating instructions.

QUAPPELLE SUBDIVISION

- (h) **Quappelle Jct to Mile 0.0 Craik Spur** - Heaviest car permitted 268,000 lbs. Trains handling cars exceeding 268,000 lbs must not exceed 10 mph.
- (i) **Mile 0.5 - Railway Crossing at Grade** - Ross Industrial Lead (CPR Lanigan Spur.) Automatic. Rule 611 applicable. Movements must not exceed 15 mph approaching and within 500 ft. of governing advance signal until crossing occupied. Movements occupying approach to interlocking longer than 5 minutes will cause interlocking signal to display STOP indication but when movement is within 300 feet of signal it will indicate PROCEED provided no movement approaching on conflicting routes. Westward advance signal located to left of track at Mile 0.9 - Ross Industrial Lead. Speed - 15 mph.
- (j) **Mile 1.9 - Railway Crossing at Grade** - Ross Industrial Lead (CPR "K" Lead): Automatic. Rule 611 applicable. Movements must not exceed 15 mph between the advance and governing interlocking signal. Speed - 15 mph.
- (k) **SPEEDS**
 City Industrial Lead (RH Zone) - 10 mph
 Regina Terminal (RC Zone) -10 mph
 Ross Industrial Lead RG01 to Crecy -10 mph
 Regina Terminal Lead Mile 0.46 to 1.6 - 10 mph
 CP K-Lead, CN Jct to RH Lead Switch - 5 mph
- (l) **Mile 4.4 (Crossing) AWD.** Eastward movements not authorized by signal indication must not obstruct crossing until "LOWER" (start) button of control device, (located east of crossing, adjacent to bungalow) has been activated. Movement must then be governed by CPR instructions posted in box.
- (m) **Track RC 30** - Designated storage track for all dangerous goods loads except anhydrous ammonia.
Track RA 40 - Designated storage track for anhydrous ammonia.

3 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Steep Grade Territory** - Regional Special Instruction Item 2.3 applicable.
- (c) **Mile 91.9 - Railway Crossing at Grade** (CPR Lanigan Sub.) Automatic. Rule 611 applicable. Movements between the advance signal and the governing interlocking signal must not exceed 15 mph.

QUAPPELLE SUBDIVISION

(d) **Maximum Motorized Axles** - Trains with five (5) locomotives consisting of Three GF-30 or GF-630 locomotives and two GR-420 locomotives (4790-4798) may operate with twenty six (26) motorized axles.

(e) **Rule 105(a)** applicable on subdivision track.

4 SPEEDS

Mile		MPH
0.0 TO 1.0	ZONE	15
1.0 TO 33.3	ZONE	40
33.3 TO 52.5	ZONE	25
52.5 TO 87.5	ZONE	40
87.5 TO 91.0	ZONE	35
91.0 TO 93.8	ZONE	15
91.9	INTERLOCKING 15 MPH OVER CROSSING	
92.4 TO 92.7	PSO	10

5 PUBLIC CROSSINGS AT GRADE

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

Mile	Stop	Affects
91.8	Circuit signs	All

6 SPECIAL DANGEROUS COMMODITIES

Southward movements must be inspected at Mile 78.1. when HBD is malfunctioning.

Method of Control	CRAIK SUBDIVISION		Mile	DOB / TGBO	RTC Radio Channel, Tones and DTMF Codes
	N ↓	S ↑			
SUBD TRK	CRAIK		71.8	TGBO ↑ ↓ 154.1	C4 T1
	DAVIDSON		90.0		
OCS	BLADWORTH		98.4		
	KENASTON		109.3		
	DUNDURN		134.8		
	CAMPSPUR		137.3		
	NEWCROSS Jct with Watrous Sub		154.1		
M of W 71.8 to 93.0 (Ch 81 - 85) 93.0 to 138.0 no radio coverage 138.0 to 154.1 (Ch 82 - 2583)					

1 SASKATOON

Reference Saskatoon Terminal Manual and Saskatoon Terminal and Industrial Switching footnotes.

2 DAVIDSON

- (a) **Rule 105 (a)** - Applicable on all tracks at Davidson.
- (b) **Designated locomotive tie-up** CK 73 - north end only

3 APPLICABLE ON SUBDIVISION

- (a) **Rusty Rails** - Due to the possibility of rusty rail conditions, trains must not enter public crossings at grade at Mile 82.0 and Mile 85.0 until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.
- (b) **Heaviest car permitted** : Movements handling cars in excess of 268,000 lbs. Speed 25 mph.
- (c) **Rule 105(a)** applicable on subdivision track.

4 SPEEDS

Mile	MPH
82.0 to 154.1	Zone 30

5 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 82.0 - Craik Spur** - Extends 82 miles south.
Rule 105, 105(a) and 40.1 applicable
 Engineering permission required to operate between Mile 5.0 and Mile 82.0. Special instructions will be issued if required.

CRAIK SUBDIVISION

Rusty Rails - Due to the possibility of rusty rail conditions, trains must not enter public crossings at grade at Mile 0.0 and Mile 82.0 until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.

Heaviest car permitted: 268,000 lbs.

Speed on Spur

Mile 0.0 to Mile 82.0 15 mph

0.2 (Crossing) northward 5 mph approaching within 200 ft. until fully occupied and southward 10 mph approaching within 400 ft until fully occupied

2.63 (Crossing) 10 mph until fully occupied

Anti-Whistling - Except in emergency Rule 14 (I) not applicable at:

Mile 0.20, Mile 0.75, Mile 1.08 , Mile 1.39, Mile 1.63, Mile 1.89, Mile 2.13 and Mile 2.40

Switch RC 65 may be left lined and locked in either position.

6 SPECIAL DANGEROUS COMMODITIES

Northward movements must be inspected at Mile 153.0.

Method of Control	GLENAVON SUBDIVISION		Mile	DOB / TGBO	RTC Radio Channel, Tones and DTMF Codes	
	W ↓	E ↑				
SUBD TRK	KIPLING Y		0.0	1.9 ↑ TGBO ↓ 87.5	C3 T1	
OCS	FARDOE		1.9		87.5 ↓	C8 T1
	KEGWORTH		17.5			
	GLENAVON		24.1			
	WYLEY Y		31.9			
	MONTMARTRE		38.1			
	ODESSA		54.0			
	DAVIN		69.9			
	REGINA EAST		83.7			
	MCCALLUM Jct with CPR		87.5			
M of W 0.0 to 50.0 (Ch 84 - 19) 50.0 To 83.7 (Ch 82 - 91) 83.7 to 87.5 (Ch 84 - 3811)						

1 APPLICABLE ON SUBDIVISION

- (a) CPR DOB applicable on CPR Tyvan Sub between Mile 87.3 Crecy and Mile 84.7 McCallum.
- (b) CPR time table, rules and regulations govern on joint track between McCallum and connection with Ross Industrial Lead at Mile 88.7 CPR Indian Head Sub. Jct switch is in normal position when set for through movement on CPR Tyvan Sub.
- (c) Rusty Rail conditions applicable at all public crossings at grade with Automatic warning devices between Mile 0.0 to 15.0
- (d) Switches between Mile 0.0 and Mile 1.9 may be left lined and locked in either position
- (e) **Designated locomotive tie-up:** Kipling CO86, Regina East GE84 Glenavon GE18 and Kegworth GE17
- (f) **Heaviest car permitted :** 268,000 lbs.
- (g) **Only locomotives** in groups A, B, D, F, and G permitted.
- (h) **Rule 105(a)** applicable on subdivision track.

2 SPEEDS

Mile	ZONE	MPH
0.0 TO 87.5		25

3 PUBLIC CROSSING AT GRADE

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

Mile	Stop	Affects
38.2	Stop signs GE 41 GE42	All

4 SPECIAL DANGEROUS COMMODITIES

Westward movements must be inspected at Mile 80.0.

Method of Control	LEWVAN SUBDIVISION		Mile	DOB / TGBO	RTC Radio Channel, Tones and DTMF Codes
	N ↓	S ↑			
SUBD TRK	MINARD JCT Y		0.0	TGBO ↑ ↓	
	MINARD		0.8		
	COLFAX		68.1		
	LEWVAN		74.2		
	GRAY		93.6		
	ESTLIN		100.4		
	ROWATT		107.2		
	WHITMORE Jct with CPR		115.5		115.5
M of W					
0.0 to 100.4 (Cellular Coverage) 100.4 to 116.5 (Ch 84 - 3811)					

1 APPLICABLE ON SUBDIVISION

- (a) CPR DOB applicable on CPR Tyvan Sub. between Mile 83.5 Whitmore and Mile 87.3 Crecy.
- (b) **Whitmore** - CPR time table, rules and regulations govern on joint track between Whitmore and connection with Ross Industrial Lead at Mile 88.7 CPR Indian Head Sub. Jct. switch is in normal position when set for through movement on CPR
- (c) **Heaviest car permitted:**
 Mile 0.0 - 106.8 177,000 lbs.
 Mile 106.8 - 115.5 268,000 lbs.
- (d) **Rule 105(a)** applicable on subdivision track.

2 LOCOMOTIVE RESTRICTIONS

- (a) **Mile 0.8 to Mile 1.4** (including wye) Only locomotives in groups A, B and D permitted. Locomotives in groups B and D must not exceed 10 mph.
- (b) **Mile 1.4 to Mile 99.0** - Only locomotives in group A permitted.
- (c) **Mile 99.0 to Mile 106.8** - Locomotives in groups A and D permitted. Group D locomotives must not exceed 10 mph.
- (d) **Mile 106.8 to Mile 115.5** - Only locomotives in groups A, B, D, F, and G permitted.

3 SPEEDS

Mile	ZONE	MPH
0.0 TO 107.0	ZONE	15
107.0 TO 115.5	ZONE	25

4 SPECIAL DANGEROUS COMMODITIES

Northward movements must be inspected at Mile 102.0.

CENTRAL BUTTE SUBDIVISION

5 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**(a) Mile 2.4 - CONOCO Canada Ltd.**

Tracks RJ 20 and RJ 21.

Speed: Tangent track - 10 mph. Curves - 5 mph. Speed reduction must take place prior to entering curves.

(b) Mile 24.3 - Kalium Chemicals Ltd. CE 20
Extends 3.3 miles south of track off tail of wye.

Rule 105(a) - Applicable.

Equipment restrictions: 6 axle locomotives not permitted on Canadian Salt Plant Tracks CE 29 and CE 30.

Speed - 10 mph.

Switches east end of loading building 5 mph.

General: All cars moving on tracks 1,2,3 and 4 must be coupled to locomotives. Red flashing lights, located at eye level on either side of door opening, on tracks 3 and 4, indicate car puller within load-out area is in operation. No attempt is to be made to couple to cars on either east or west end of load-out tracks while red lights are flashing. Cars being placed at west end of load-out building must be left no more than two car lengths west of load-out building and no closer than 12 feet from building, to ensure that cars can be reached with the car puller and, if cars already standing on tracks 2, 3 and 4, they must be coupled to allow continual movement with car puller.

At no time will cars be pulled from the inside of load-out building unless directed by load-out foreman. Locomotives are prohibited from passing through or entering load-out building unless specifically requested by Kalium personnel. Cars on west end tracks 3 and 4 must not be coupled onto until permission received from load-out personnel. Cars are not permitted to be left standing on curves between main salt plant and public crossing at grade on salt plant spur and between Kalium spur switch and public crossing at grade on salt plant spur.

(c) Canadian Salt Company Ltd., off Track No. 10 at Kalium Chemicals Ltd.

Locomotive bell must be rung continuously when pulling or spotting cars inside of the warehouse building.

General - Locomotives are not to stand inside the warehouse building but are to spot and pick up cars without undue delay to avoid fumes contaminating the warehouse area. Blue flags will be used on both tracks known as south and north tracks and cars are not to block or enter track until blue flag(s) have been removed by Canadian Salt plant personnel. Crews must not operate overhead telescopic doors. Cars are not to be released in switching movements within the plant trackage.

CENTRAL BUTTE SUBDIVISION

Restricted Clearance - Crews must not ride on the side of cars when entering load-out area, due to side restriction within the warehouse building.

- (d) **Mile 1.62 - Saskferco Lead CE 34.** - Extends 1.9 miles west of Kalium lead.

Speed - 10 mph.

Public Crossing at Grade - Movements over public crossings on Saskferco Lead Track CE34 and South leg Wye CE33 must be manually protected until crossing fully occupied.

- (e) **Mile 38.96 - Avonlea Spur** - extends 1.9 miles south.

Speed - 10 mph.

Rule 105(a) - Applicable.

Equipment Restrictions:

Heaviest car permitted: 268,000 lbs.

Locomotives in groups A, B, D, F and G permitted.

Locomotives in groups A, B and D only, permitted on CN/CP transfer track AV76 and AV77 in Moose Jaw.

General - SRC Interchange - 1.9 miles from Moose Jaw Jct. CN trackage ends at Mile 1.9. Marked by sign indicating END CN TRACK. Beyond this point is Southern Railways Cooperative (SRC) trackage. CN crews may operate 1000 feet beyond the END CN TRACK sign, which is up to, but not on the bridge. Rule 105 and Rule 105(a) applicable on SRC trackage. Permission to enter SRC track is not required but crews are to contact any SRC crews working in immediate area to make arrangements to avoid conflict prior to entering.

CN/SRC Transfer Track CE 40 - Mile 38.2 Central Butte Sub.

CN/CP Transfer Track AV 76 and AV 77 - Extends west off Avonlea Spur Mile 1.6 - points face south.

Speed

Track AV76 Speed 5 mph.

Track AV77 Speed 10 mph.

Only locomotive groups A, B and D permitted.

Public Crossings at Grade - First Ave. S.E. and Home St. - A crew member must provide manual protection for all movements over crossing.

6 SPECIAL DANGEROUS COMMODITIES

Eastward movements must be inspected at Mile 6.0.

Method of Control	ROSETOWN SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
	W ↓	E ↑					
OCS	ROSKIN JCT Jct with Watrous Sub		0.0		TGBO	38.3	C8 T1
	VANSCOY		12.1				
	CONROSE JCT Jct with Conquest Sub		20.7				
	DELISLE		21.2				
	TESSIER		36.3	3080			
	HARRIS		44.8				
	ZEALANDIA		55.7				
	ROSETOWN		67.2				
	FISKE		87.2				
	DARCY		93.3	3990			
	NETHERHILL		108.3				
SUBD TRK	BEADLE		119.0		↓	95.2	
	KINDERSLEY Y		121.3				
M of W 0.0 to 21.2 (Ch 82 - 2583) 21.2 to 44.8 (Ch 84 - 13) 44.8 to 93.3 (Ch 82 - 31) 93.3 to 110.0 (Ch 81 - 17) 110.0 to 121.3 (Ch 84 - 16)							

1 SASKATOON

Saskatoon Terminal Manual in effect, also refer to Saskatoon Terminal and Industrial Switching footnotes.

2 KINDERSLEY

- (a) **Mile 120.9 - KS 01** - East Switch may be left lined and locked in either position.
- (b) **Designated locomotive tie-up** KS 17.

3 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty at Kindersley must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non main trackage.
- (b) **Heaviest car permitted:** 268,000 lbs.
Cars in excess of 268,000 lbs but less than 286,000 lbs may be handled but movement is restricted to 25 mph unless the following conditions are met:
 - a) maximum of five heavier cars per train
 - b) no more than three heavier cars coupled together
 - c) four car separation between three heavier cars coupled together and any heavier car(s).
- (c) **Rule 105(a)** applicable on subdivision track.

ROSETOWN SUBDIVISION

4 SPEEDS

Mile		MPH
0.0 to 0.5	Zone	10
0.5 to 74.0	Zone	30
64.3	INTERLOCKING	20
74.0 to 92.4	Zone	40
82.1 to 84.5	PSO	20
92.4 to 102.0	Zone	30
102.0 to 121.3	Zone	40
120.89	(Crossing) EASTWARD	10 MPH APPROACHING WITHIN 400 FT UNTIL FULLY OCCUPIED

5 PUBLIC CROSSINGS AT GRADE

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

Mile	Stop		Affects
44.8	Stop signs	RT20	All
63.65	Stop signs	SWP Track	All
67.5	Stop signs	RT35	Westward

6 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Mile 63.65 - Saskatchewan Wheat Pool (SWP)

Spur - Extends 1.6 miles northward

Exception Derail located on lead to RT 36.

Method of Control	CONQUEST SUBDIVISION	Mile	DOB / TGBO	RTC Radio Channel, Tones and DTMF Codes
	S ↓			
	N ↑			
SUBD TRK	Jct with Rosetown Sub CONROSE JCT	0.0		
OCS	KEIMAC	3.0	3.0	
	CONQUEST	29.4	↑	
	MACRORIE	45.7		
	CQ JCT Y	50.3		
	CONQUEST JCT WEST Jct with Elrose Sub	50.8		
	DUNBLANE	59.3	↓	
	DEMAINE	92.8	92.8	
SUBD TRK	BEECHY Y	94.3		
M of W				
0.0 to 59.3 (Ch 84 - 13) 59.3 to 94.3 (Ch 81 - 20)				

1 BEECHY

- (a) **Exception Derail** at Beechy.
- (b) **Designated locomotive tie-up** CN27.

2 APPLICABLE ON SUBDIVISION

- (a) **Mile 50.3** - CQ Jct Switch - Normal position when set for connecting track to Elrose Sub.
- (b) **Rusty Rails** - Due to the possibility of rusty rail conditions, trains must not enter public crossings at grade at Mile 0.0 and Mile 94.3 until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.
- (c) **Heaviest car permitted** : 268,000 lbs.
- (d) **Locomotives** in Group E prohibited on CPR Transfer track CN07.
- (e) **Rule 105(a)** applicable on subdivision track.

3 SPEEDS

Mile	ZONE	MPH
0.0 TO 50.3	ZONE	30
50.3 TO 92.8	ZONE	25
59.6 TO 59.8	PSO	15

- (a) May 8th to September 15th all trains restricted to 10 mph between 1200-2200. Restriction may be cancelled for a specific train by verbal instruction by RTC or Track Supervisor.
- (b) All movements between Mile 50.3 Conquest Sub and Mile 0.5 Elrose Sub must not exceed 10 mph.

Method of Control	ELROSE SUBDIVISION		Mile	DOB / TGBO	RTC Radio Channel, Tones and DTMF Codes
	W ↓	E ↑			
SUBD TRK	CONQUEST JCT WEST Y		0.0	0.0	C8 T2
	Jct with Conquest Sub		0.5	↑ TGBO ↓	
OCS	DINSMORE		22.3		
	WISETON		31.3		
	HUGHTON		44.2		
	ELROSE		49.8		
	MATADOR		55.9		
	PLATO		70.0		
	RICHLEA		76.9		
	RITA		80.0		
SUBD TRK	ESTON Y		84.2 84.4	80.0	
OCS	CHARLIE		87.0	87.0	
	SNIPE LAKE		91.0	▲ TGBO DOB ▼	
	ROBERT		103.4		
SUBD TRK	GLIDDEN Y		104.2	103.4	
M of W					
0.0 to 22.3 (Ch 84 - 13) 22.3 to 49.8 (Ch 82 - 31) 49.8 to 104.2 (Ch 81- 17)					

1 ESTON

Designated locomotive tie-up EL15.

2 APPLICABLE ON SUBDIVISION

- (a) **Rusty Rails** - Due to the possibility of rusty rail conditions, trains must not enter public crossings at grade at Mile 0.0 and Mile 104.2 until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.
- (b) **Heaviest car permitted** : 268,000 lbs.
Trains handling cars in excess of 263,000 lbs. must not exceed: 25 mph between Mile 0.0 and Mile 84.2, 15 mph between Mile 84.2 and Mile 104.2.
- (c) **Mile 85.1 to Glidden** - Only locomotives in groups A, B, D, F and G permitted.
- (d) **Rule 105(a)** applicable on subdivision track.

ELROSE SUBDIVISION

3 SPEEDS

Mile		MPH
0.0 TO 65.0	ZONE	30
22.59	(Crossing) WESTWARD 20 MPH APPROACHING WITHIN	450
	FT UNTIL FULLY OCCUPIED	
27.9	(Crossing) WESTWARD 10 MPH APPROACHING WITHIN	200
	FT UNTIL FULLY OCCUPIED	
49.53	(Crossing) 5 MPH APPROACHING WITHIN	1000
	FT UNTIL FULLY OCCUPIED	
80.0 TO 87.0	ZONE	10
87.0 TO 104.2	ZONE	25

- (a) **Mile 0.5 to Mile 84** - May 8th to September 15th, all trains restricted to 10 mph between 1200 - 2200. Restriction may be cancelled for a specific train by verbal instruction by RTC of Track Supervisor
- (b) **Mile 0.5 - Elrose Sub to Mile 50.3 Conquest Sub.** Connecting track and WYE tracks, Speed 10 mph.

4 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 55.9 - Matador Spur** - Extends 29.7 miles southward from Matador.

Rule 105 (a) - Applicable.

Designated locomotive tie-up track:
Kyle - between derail at Mile 29.4 and end of track.

Heaviest car permitted : 263,000 lbs.

Speeds: 10 mph

- (b) **Mile 84.2 - White Bear Spur** - Extends 24.2 miles.

Rule 105 (a) - Applicable.

Heaviest car permitted : 268,000 lbs.

- (c) **Mile 104.2 - Mantario Spur** - Extends 21.6 miles northward from Glidden Spur Mileages: Mile 43.8 at Glidden. Mile 22.2 end of operated track.

Rule 105 (a): Applicable on spur and all connecting tracks.

Speeds: 15 mph.

Heaviest car permitted : 263,000 lbs.

Locomotives in Group E prohibited.

Locomotives in Groups F and G must not exceed 6 mph through turnouts.

Connecting Spurs

Mile 33.7 - Eaton North switch to track NR-06 Mantario Spur is locked. Access to track NR-06 via south switch only. Locomotives are prohibited from operating North of customer loadout facility on this track.

Method of Control	WARMAN SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Switching Zone	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
	N ↓	S ↑						
CTC	+	CHAPPELL JCT Y	0.0		TGBO	0.0		C2 T2 5021
		Jct with Watrous Sub						
	WESTVIEW	3.1						
	RICHMOND Y	6.0						
	+	NORTH SASKATOON	7.5	6300				
		Connection with Aberdeen Sub	17.2			↓	12.0	
SUBD TRK		WARMAN Y	17.3		↓	17.2		
		Connection with Carlton Trail Railway						
M of W 0.0 to 10.0 (Ch 82 - 2583) 10.0 to 17.3 (Ch 81 - 28)								

- 1 SIDING CONTROL TERRITORY**
- 2 RTC II ADVANCED TRAIN CONTROL FEATURES**
- 3 SASKATOON**
Reference Saskatoon Terminal Manual Saskatoon Terminal and Industrial Switching footnotes.
- 4 WARMAN**
Designated Locomotive Tie-up WA04 and 05.
- 5 APPLICABLE ON SUBDIVISION**
 - (a) **Anti-Whistling** - Except in emergency Rule 14(l) not applicable at the following public crossings at grade: All crossings between Mile 0.0 and Mile 7.0 inclusive and Mile 0.7 including crossings on Northern Sales Spur and Fairlight Drive.
 - (b) Mile 6.80 - Siding North Saskatoon equipped with exception derail.
- 6 RAILWAY CROSSING AT GRADE**
 - (a) **Mile 0.8** (CPR Wilkie Sub.) Automatic. Rule 611 applicable. Railway crossing at grade sign located 3100 feet south of interlocking.
 - (b) **Mile 17.1** Warman (Aberdeen Sub.) Remotely Controlled by RTC Edmonton. Rule 610 applicable. Rule 839 (a) and (b) not applicable. Foremen **MUST ALWAYS** be authorized by the signalman.

WARMAN SUBDIVISION

7 SPEEDS

Mile		MPH
0.0 TO 0.3	ZONE	10
0.8	INTERLOCKING	30 MPH OVER CROSSING
0.3 TO 7.0	ZONE	30
0.3	(Crossing) SOUTHWARD	15 MPH APPROACHING WITHIN 600 FT UNTIL FULLY OCCUPIED
5.0	(Crossing)	15 MPH APPROACHING WITHIN 600 FT UNTIL FULLY OCCUPIED
5.2 to 6.0	PSO	20
7.0 to 16.8	Zone	40
16.8 to 17.3	Zone	25
17.1	INTERLOCKING	10 MPH OVER CROSSING
17.0 TO 17.2	PSO	10

8 PUBLIC CROSSINGS AT GRADE

- (a) **Mile 0.2** (Crossing) - Southward from SB 01 5 mph until fully occupied.
- (b) **Mile 3.07** (Crossing) - Northward from Mile 2.5 and southward from Mile 4.0 25 mph until fully occupied.
- (c) **Mile 0.3** (Crossing) Track SB01 - Warning Devices Non-Automatic: Equipped with Stop sign and push button for southward movements on track.
- (e) **Rule 103.1 (e)** - to prevent unnecessary operation of AWD, stop must be made as follows:

Mile	Stop	Affects
4.19	Stop signs SK01 and SK04	All
4.9	Stop signs SE06 and SE07	All
5.0	Stop signs SF01 and SE05	All
6.8	Stop signs SG10	All
8.94	Stop signs SG80	All

9 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 0.5 - Agpro Grain Spur SD 01** - Extends west 1.4 miles. Points face south.

Mile 0.3 (Crossing) Warning provided by roadway traffic signals. All Movements must stop at the governing "STOP" signs and not obstruct the crossing until white indicator light mounted on mast is lit (approximately 70 seconds). If indicator light fails to operate, a crew member must provide manual protection of the crossing.

- (b) **Mile 5.3 and Mile 5.7 - CPR Interchange Spur** Connected to the Warman Sub main track from Wye Switches at Mile 5.3 and Mile 5.7 Warman Sub.

Exception Derail located at south end of wye tracks. (SH03).

WARMAN SUBDIVISION

- (c) **Mile 8.9 Sterling Pulp Chemicals Track SG 80**
Extends east of main track. Tri-level automobile cars are not to be moved on this spur account sharp curvature. Hard hat and escape respirator required. Items are provided in the lock box located at the building's rail entrance.

Speed 5 mph.

- (d) **Mile 17.3 Carlton Trail Railway (CTR)** extends northward beyond mile 17.3 as the CTR Prince Albert Subdivision. CN movements may operate between Mile 17.3 and Mile 19.4 and will be governed by and must comply with the following additional CROR rules.

CAUTIONARY LIMITS - Defined as that portion of the main track, or tracks, within limits defined by cautionary limits signs.

CAUTION SPEED - Within Cautionary Limits CAUTION SPEED must be observed. Caution Speed is defined as a speed that will permit stopping within one-half the range or equipment or a track unit.

OPERATING SIGNS -

Cautionary Limit Sign - identified as a large yellow square.

Cautionary Limits One Mile - identified as a yellow triangle with a black square in the middle.

CROR RULE 34

In addition to the requirements of CROR Rule 34, Cautionary Limits One Mile must also be communicated.

10 SPECIAL DANGEROUS COMMODITIES

- (a) Do not exceed 35 mph between Mile 7.0 and Mile 12.0.
- (b) Southward movements must be inspected at Mile 12.0.

ABERDEEN SUBDIVISION

2 ABERDEEN

Mile 50.7 - Switch point lock installed switch AB16. Base of switch stand is painted white.

3 WARMAN

Designated Locomotive Tie-up WA 04, 05

4 NORTH BATTLEFORD

- (a) Crews ordered at North Battleford in yard engine service may be required to obtain two 2 TGBO'S for adjoining RTC territories
- (b) Switches NB Jct Mile 0.1 and NB 01 to NB 07 inclusive may be left lined and locked in either position.
- (c) Equipment destined to Track NB 02 must be shoved to rest.
- (d) **Mile 147.6** - Track NB 07 (Tiger Calcium) Restricted clearances and uneven walking conditions around earth retaining wall.

5 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO/DOB may include instructions required to operate within non-main trackage.
- (b) **Mile 60.8 and Mile 90.3** - Air brake application must not be made on bridges except in case of emergency.
- (c) **Yard Lights** - Humboldt and North Battleford
On - CH1 DTMF *8 # Off - CH1 DTMF *#
- (d) **Mile 65.4 Railway Crossing at Grade** (Warman Sub) Remotely Controlled. Rule 610 applicable. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman.
- (e) **Rule 105(a)** applicable on subdivision track.

6 SPEEDS

Mile		MPH
0.0 TO 34.0	ZONE	25
0.9 (Crossing) 10 MPH UNTIL FULLY OCCUPIED		
34.0 TO 65.0	ZONE	40
60.2 TO 61.0	PSO	20
65.0 TO 89.0	ZONE	30
65.4 INTERLOCKING 35 MPH OVER CROSSING		
89.0 TO 92.7	ZONE	20
92.7 TO 95.3	ZONE	30
95.3 TO 140.0	ZONE	40
140.0 TO 147.7	ZONE	30
146.8 (Crossing) 10 MPH APPROACHING WITHIN 900 FT UNTIL FULLY OCCUPIED		

- (a) **Mile 60.8 (Bridge)** - Trains handling 24 ft. ore cars, 15 mph while equipment is on bridge.
- (b) **Mile 65.5 (Crossing)** - Movements from track WA 06 Warman Sub 10 mph until fully occupied.

ABERDEEN SUBDIVISION

7 PUBLIC CROSSINGS AT GRADE

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

Mile	Stop	Affects
18.5	Stop signs Track AB10	All
44.5	Stop signs Track AB15	All
65.5	Circuit signs	All
103.8	Stop signs Track AB47	All
118.7	Stop signs Track AB52	All

8 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 24.62 Cudworth Spur** - Extends northward 46.1 Miles from Mile 38.4 to Mile 84.5.

Mile 38.4 to Mile 39.0

Rule 105, 105(a) and 40.1 applicable

Mile 39.0 to Mile 84.5

OCS Rules 301-311 Applicable

TGBO - Applicable

Rule 105 - 105(a) and **40.1** - Not applicable

Transportation Radio -

38.4 - 54.0 C3 T2 13

54.0 - 80.0 C3 T2 54

80.0 - 84.5 no radio coverage

Engineering Radio -

38.4 - 62.0 84 - 30

62.0 - 84.5 81 - 28

Designated locomotive tie-up :

Mile 83.5 track CW 16.

Heaviest car permitted : 268,000 lbs.

Mile 38.4 and Mile 45.0 - Only locomotives in groups A, B, D, F, and G permitted.

Speeds:

Mile	MPH
Mile 38.4 to Mile 39.0	15
Mile 39.0 to Mile 73.0	25
Mile 78.2	15
Mile 73.0 to Mile 84.5	15

- (b) **Mile 50.82 - Louis Dreyfus Canada (LDC)**

Extends north of track. Connected at switch AB 16 Mile 50.70 and switch AB 18 Mile 50.93.

Speed 10 mph.

- (c) **Mile 145.4 - City Industrial Lead (CIL) NB 36**

Extends south of track. Speed 10 mph.

9 SPECIAL DANGEROUS COMMODITIES

Humboldt - Track HM 08 is designated as a storage track for dangerous goods.

Placarded cars must be stored at west end away from fueling area.

Method of Control	ST. BRIEUX SUBDIVISION			
	N ↓	S ↑	Mile	DOB / TGBO
SUBD TRK	MCINNES JCT Y		54.1	54.1 ↑
OCS	DIEF		51.5	TGBO
	MOSELEY		46.7	
	LAKE LENORE		39.5	
	ST. BRIEUX		21.5	
	LIPSETT		6.7	
	TONN		3.0	
SUBD TRK	GLOWA JCT Y		0.0	↓ 0.0
M of W 0.0 to 20.0 (Ch 84 - 92) 20.0 to 54.1 (Ch 82 - 90)				

1 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Switches McInnes Jct.** Mile 54.1., **Glowa Jct.** Mile 0.0 and South Wye switch Mile 0.35 may be left lined and locked in either position.
- (c) **Heaviest car permitted:** 268,000 lbs.
- (d) **Locomotives** in groups A, B, D, F, G permitted. Locomotives in group D must not exceed 25 mph. Exception: Group E locomotives permitted on the wye at McInnes Jct.
- (e) **Mile 2.37** - Exception Derail installed on the tail end of the Wye MF- 23 - Pioneer Melfort .
- (f) **Rule 105(a)** applicable on subdivision track.

2 SPEEDS

Mile	MPH
0.0 TO 54.1	25
53.6 (Crossing)	25 MPH APPROACHING WITHIN 900 FT UNTIL FULLY OCCUPIED

3 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Mile 53.4 (Feed Rite Mills Ltd). Track HM 20 Locomotives in group E not permitted.

TISDALE SUBDIVISION

Mile 0.6 (Crossing) AWD. Stop signs both sides of crossing.

4 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.

Exception - Not applicable to Non-CN crews operating between Mile 58.0 and Mile 62.0.

- (b) Mile 24.7. **Rule 104.5** - Derail located on main track.
- (c) **Mile 73.3 Railway Crossing at Grade** - Tisdale (CPR Tisdale Sub.) Automatic. Rule 611 applicable.
- (d) **Mile 1.5 to Mile 101.0** - Heaviest car permitted 268,000 lbs.
- (e) **Mile 2.0 to Mile 101.0** - Only locomotives in groups A, B, D, F, and G permitted.
- (f) **Rule 105(a)** applicable on subdivision track.

5 SPEEDS

Mile		MPH
2.0 TO 58.0	ZONE	15
58.0 TO 101.0	ZONE	25
72.6	(Crossing) 10 MPH UNTIL FULLY OCCUPIED	
72.7	(Crossing) 10 MPH APPROACHING WITHIN 500 FT UNTIL FULLY OCCUPIED	
73.22	(Crossing) WESTWARD 15 MPH APPROACHING WITHIN 500 FT UNTIL FULLY OCCUPIED	
73.3	INTERLOCKING 25 MPH OVER CROSSING	
77.4	(BRIDGE) PSO	15
92.7	(BRIDGE) PSO	15
98.2	(Crossing) 10 MPH UNTIL FULLY OCCUPIED	
98.8	(Crossing) 10 MPH UNTIL FULLY OCCUPIED	
100.7	(Crossing) WESTWARD 10 MPH APPROACHING WITHIN 1700 FT UNTIL FULLY OCCUPIED	

6 PUBLIC CROSSINGS AT GRADE

Mile 98.2 (Crossing) - Movements on yard Tracks must manually protect crossing. Stored cars must not be placed within 200 ft. of crossing.

7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 0.0 Hudson Bay Spur** - Extends eastward 1.07 miles.

Speeds: 10 mph.

Public Crossings At Grade:

Spur Track - AWD. Stop sign east side of crossing.

Track HZ 08 - AWD. Stop signs both sides of crossing.

Connecting Spurs on Hudson bay Spur

Mile 0.52 (OSB 2000 - Weyerhaeuser) - Extends southward 3.5 miles.

Speeds 10 mph.

TISDALE SUBDIVISION

Public Crossing At Grade: (HWY 3)

Southward 7 mph within 300 ft. until crossing fully occupied. Northward 10 mph within 400 ft until fully occupied.

- (b) **Mile 57.4 Arborfield Spur (Hudson Bay Interchange)** Extends northward 1.5 miles.

Rule 105 (a) - Applicable between Mile 56.0 and Mile 58.0 and Mile 0.0 and Mile 1.5 on HB Interchange track.

Heaviest car permitted : 268,000.

Only locomotives in Groups A, B and D permitted

Speeds: 10 mph.

- (c) **Mile 101.0 Birch Hills Spur** - Extends westward to Mile 136.2

Mile 101.1 to Mile 135.0

OCS Rules 301-311 applicable

Rule 105, 105(a) and Rule 40.1 - Not applicable

Mile 135 to Mile 136.2.

Rule 105 (a) - Applicable

Mile 101.0 to Mile 136.2

Heaviest car permitted: 268,000 lbs.

Locomotives in groups A, B, D, F, and G permitted.

Bridge Mile 144.9 - Air brake application must not be made on bridge except in case of emergency.

Mile 117.4 (Crossing) AWD - Tracks TS 52 and TS 53 Stop signs both sides of crossing.

Transportation Radio:

Mile 101.0 to 114.0 C8 T2 76

Mile 114.0 to 136.2 C8 T1 79

Engineering Radio:

Mile 101.0 to 123.5 84 - 92

Mile 123.5 to 136.2 - No radio coverage

Speeds

Mile 101.0 to Mile 136.2 15 mph.

Mile 108.8 (bridge) 10 mph.

Method of Control	BROOKSBY SUBDIVISION	Mile	DOB / TGBO	RTC Radio Channel, Tones and DTMF Codes
	W ↓			
	E ↑			
SUBD TRK	CARROT RIVER Y	51.1	51.1	C8 T1
		50.2	↑	
OCS +	AYLSHAM	40.2	TGBO	
	RIDGEDALE	22.9		
	BROOKSBY	14.8		
		0.1		
SUBD TRK	NAISBERRY JCT Jct with Tisdale Sub	0.0	↓	
		0.0		
M of W 0.0 to 22.9 (Ch 84 - 92) 22.9 to 51.1 (Ch 81 - 93)				

1 CARROT RIVER

- (a) **Designated locomotive tie-up** BK 05.
- (b) **Tracks BK08 and BK09** - Speed 5 MPH when switching 90 foot box cars.

2 APPLICABLE ON SUBDIVISION

- (a) **Mile 28.5** Railway Crossing at Grade (CPR Tisdale Sub.) Automatic. Rule 611 applicable.
- (b) **Heaviest car permitted** : 268,000 lbs.
- (c) Only locomotives in groups A, B, D, F and G permitted. Exception: Locomotives in group D must not exceed 25 mph.
- (d) **Rule 105(a)** applicable on subdivision track.

3 SPEEDS

Mile		MPH
0.0 TO 51.1	ZONE	25
28.5	INTERLOCKING	10 MPH OVER CROSSING
51.0	(Crossing)	10 MPH UNTIL FULLY OCCUPIED

Method of Control	BLAINE LAKE SUBDIVISION		Mile	DOB / TGBO	RTC Radio Channel, Tones and DTMF Codes
	W ↓	E ↑			
OCS	CARLTON Connection with Carlton Trail Railway		93.9	93.9 ↑	C3 T1 74
	RH JCT		94.9	TGBO	
	SPEERS		95.6		
	RICHARD		102.3		
	Jct with Aberdeen Sub DENHOLM		116.5	116.5 ↓	
M of W 93.9 to 116.5 (Ch 81 - 23)					

1 APPLICABLE ON SUBDIVISION

(a) Heaviest car permitted : 268,000 lbs.

2 SPEEDS

Mile	ZONE	MPH
93.9 TO 116.5		30

Method of Control	BLACKFOOT SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes
	W ↓	E ↑					
SUBD TRK	NORTH BATTLEFORD Y		0.0		0.0		
	NB JCT Connection with Turtleford Spur		0.3				
OCS	STEPHENSON		3.0		TGBO	16.0	C8 T2 009
	DELMAS		18.9				
	BRESAYLOR		26.2	6490			
	PAYNTON		33.9				
	MAIDSTONE		49.9				
	WASECA		57.6	6480			
	LASHBURN		64.3				
	MARSHALL		72.6				
	RIDER		82.7				
	LLOYDMINSTER Y		82.9				
			84.4				
	ESKIMO		86.0				
	BLACKFOOT		91.4	6470			
	KITSCOTY		99.3				
	ISLAY		109.6				
MOORE		121.0					
SUBD TRK	VERMILION Y		124.4		124.4		
M of W 0.0 to 49.9 (Ch 82 - 21) 49.9 to 99.3 (Ch 81 - 22) 99.3 to 124.4 (no coverage)							

1 NORTH BATTLEFORD

- (a) Crews ordered at North Battleford in yard engine service may be required to obtain two (2) TGBO's for adjoining RTC territories
- (b) Switch NB JCT at Mile 0.1 and switches NB 01 to NB 07 inclusive may be left lined and locked in either position:
- (c) Rail equipment destined to track NB02 must be shoved to rest.

2 LLOYDMINSTER

(a) Rule 112 - (ADM) - Tracks LL71, 72 and 73.

Loaded cars or mixed loads and empties in any one track must have the first seven cars on the east end of the track secured regardless of the number of cars in the tracks.

Empty cars. - Rule 112 handbrake chart applicable
 If unable to determine whether cars are loaded or empty they must be regarded as loaded cars

(b) Designated locomotive tie-up LL 65

- (c) Restricted Clearance, look out for cars on industrial spur, which may be foul of elevator track.

BLACKFOOT SUBDIVISION

3 VERMILION

- (a) All Yard All switches equipped with a lock may be left lined and locked in either position.
- (b) **Designated locomotive tie-up** KE 48

4 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Exception Derail** - located on Blackfoot Siding east end.
- (c) **Yard Lights** - North Battleford and Aberfeldy
Activate CH 1 DTMF *8#
Deactivate CH1 DTMF *#
- (d) **Bresaylor Track BF 17** - Only locomotives in groups A, B and D permitted. Locomotives in groups E, F, and G permitted to set out service equipment only.
- (e) **Rule 105(a)** applicable on subdivision track.

5 SPEEDS

Mile		MPH
0.0 to 12.0	Zone	25
5.0 to 6.2	BRIDGE	20
12.0 to 82.0	Zone	40
40.7 to 41.0	PSO	25
54.0 to 54.8	PSO	25
61.6 to 62.8	PSO	25
82.0 TO 86.8	ZONE	25
86.8 to 123.0	Zone	30
123.0 TO 124.4	ZONE	25

- (a) **Mile 0.3** - Track NB01 - 10 mph through turn-outs.
- (b) **Mile 83.29** (Crossing) Movements proceeding at less than 10 mph must not exceed 10 mph approaching within 1350 ft. until fully occupied. AWD must have been operating for 20 seconds
- (c) **Mile 84.4** (Crossing) Eastward movements proceeding at less than 5 mph must not exceed 5 mph until fully occupied. AWD must have been operating for 20 seconds.
- (d) **Mile 123.48** (Crossing) Movements proceeding at less than 10 mph must not exceed 10 mph approaching within 950 ft. until fully occupied. AWD must have been operating for 20 seconds

6 PUBLIC CROSSINGS AT GRADE

- (a) **Rule 103.1 (d)** Applicable to following crossings equipped with push buttons:
Mile 83.29
Mile 123.48

BLACKFOOT SUBDIVISION

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

Mile	Stop	Affects
Mile 84.9	Stop Signs Non Main Track	All
Mile 123.48	Stop signs Track 2.	All

(c) **Mile 84.4** - Due to sight lines restrictions, manual protection required while shoving westward over crossing.

7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Mile 0.3 Turtleford Spur - Extends 20.7 miles northward

TGBO Applicable

Rule 105 and 105(a) Rule 40.1 applicable

Rusty Rail conditions applicable at all public crossings at grade with Automatic warning devices between Mile 10.0 and Mile 20.7

Engineering permission required to operate beyond Mile 11.0.

Heaviest car permitted

Mile 10.0 to Mile 20.7 - 268,000 lbs.

Radio

Transportation CH 3 T1 74

Engineering

Mile 0.0 to 10.0 Ch 81 - 23

Mile 10.0 to 20.7 Ch 82 - 21

Speed 15 mph

METHOD OF CONTROL	NUMBER OF TRACKS	ALLANWATER SUBDIVISION		MILE	SIDING CAPACITY IN FEET	DOB/TGBO LIMITS	SWITCHING ZONE	DTMF RTC STANDBY CHANNELS	HOT BOX / DRAGGING EQUIPMENT DETECTORS																		
		W ↓	E ↑																								
CTC	1	ARMSTRONG	Y	0.0	6920	↑ TGBO ↓	1.0	CH8 *5 051 #	17.0 34.9 48.9 59.7 72.2 83.4 98.0 108.8 112.9																		
		ONAPING		7.4	6335																						
		PASCOPEE		14.7	6350																						
		COLLINS		21.1	6330																						
		OGAKI		28.3	6340																						
		JACOBS		38.9	6460																						
		KAWA		46.4	7230																						
		ALLANWATER		55.7	6250																						
		HARVEY		65.5	6350																						
		STAUNTON		69.6	6320																						
		SAVANT LAKE		78.6	6550																						
		FOWLER		90.7	6470																						
		YCLIFF		100.5	6300																						
		ROBINSON		108.8	6450																						
		GHOST RIVER		115.9	6740																						
		ROSNEL		123.7	6980																						
SUPERIOR		132.5	6650																								
SUBD TRK		SIoux LOOKOUT EAST		137.6			137.0 137.6	CH8 T1	125.6 135.5																		
		SIoux LOOKOUT	Y	138.9		138.9																					
SUBDIVISION CONTROL FEATURES																											
<p>CTC between Armstrong and siding west switch Armstrong controlled by RTC Toronto. CTC between siding west switch Armstrong and Sioux Lookout East controlled by RTC Edmonton.</p> <p>Rule 105 applicable between Sioux Lookout East and Sioux Lookout.</p>																											
<table style="width: 100%; border: none;"> <tr> <td>Mile - Mile -</td> <td>CH</td> <td>Mile - Mile -</td> <td>CH</td> <td>Mile - Mile -</td> <td>CH</td> </tr> <tr> <td>0 - 14.7</td> <td>84</td> <td>14.7 - 39.0</td> <td>82</td> <td>39.0 - 75.0</td> <td>81</td> </tr> <tr> <td>75.0 - 110.0</td> <td>84</td> <td>110.0 - 138.9</td> <td>81</td> <td></td> <td></td> </tr> </table>										Mile - Mile -	CH	Mile - Mile -	CH	Mile - Mile -	CH	0 - 14.7	84	14.7 - 39.0	82	39.0 - 75.0	81	75.0 - 110.0	84	110.0 - 138.9	81		
Mile - Mile -	CH	Mile - Mile -	CH	Mile - Mile -	CH																						
0 - 14.7	84	14.7 - 39.0	82	39.0 - 75.0	81																						
75.0 - 110.0	84	110.0 - 138.9	81																								

ALLANWATER SUBDIVISION FOOTNOTES

1.1 CTC SPECIAL FEATURES

Armstrong—Rule 564—Authority to pass eastward signal 08 will be issued by RTC Toronto.

Rule 566/TOP—Authority between signal 07 and signal 2432 will be issued by RTC Toronto.

1.2 Siding Control Territory (SCT) Applicable

1.3 RTC II Control features in effect.

1.2 Sioux Lookout

RTC Control on Subdivision Track between Mile 137.6 (CTC Signal 1376) and Mile 0.0 Redditt Sub (extending to CTC Signal 01 CTC begins).

The following special instructions applicable:

- (i) Rule 40.1 - not applicable on subdivision track.
- (ii) Reduced Speed - in the application of reduced speed, subdivision track will be considered as clear of equipment unless otherwise informed by the RTC.
- (iii) Rule 104(c) - hand operated switches are considered lined for the normal route unless advised otherwise by the RTC, GBO or special instructions.

- (iv) Rule 105(a) - Not applicable on subdivision track.
- (v) Rule 105.1 - Before permitting a train or engine to enter subdivision track occupied by other equipment, the RTC must advise a member of the crew that other equipment occupies such track.
- (vi) Rule 560 - Movements entering subdivision track must approach the signal to leave preparing to stop until the signal can be observed as displaying a more favourable indication than STOP.
- (vii) Rule 568 - A train or engine must not foul or enter the subdivision track, nor re-enter after having cleared it, except by signal indication or until verbal permission has been received from the RTC.
- (viii) Rule 805 - Foremen MUST obtain a TOP to OCCUPY or WORK on the subdivision track.

SPECIAL APPLICATIONS

- 1.5 **Rule 104 (c)** - Sioux Lookout west crossover switch SL21 may be left lined and locked in either position.
- 1.6 **Rule 105(a)** Armstrong - applicable on tracks KE 60-61-62.
- 1.7 **Rule 105.1** - The RTC must be advised when equipment is left on tracks SL21 and SL 22

2 GENERAL FOOTNOTES

2.1 Cold Weather Restrictions

The following WIS sites are capable of providing a temperature message on the Allanwater subdivision:

WIS Sites: Mile 48.91, 72.24, 98.01, 125.59 and 135.51

Cold Weather Zone: Mile 49.0 to 55.0, and 124.0 to 126.0

All trains are restricted to a maximum speed of 35 mph in Cold Weather Zones when the temperature is -25C or colder. Train crews are to make this determination and be governed by the temperature reading provided by the last working WIS detector, with temperature message capabilities, prior to the involved zone. The restriction remains in effect for the identified zone(s) until in receipt of a WIS message stating the temperature is warmer than -25C. The speed-restricted zones may also be identified by GBO.

2.2 Stand Alone Dragging Equipment Detector

Mile 131.16

2.3 Hazard Detector

Mile 37.8 - Regional Special Instruction Item 5.1 page 11 applicable.

2.4 Allanwater Sub Radio Satellite Backup Telephones

When a radio field call is placed to the office, the field will hear ringing between 10 to 50 seconds at which time the RTC will either answer the call or the system will disconnect the telephone line. The system will still know and retain the tower which placed the call with the telephone line disconnected. When the RTC is ready to answer the call a phone call will be placed to the tower.

3 EQUIPMENT RESTRICTIONS

- 3.2 **Mile 133.1** Bridge - Because of the presence of "sliding joints", to allow for rail expansion and contraction on the bridge, heavy dynamic and air brake applications should be avoided within 500 feet of either side of the bridge and while the bridge is occupied.

4 SPEEDS

4.1 General

- (a) 80T applies to Freight Trains exceeding 80 Tons per operative Brake. 100T applies to freight trains exceeding 8000ft. and 100 tons per operative brake. Tons per operative brake as indicated on the WOPRT (Train Journal), or gross tonnage divided by the number of cars.
- (b) Speeds approaching signals applicable unless or until it can be determined that such signal is displaying a more favorable indication than RESTRICTING or CLEAR TOSTOP.
- (c) ¹Not marked with speed restriction signs.

(d) ²Until the last heavy Axle Load car clears the bridge.

4.2		MPH			
Mile		Fr	80T	100T	Psgr
0.0	to 25.6 zone	50	50	50	55
0.0	to 0.7 PSO	20	20	20	20
7.6	to 14.9 PSO				50
8.1	Eastward approaching signal 82 ..			40	
9.2	Eastward approaching signal 92 ..		40	40	
15.7	Eastward approaching signal 158 ..		45	40	
16.9	Eastward approaching signal 170 ..		45	40	
19.3	Westward approaching signal 193 ..		45	40	
20.5	Westward approaching signal 205 ..		45	40	
21.8	Eastward approaching signal 218 ..		45	40	
23.0	Eastward approaching signal 228 ..		45	40	
24.2	to 25.1 PSO	45	45	45	50
25.6	to 73.3 zone	60	60	60	60
26.5	Westward approaching signal 263 ..		45	40	
30.7	Eastward approaching signal 306 ..		50	50	
36.9	to 37.2 PSO	55	55	55	55
41.2	Eastward approaching signal 412 ..		50	45	
43.6	to 43.9 PSO	55	55	55	55
47.7	to 48.1 PSO	55	55	55	55
48.9	Eastward approaching signal 488 ..		50	45	
53.5	Westward approaching signal 535 ..		50	45	
57.9	Eastward approaching signal 580 ..		50	45	
63.1	Westward approaching signal 631 ..		50	50	
66.5	to 73.3 PSO	55	55	55	55
67.8	Eastward approaching signal 678 ..		50	45	
67.9	Westward approaching signal 677 ..		50	50	
72.3	Eastward approaching signal 722 ..		45	40	
73.3	to 138.9 zone	50	50	50	55
73.3	to 76.5 PSO	45	45	45	50
82.1	to 84.5 PSO				50
84.5	to 86.8 PSO	45	45	45	50
87.9	Westward approaching signal 881 ..		45	40	
91.6	to 93.2 PSO				50
93.2	to 94.3 PSO	45	45	45	50
94.3	to 97.3 PSO				50
98.0	Westward approaching signal 979 ..		45	40	
100.7	to 103.0 PSO				50
103.0	to 103.9 PSO	45	45	45	50
103.9	to 106.4 PSO				50
106.9	Westward approaching signal 1069		45	40	
109.6	Eastward approaching signal 1095 ..		40	40	
110.4	to 111.5 PSO	45	45	45	45
114.2	to 117.3 PSO				50
117.3	to 121.8 PSO	45	45	45	50
121.8	to 122.1 PSO	45	45	45	45
125.6	Eastward approaching signal 1256 ..		45	40	
128.0	to 132.2 PSO				50
129.8	Westward approaching signal 1299		45	40	
131.2	Westward approaching signal 1311		45	40	
134.5	to 135.2 PSO	35	35	35	40

137.5 to 138.9 PSO25 25 25 25

5 PUBLIC CROSSINGS AT GRADE

5.1 Mile 1.1 - Automatic Warning Devices

Crossing equipped with a "power-off" warning light to indicate that the outside power source has failed and the crossing protection is being operated by temporary battery power. Any employee observing that the lunar blue light is flashing must immediately advise the RTC. The "lunar blue" light is mounted on the west side of the crossing warning devices case. It will be visible to eastward crews looking directly at the case or westward crews looking back at the case.

5.2 Mile 78.26 (Savant Lake Rd.) Automatic Warning Devices Rule 103.1(c) not applicable.

6 SPURS AND OTHER TRACKS

6.1 Mile 0.0 - Armstrong

Maximum speed on wye tracks KE 60-61-62 - 5 mph.

6.2 Unless otherwise permitted by an Engineering Supervisor, the following restrictions apply to all spurs and other tracks at these locations;

6 Axle Locomotives Prohibited

Maximum Permissible Speed 5 mph

Collins Ogaki Jacobs Allanwater

Staunton Savant Lake Fowler Ycliff

Ghost River Rosnel

Exception: Mile 75 (Buchanan Lumber Track AL47)

Maximum Permissible speed 15 MPH

6 Axle Locomotives permitted.

6.3 Back Tracks (Track directly adjacent to a siding)

Note: Unless otherwise stated.

Max. speed on all back tracks 5 MPH.

Rule 103.1(f) Rusty Rail Conditions applicable.

Rule 105(a) applicable.

6.4 Mile 138.9 - Sioux Lookout

WYE track - all movements restricted to 5 mph. Locomotives equipped with six axles are restricted to single unit movement and cars in excess of 50 feet in length are restricted to single car movement.

Maximum Speeds

10 MPH on all tracks except Subdivision Track and Tracks SL21, SL22 and SL 24.

METHOD OF CONTROL		REDDITT SUBDIVISION		MILE	SIDING CAPACITY IN FEET	DOB/TGBO LIMITS	SWITCHING ZONE(S)	DTMF RTC STANDBY CHANNELS	HOT BOX / DRAGGING EQUIPMENT DETECTORS		
SUBD TRK	NUMBER OF TRACKS	W ↓	E ↑								
		SIoux LOOKOUT Y		0.0		0.0 ↑	0.0 0.1	CH5 *5 051 #			
CTC	1	PELICAN		6.2	6447	TGBO	226.0	CH5 *5 050 #	10.9 23.5 37.3 48.5 63.7 80.5 92.9 102.9		
		HUDSON		12.6	6170						
		WEBSTER		20.7	6480						
		SUNSTRUM		31.8	6510						
		MILLIDGE		39.4	6565						
		RICHAN		45.5	7170						
		NIDDRIE		57.8	6870						
		MORGAN		65.5	6420						
		RED LAKE ROAD		71.3							
		QUIBELL		74.9	6450						
		MCINTOSH		83.5	6325						
		CANYON		90.2	6540						
		FAVEL		99.3	6320						
		JONES		106.0	6320						
	FARLANE		113.4	6320							
	REDDITT		123.1	6380							
	ENA LAKE		129.7	6850							
	MCNULTY		140.4								
	2		WADE		143.7				↓ 240.0	CH4 *5 050 #	118.7 133.9 149.9 162.2 177.3 193.0 205.9 221.3 232.3
			HARDY		149.8						
	1		WHITE		159.2			6260			
			OPHIR		167.0			7270			
			DECIMAL		175.0			6330			
			INDIGO		181.8			6300			
			HOCTOR		187.1			6280			
			ELMA		196.8			6620			
			LEWIS		204.3			6300			
			HAZEL		211.7						
		NOURSE		217.3	6210						
		ANOLA		229.8	6510						
		DUGALD		238.3	6510						
		See Western Canada Lakehead Division for remainder of Sub.									

SUBDIVISION CONTROL FEATURES

CTC between mile 0.1 and Dugald controlled by RTC Edmonton.
Main track begins at mile 0.1

Mtce. Of Way Radio Channels

Mile - Mile - CH	Mile - Mile - CH	Mile - Mile - CH
0 - 20.7 4161	99.3 - 129.7 4164	167.0 - 204.3 4167
20.7 - 65.5 4162	129.7 - 149.8 4165	204.3 - 238.3 4168
65.5 - 99.3 4163	149.8 - 167.0 4166	

REDDITT SUBDIVISION FOOTNOTES

CTC SPECIAL FEATURES

- 1.1 Siding Control Territory (SCT) Applicable
- 1.2 RTC II Control features in effect.

1.3 **Sioux Lookout**

RTC Control on Subdivision Track between Mile 137.6 (CTC Signal 1376) and Mile 0.0 Redditt Sub (extending to CTC Signal 01 CTC begins).

The following special instructions applicable:

- (i) Rule 40.1 - not applicable on subdivision track.
- (ii) Reduced Speed - in the application of reduced speed, subdivision track will be considered as clear of equipment unless otherwise informed by the RTC.
- (iii) Rule 104(c) - hand operated switches are considered lined for the normal route unless advised otherwise by the RTC, GBO or special instructions.
- (iv) Rule 105(a) - Not applicable on subdivision track.
- (v) Rule 105.1 - Before permitting a train or engine to enter subdivision track occupied by other equipment, the RTC must advise a member of the crew that other equipment occupies such track.
- (vi) Rule 560 - Movements entering subdivision track must approach the signal to leave preparing to stop until the signal can be observed as displaying a more favourable indication than STOP.
- (vii) Rule 568 - A train or engine must not foul or enter the subdivision track, nor re-enter after having cleared it, except by signal indication or until verbal permission has been received from the RTC.
- (viii) Rule 805 - Foremen MUST obtain a TOP to OCCUPY or WORK on the subdivision track.

SPECIAL APPLICATIONS

- 1.4 **Rule 103.1(c)** Not applicable at public crossings at grade:
Mile 13.5 Hudson Siding
Mile 196.66 Elma Siding
Mile 237.46 Dugald Siding
- 1.5 **Rule 104 (c)** - Sioux Lookout west crossover switch SL21 may be left lined and locked in either position.

2 GENERAL FOOTNOTES

GENERAL OPERATING INSTRUCTIONS

- 2.1 **Wheel Impact Load Detector (WILD)**
Located at Mile 10.8, and mile 221.5.
- 2.2 **Spring Switches**
Located at Millidge West, Favel East, Jones West, Ophir West and Sioux Lookout West.
Rule 104.1(b)—In the application of Rule 104.1(b), When a spring switch has been set in the reversed position by hand, the points of such switch must be spiked prior to movement commencing over such switch. Spike must remain in place until the switch is returned to normal position.
- 2.3 **Mile 13.4 to Mile 13.8** - Avoid heavy brake application except in case of emergency and use only light throttle.
- 2.4 **SBU Storage and Replacement Battery Locations**
Red Lake Road - East end door of tool house. Identified with SBU sign on door.
Redditt - East end of tool house.
When crews remove battery or SBU from on line storage location they must advise RTC, who will in turn advise Trainmaster responsible for territory.
- 2.5 **Stand Alone Dragging Equipment Detectors**
Mile 139.25
- 2.6 **Hazard Detector**
Mile 95.20 - Regional Special Instruction Item 5.1 page 11 applicable.

3 EQUIPMENT RESTRICTIONS

- 3.2 **Sioux Lookout** - All movements on wye restricted to 5 mph. Locomotives equipped with six axles are restricted to single unit movement on wye. Cars in excess of 50 feet in length are restricted to single car movement on wye.

4 SPEEDS

4.1 General

- (a) 80T applies to Freight Trains exceeding 80 Tons per operative Brake. 100T applies to freight trains exceeding 8000ft. and 100 tons per operative brake. Tons per operative brake as indicated on the WOPRT (Train Journal), or gross tonnage divided by the number of cars.
- (b) Speeds approaching signals applicable unless or until it can be determined that such signal is displaying a more favorable indication than RESTRICTING or CLEAR TO STOP.
- (c) ¹Not marked with speed restriction signs.

4.2

MPH

Mile	Frts	80T	100T	Psgr
0.0 to 2.0 zone	25	25	25	25
2.0 to 82.2 zone	50	50	50	55
2.0 to 3.9 PSO				50
6.6 Eastward approaching signal 66 ...		45	40	
7.8 Eastward approaching signal 78 ...		45	40	
10.9 Westward approaching signal 109 .		45	40	
13.4 Eastward approaching signal 134 ..		40	35	
14.4 to 15.3 PSO				50
14.8 Eastward approaching signal 148 ..		40	35	
27.8 to 28.5 PSO	40	40	40	40
31.0 Westward approaching signal 319 .		45	40	
33.2 Eastward approaching signal 334 ..		45	40	
33.6 Eastward approaching signal 338 ..		45	40	
39.7 to 40.9 PSO	40	40	40	45
43.2 Westward approaching signal 433 .			45	
40.9 to 45.3 PSO	45	45	45	50
44.9 Westward approaching signal 449 .			40	
46.4 Eastward approaching signal 464 ..			45	
47.5 Eastward approaching signal 476 ..		45	40	
52.6 to 53.1 PSO				50
56.2 Westward approaching signal 561 .		45	40	
56.7 to 62.0 PSO	45	45	45	50
63.7 Westward approaching signal 637 .		45	40	
65.0 Westward approaching signal 649 .		45	40	
65.9 to 69.1 PSO				50
71.2 (Hwy. 105) Eastward movements less that 10 MPH within 2300 ft. of crossing until crossing fully occupied	10	10	10	10
73.0 Westward approaching signal 729 .		45	40	
76.9 to 77.3 PSO	45	45	45	50
77.3 Eastward approaching signal 770 ..		45	40	
82.2 to 92.6 zone	40	40	40	45
85.0 to 85.5 PSO				40
90.9 to 91.1 PSO	30	30	30	30
92.6 to 110.8 zone	45	45	45	50
97.5 to 97.7 PSO				45
106.6 to 107.0 PSO				45
110.8 to 122.8 zone	40	40	40	45
111.9 to 112.1 PSO	30	30	30	30
121.8 to 121.9 PSO				40
122.6 to 122.7 PSO	35	35	35	35
122.8 to 138.0 zone	45	45	45	50
124.7 to 125.3 PSO	40	40	40	40
127.6 Westward approaching signal 1275			40	
131.3 Eastward approaching signal 1314 .		40	40	
138.0 to 149.8 zone	55	55	55	55
149.8 over switch	45	45	45	45

REDDITT SUBDIVISION 126	TIME TABLE No. 40 December 1st, 2007			
149.8 to 171.8 zone	50	50	50	55
150.5 to 150.8 PSO				50
155.8 to 157.9 PSO				50
157.9 to 158.2 PSO	30	30	30	30
158.2 to 161.3 PSO				50
161.3 to 162.6 PSO	45	45	45	50
162.6 to 165.2 PSO				50
170.1 to 170.6 PSO	40	40	40	50
171.8 to 183.5 zone	60	60	60	70
173.1 Westward approaching signal 1731		50	40	
177.3 Eastward approaching signal 1772			45	
179.2 Westward approaching signal 1791			55	
180.7 to 183.6 PSO	55	55	55	60
183.5 to 238.3 zone	65	65	65	70
184.6 Westward approaching signal 1845		55	50	
196.2 over bridge	60	60	60	
196.7 to 196.8 PSO	60	60	60	60
196.7 (Hwy. 11) Eastward movements less that 10 MPH within 2500 ft. of crossing until crossing fully occupied	10	10	10	10
199.9 Eastward approaching signal 2000		60	55	
202.1 Westward approaching signal 2021		60	55	
210.7 Westward approaching signal 2107		55	50	
214.5 Eastward approaching signal 2146		60	55	
214.5 Westward approaching signal 2145		60	55	
219.6 Eastward approaching signal 2196		55	50	
227.3 Westward approaching signal 2273		60	55	
232.3 Eastward approaching signal 2322		55	50	
235.3 Westward approaching signal 2353		60	50	

5 PUBLIC CROSSINGS AT GRADE

- 5.1 **Mile 12.48** (Public Road) Automatic Warning Devices
Siding Hudson - Stop signs both sides of crossing.
- 5.2 **Mile 13.5** - (Access Road) Automatic Warning Devices.
Tracks RE 14 and RE 15 - Stop signs governing movements
over crossing located on north side of track RE 15 both sides
of crossing. Movements at McKenzie Forest Products Inc.,
over private road crossing on tracks RE 14 and RE 15 must
be manually protected until crossing fully occupied.
- 5.3 **Mile 74.6 (Highway 609)** Automatic Warning Devices.
Eastward movements on track RE 48 - Non-automatic: Stop
sign west of crossing.

SPURS AND OTHER TRACKS

- 6.1 Unless otherwise permitted by an Engineering Supervisor
the following restrictions apply to all spurs and other tracks.
6 Axle Locomotives Prohibited
Maximum Permissible Speed (Except Sioux Lookout Yard) 5
MPH on all spurs and other tracks
- 6.2 **Sioux Lookout Yard-** 10 MPH all tracks except SL21,SL22
and SL24.

Method of Control	Number of Tracks	WAINWRIGHT SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	Switching Zone	RTC Radio Channel, Tones and DTMF Codes
		W ↓	E ↑						
CTC	+	BIGGAR	Y	0.0	14000	↑	13.0	0.0 ↕ 8.0	C5 T2
		OBAN		8.6					
		PALO		16.3	11365				
		CAVELL		30.0	12456				
		SCOTT		42.7	12388				
		TAKO		51.2	12710				
		UNITY		57.9	6488				
		VERA		68.5	13863				
		WINTER		76.7					
		YONKER		84.5	11388				
		ARTLAND		96.5	14415				
		CHAUVIN		106.9	6399				
		DUNN		116.8	12392				
		HEATH		127.8	11410				
	GREENSHIELDS		134.6						
	WAINWRIGHT	Y	140.0	12797	TGBO	147.6	162.0	C4 T2 5015	
	FABYAN		146.6						
	IRMA		157.7	11374					
	JARROW		165.9						
	KINSELLA		171.3	12200					
	VIKING		184.5	11500					
	PHILIPS		184.8						
	TORLEA		186.2	11496					
	BRUCE		200.0	12397					
	HOLDEN		205.9						
	RUSSETT		213.0	11430					
INLAND		214.1							
RYLEY		214.7	11434	↓	221.1	233.7	C2 T2 5016		
TOFIELD		226.2	6540						
LINDBROOK		232.4	14585						
UNCAS		243.8	6560						
ARDROSSAN		250.0	14087						
CLOVER BAR		259.1	7983						
BRETVILLE JCT	Y	260.2							
Jct with Camrose Sub									
BAILEY		261.0							
Connecting Track with Vegreville Sub									
EAST JCT	Y	263.3		↓	263.6	255.0 ↑	C2 T2 018 ex. 23-07 M-F & 15-07		
Walker Entry-Exit									
SUBD TRK	2	END OF TRACK		264.7					

M of W Channels
 0.0 - 30.0 (Ch 82 - 2031) 30.0 - 84.5 (Ch 84 - 2032)
 84.5 - 116.8 (Ch 82 - 2033) 116.8 - 140.0 (Ch 84 - 2034)
 140.0 - 157.7 (Ch 82 - 2321) 157.7 - 184.5 (Ch 81 - 2322)
 184.5 - 205.0 (Ch 84 - 2323) 205.0 - 243.8 (Ch 82 - 2324)
 243.8 - 264.7 (Ch 81 - 2325)

WAINWRIGHT SUBDIVISION

1 SIDING CONTROL TERRITORY

Not applicable on Clover Bar, Wainwright and Biggar Sidings, RTC must be advised before performing work using Rule 40.1. Rule 105(a) applicable.

2 RTC II ADVANCED TRAIN CONTROL FEATURES**3 BIGGAR**

(a) **Change-Off Advice** - Trains approaching must notify outgoing crews of arrival times on Channel 4. Radio in crew hostel to be left on Channel 4 after use.

(b) **Prairie Malt** - Engine bell must be rung continuously while switching within the Prairie Malt Plant.

(c) **24 Axles** - All movements with less than 24 axles must contact the RTC and obtain Rule 566 protection when operating between Signal 12 at Biggar West and Signal 149 at Palo East. This does not apply to trains using Biggar West for switching purposes.

(d) **Designated Locomotive Tie-up** - BG09.

(e) **Rack Petroleum** Track BG 12 equipped with Blue Flag Derails. Customer is responsible for the operation of the Blue Flag Derails.

(f) **Wye (Crossing)** - Equipped with stop signs.

4 VIKING

Mile 184.5 - GSI Loading facility at GSI has a height restriction of 17 feet 10 inches from top of rail to loading spout. No cars exceeding this height are allowed under this spout.

5 PHILIPS

Diverging Speed not applicable for "Restricting" indications received on Eastward Signal 1848D.

6 TORLEA

Return to train feature on Signal 1847.

7 INLAND

Diverging Speed not applicable for "Restricting" indications received on Eastward Signal 2141D.

8 CLOVER BAR

(a) Movements entering the main track through cross-over east switch at west end of run-around track Mile 259.2 must obtain permission from the RTC before reversing switch from track on which the movement is standing.

(b) **Switching Signals - Clover Bar** (west end): 2595D2, 2595D3 and 2596D.

(c) **Connecting track with Vegreville Sub.** is signalled track.

(d) **Self-Restoring Derails:** Located at Clover Bar on tracks B and C, Mile 259.5 (DTMF code *337)

(e) **Designated Locomotive Tie-up** - VF39 and 40

(f) **Connecting Track with Vegreville Sub** - Cars exceeding 80 feet in length prohibited.

WAINWRIGHT SUBDIVISION

- (g) **Mile 258.5** (17th Street) - All trains approaching on all tracks south of main track must not exceed 5 mph within 200 feet of crossing until crossing fully occupied.
- (h) **Mile 259.21** (1st St) - Movements approaching crossing must not exceed 40 mph until crossing fully occupied. Movements on siding approaching crossing must not exceed 10 mph until crossing occupied. Movements on other than main track or siding approaching crossing must not exceed 5 mph until crossing fully occupied.

9 EDMONTON

Edmonton Zone Operating Manual in effect.

- 10 Anti-Whistling** - Except in emergency, Rule 14(l) not applicable at the following public crossings at grade. Mile 0.68 (Highway 4), Mile 57.07 (Highway 21), Mile 57.13 (Highway 14), Mile 58.26 (1st Avenue), Mile 139.50 (Crossing), Mile 146.69; and at all public crossings at grade between Mile 260.4 and Mile 264.65, and on any tracks leading off between these mileages.

11 RAILWAY CROSSING AT GRADE

- (a) **Mile 37.7** - Automatic. Rule 611 applicable. Rule 564 not applicable.
- (b) **Mile 257.8** - Automatic. Rule 611 and Rule 564 applicable.

12 APPLICABLE ON SUBDIVISION

- (a) **24 Axles Or Less** - Trains and transfers handling 24 axles or less must not exceed 20 mph between Mile 0.0 and Mile 263.6 and must not exceed 15 mph entering all public crossings at grade equipped with automatic warning devices unless such devices have been operating for at least 20 seconds.
- (b) **Mile 260.4 Bridge** - Avoid heavy brake applications on or within 500 ft. of bridge.

12 PUBLIC CROSSINGS AT GRADE

- (a) **Rule 103.1 (c)** Not applicable on the following sidings Fabyan, Ryley, Tofield and Ardrossan

WAINWRIGHT SUBDIVISION

- (b) **Rule 103.1 (e)** to prevent unnecessary operation of AWD, when stopping, stop must be made at the following locations as follows:

Mile	STOP	Affects
30.39	Circuit Signs	Eastward
42.9	150 ft East	Westward
57.07	120 ft East	Westward
57.13	120 ft East	Westward
58.36	120 ft East	Westward
158.0	Circuit Signs	Westward
184.78	150 ft West	Eastward
187.05	300 ft East	Westward
206.25	Circuit Signs	Westward
211.9	300 ft West	Eastward
226.72	100 ft West	Eastward
250.25	70 ft East	Westward
250.25	1050 ft West	E in Sdg
250.25	1050 ft East	W in Sdg
259.21	325 ft East	W MT Sdg
259.21	200 ft West	E MT Sdg

- (c) **Mile 139.5** (14th St) AWD: Eastward movements proceeding at less than 10 mph within 1300 ft. of crossing must not obstruct crossing until warning devices have been in operation for at least 20 seconds.

- (d) **Mile 187.05** (Range Road 133) AWD: After stopping clear of crossings, DTMF operation;

Channel 1

DTMF 1870511# Activate

DTMF 1870510# Deactivate.

After activation movements must occupy crossing within 3 minutes of the activation or repeat DTMF transmission. When a movement is delayed, or no longer requiring the warning devices to be activated, the warning devices are to be deactivated.

13 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 15.1 - Millar Western Inc. Lead -** . Connects with siding Palo. Extends 2.7 miles westward. Due to restricted clearance, locomotives must not be operated west of Bagging Bin Shed, Track WR09.

- (b) **Mile 56.8 - Northwest Terminal Lead Spur**
Public Crossing at Grade - Mile 0.36 (Highway 14) Movements must not obstruct crossing until warning devices have been in operation for at least 20 seconds or crossing is manually protected.

- (c) **Mile 57.9 - WR-50 - Cargill Elevator -** Speed 10 mph.

WAINWRIGHT SUBDIVISION

14 SPEED CHARTS

- (a) TOB - tons per operative brake will be indicated on WOPRT or train journal.
- (b) Zone speed signs will indicate speeds for passenger and unrestricted freight trains only.
- (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.

Westward					
Mile		Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psg
0.0 - 55.0 Zone		65	65	65	80
0.68 (crossing)	25 MPH APPROACHING WITHIN 1100 FT UNTIL FULLY OCCUPIED				
4.6 - 9.5	PSO	65	65	65	70
5.80	SIGNAL 59		55*	50*	
24.0 - 25.0	PSO	55	55	55	60
27.50	SIGNAL 275		55*	50*	
35.30	SIGNAL 353		60*	55*	
37.7	INTERLOCKING 40 MPH OVER CROSSING				
38.9	SIGNAL 389	50*	50*	50*	50*
47.80	SIGNAL 479			55*	
55.0 - 89.1 Zone		60	60	60	70
55.20	SIGNAL 553			55*	
63.05 - 64.5	PSO	55	55	55	60
68.24	SIGNAL 681			40*	
74.4 - 76.3	PSO	50	50	50	60
75.40	SIGNAL 753			45*	
89.1 - 126.0 Zone		65	65	65	80
89.1 - 90.6	PSO	55	55	55	55
99.4 - 99.7	PSO	55	55	55	60
114.24	SIGNAL 1143		60*	55*	
126.0 - 133.0 Zone		60	60	60	70
133.0 - 160.7 Zone		60	60	60	80
139.5 (Crossing)	PSGR 60 MPH APPROACHING WITHIN 2700 FT UNTIL FULLY OCCUPIED				
145.4 - 145.8	PSO	60	60	60	65
147.5 - 150.2	PSO	40	40	40	45
150.2 - 153.9	PSO	55	55	55	60
153.9 - 154.6	PSO				60
155.41	SIGNAL 1555		50*	45*	
160.0 - 160.7	PSO				70
160.7 - 232.7 Zone		65	65	65	80
167.88	SIGNAL 1679		60*	55*	
181.22	SIGNAL 1811			55*	
184.7	SIGNAL 1847			60*	
204.84	SIGNAL 2049			40*	
212.20	SIGNAL 2121		60*	55*	
226.7 (Crossing)	15 MPH AFTER STOPPING AT SIGNAL 2265 OR 2265D UNTIL FULLY OCCUPIED.				
226.7 (Crossing)	15 MPH PASSING SIGNAL 2265D UNTIL FULLY OCCUPIED				
228.0 - 232.7	PSO				70
232.7 - 256.5 Zone		60	60	60	60
241.05	SIGNAL 2411		55*	50*	
244.2 - 244.5	PSO	55	55	55	
254.77	SIGNAL 2549		55*	50*	
256.5 - 263.4 Zone		40	40	40	45
257.8	INTERLOCKING - ALL MOVEMENTS 25 MPH OVER CROSSING				
263.4 - 263.6 Zone		20	20	20	20
263.6	CONNECTING TRACK	10	10	10	10

WAINWRIGHT SUBDIVISION

Eastward					
Mile		Frts under 80 TOB	Frts 80 TOB or more	Frts 100 TOB & 8000 ft or longer	Psgs
263.6 - 263.4	Zone	20	20	20	20
263.4 - 256.5	Zone	40	40	40	45
257.8	INTERLOCKING	25 MPH OVER CROSSING			
256.5 - 232.7	Zone	60	60	60	60
244.5 - 244.2	PSO	55	55	55	
232.7 - 160.7	Zone	65	65	65	80
232.7 - 228.0	PSO				70
229.2	SIGNAL 2292			60*	
226.6	SIGNAL 2266			40*	
217.2	SIGNAL 2172		60*	55*	
214.2	SIGNAL 2142			60*	
208.21	SIGNAL 2082		60*	55*	
186.80	SIGNAL 1868		60*	55*	
184.80	SIGNAL 1848			40*	
160.7 - 133.0	Zone	60	60	60	80
160.7 - 160.0	PSO				70
154.6 - 153.9	PSO				60
153.9 - 150.2	PSO	55	55	55	60
150.2 - 147.5	PSO	40	40	40	45
145.8 - 145.4	PSO	60	60	60	65
139.5	(Crossing) PSGR	60 MPH APPROACHING WITHIN 2700 FT UNTIL FULLY OCCUPIED			
135.98	SIGNAL 1360		40*		
133.0 - 126.0	Zone	60	60	60	70
126.0 - 89.1	Zone	65	65	65	80
119.4	SIGNAL 1194			40*	
99.7 - 99.4	PSO	55	55	55	60
90.6 - 89.1	PSO	55	55	55	55
89.1 - 55.0	Zone	60	60	60	70
78.08	SIGNAL 782			40*	
76.3 - 74.4	PSO	50	50	50	60
64.5 - 63.05	PSO	55	55	55	60
55.0 - 0.0	Zone	65	65	65	80
58.36	(Crossing)	15 MPH AFTER STOPPING AT SIGNAL 586 UNTIL FULLY OCCUPIED			
43.02	SIGNAL 430			40*	
39.80	SIGNAL 398			55*	
37.7	INTERLOCKING	- 40 MPH OVER CROSSING			
32.00	SIGNAL 320		55*	50*	
30.40	SIGNAL 304			40*	
25.0 - 24.0	PSO	55	55	55	60
10.63	SIGNAL 106		55*	50*	
9.5 - 4.6	PSO	65	65	65	70
2.71	SIGNAL 28		55*	50*	
0.68	(Crossing)	50 MPH APPROACHING WITHIN 2050 FT UNTIL FULLY OCCUPIED			

(a) Speed on Sidings

BIGGAR	PALO	CAVELL
SCOTT	TAKO	VERA
YONKER	ARTLAND	CHAUVIN
DUNN	HEATH	WAINWRIGHT
IRMA	KINSELLA	VIKING
BRUCE	TORLEA	RUSSETT
RYLEY	LINDBROOK	UNCAS
ARDROSSAN		

Speed 25 mph

Time Table 12

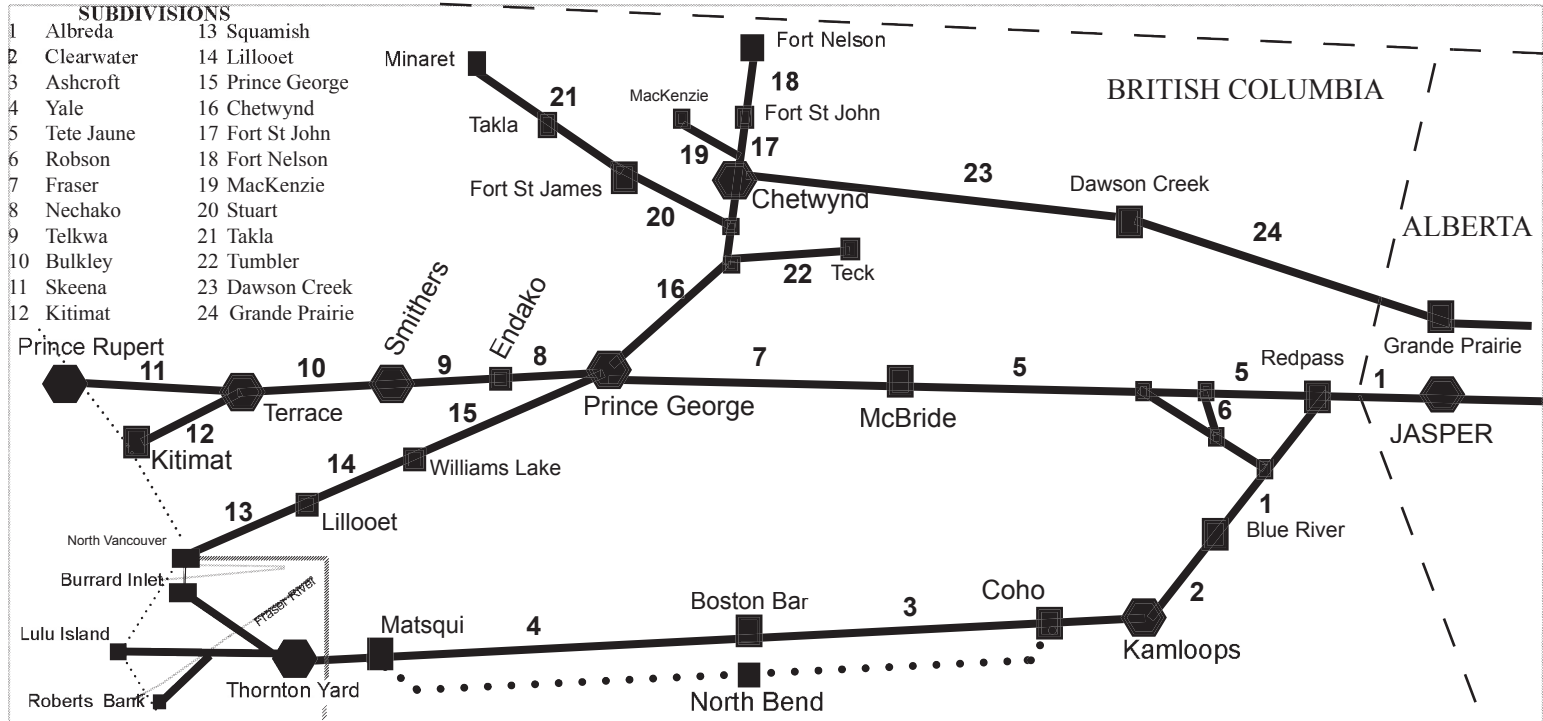
Time Table 14

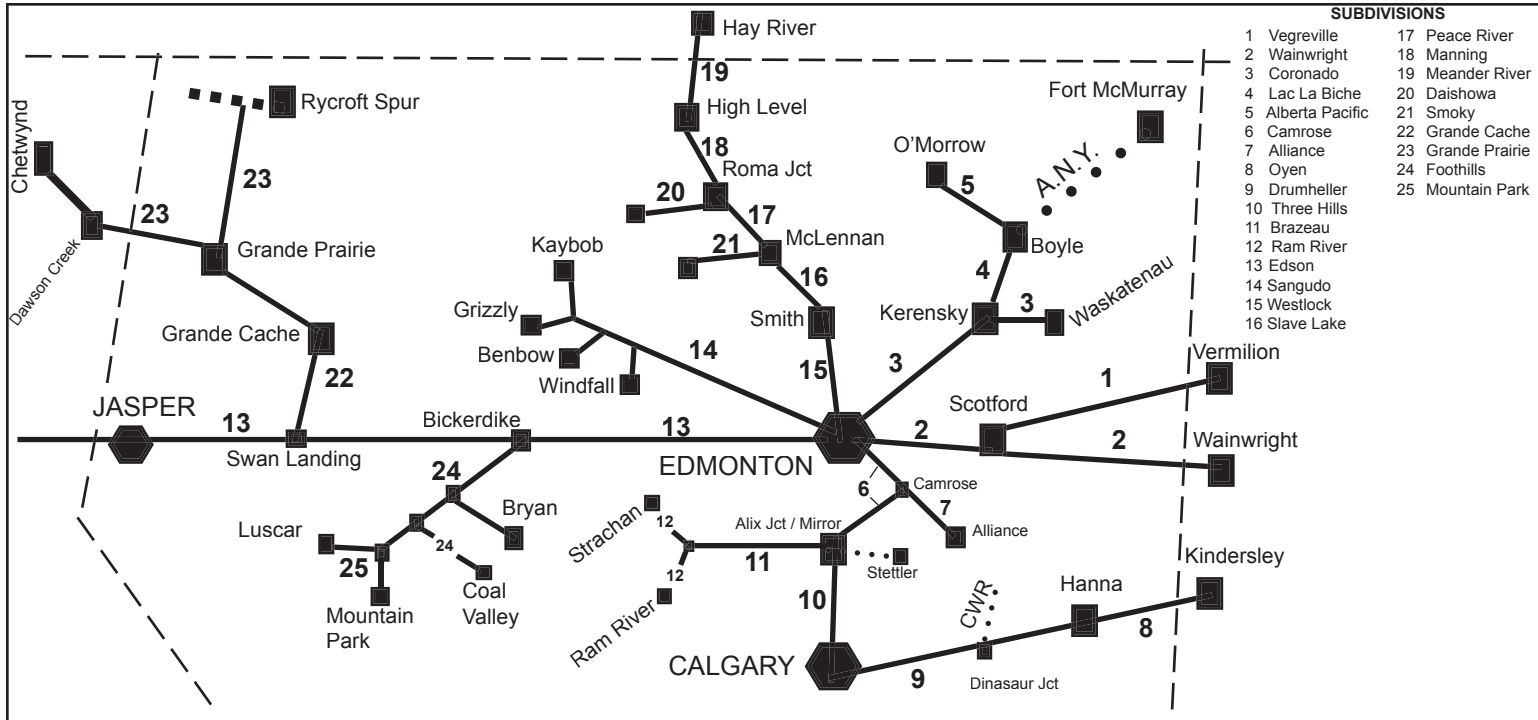
Territorial Maps



SUBDIVISIONS

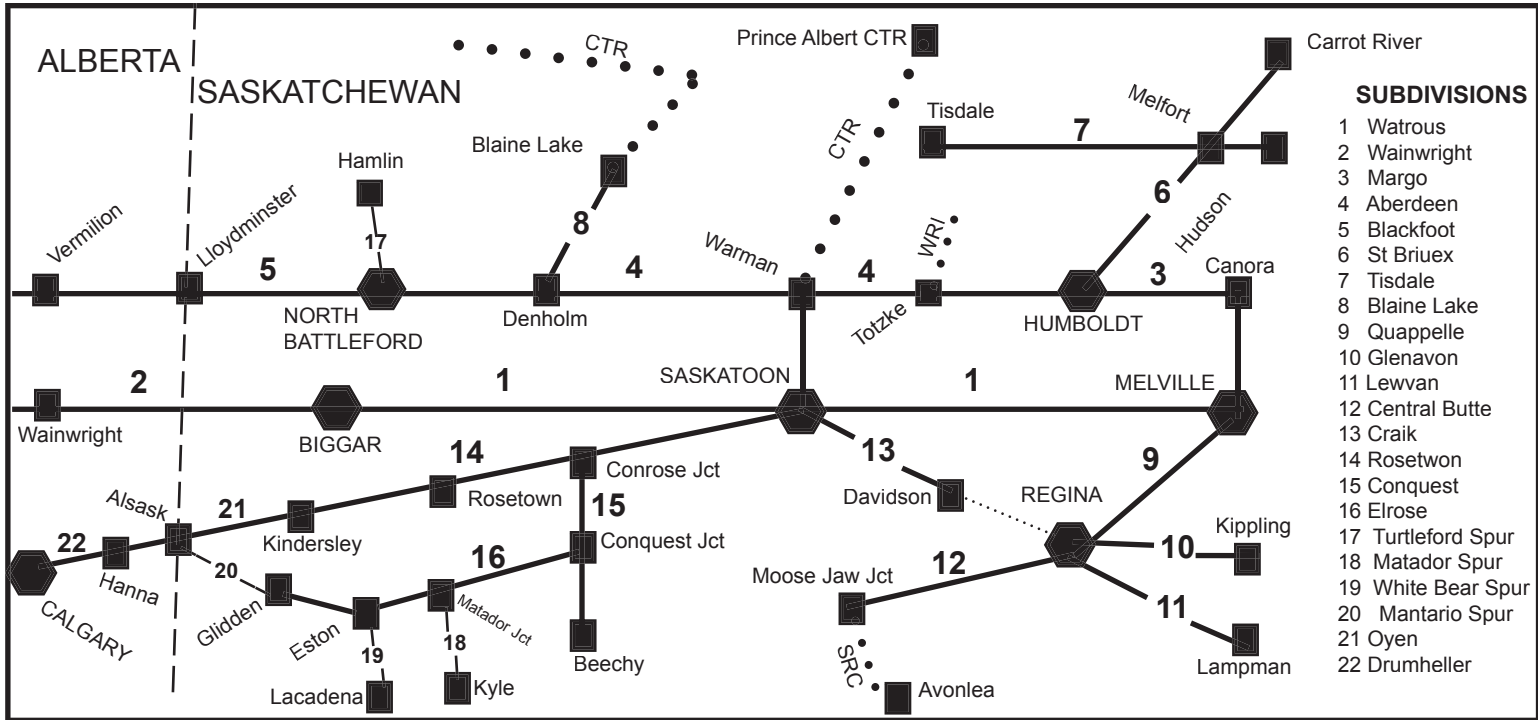
- | | |
|--------------|-------------------|
| 1 Albreda | 13 Squamish |
| 2 Clearwater | 14 Lillooet |
| 3 Ashcroft | 15 Prince George |
| 4 Yale | 16 Chetwynd |
| 5 Tete Jaune | 17 Fort St John |
| 6 Robson | 18 Fort Nelson |
| 7 Fraser | 19 MacKenzie |
| 8 Nechako | 20 Stuart |
| 9 Telkwa | 21 Takla |
| 10 Bulkley | 22 Tumbler |
| 11 Skeena | 23 Dawson Creek |
| 12 Kitimat | 24 Grande Prairie |





SUBDIVISIONS

- | | |
|-------------------|-------------------|
| 1 Vegreville | 17 Peace River |
| 2 Wainwright | 18 Manning |
| 3 Coronado | 19 Meander River |
| 4 Lac La Biche | 20 Daishowa |
| 5 Alberta Pacific | 21 Smoky |
| 6 Camrose | 22 Grande Cache |
| 7 Alliance | 23 Grande Prairie |
| 8 Oyen | 24 Foothills |
| 9 Drumheller | 25 Mountain Park |
| 10 Three Hills | |
| 11 Brazeau | |
| 12 Ram River | |
| 13 Edson | |
| 14 Sangudo | |
| 15 Westlock | |
| 16 Slave Lake | |

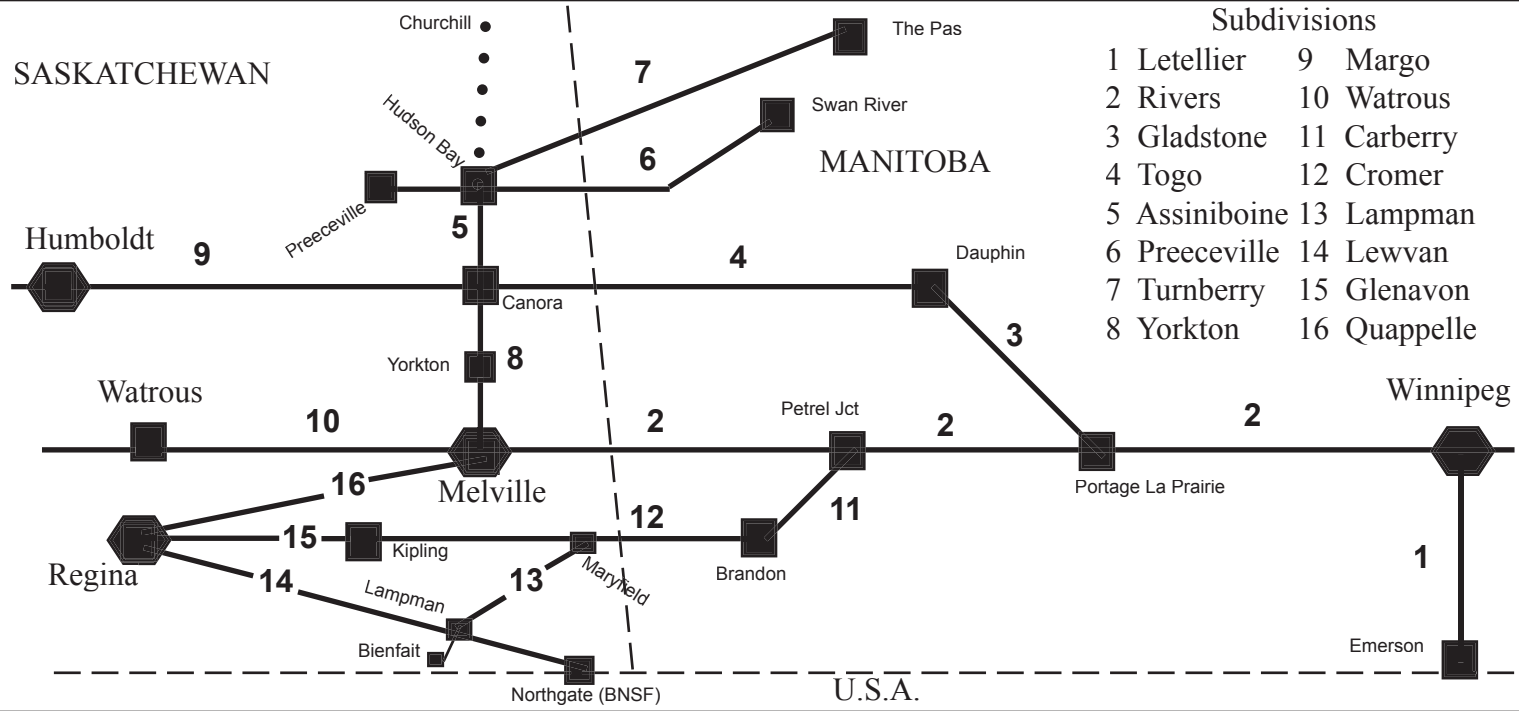


SASKATCHEWAN

Subdivisions

- 1 Letellier
- 2 Rivers
- 3 Gladstone
- 4 Togo
- 5 Assiniboine
- 6 Preeceville
- 7 Turnberry
- 8 Yorkton
- 9 Margo
- 10 Watrous
- 11 Carberry
- 12 Cromer
- 13 Lampman
- 14 Lewvan
- 15 Glenavon
- 16 Quappelle

MANITOBA



Subdivisions

- | | |
|----------------|-------------|
| 1 Allanwater | 6 Rainy |
| 2 Redditt | 7 Rivers |
| 3 Kashabowie | 8 Letellier |
| 4 Fort Frances | 9 Gladstone |
| 5 Sprague | |

MANITOBA

ONTARIO

P.N.L.

Gladstone

9

7

WINNIPEG

8

Emerson

Portage La Prairie

3

Rainy River

2

Redditt

Duluth Jct

Fort Frances

5

SIOUX
LOOKOUT

1

ARMSTRONG

4

THUNDER BAY

6

DULUTH

USA

