



West Division

**MANITOBA AND
LAKEHEAD
SUBDIVISIONS**

TIME TABLE

18

**EFFECTIVE 0001
AUGUST 01, 2009**

SENIOR VICE PRESIDENT

Mike Cory

GENERAL MANAGER

Tom Brown

TIME TABLE INSTRUCTIONS

TIME ZONE INFORMATION

- Pacific Time:** All subdivisions west of Jasper.
- Mountain Time:** All subdivisions west of Biggar, Kindersley and Vermilion that are east of Jasper. (Includes the Blackfoot Sub)
- Central Time:** All subdivisions west of Armstrong and Thunder Bay that are east of Biggar, Kindersley and North Battleford

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.

GENERAL

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.

Heavy Grade Train Handling Instructions are found in Regional Special Instructions.

Handbrake Requirements are supplemental to the General Operating Instructions item on handbrake application.

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 includes Time Table 17 Togo Sub pages.
Refer to GLD for the Caramat Sub.**

TERRITORY RESPONSIBILITY
REPORTING TO GENERAL MANAGER TOM BROWN
WINNIPEG ZONE

Reporting to: General Superintendent Andrew Martin
Responsible for:

SYMINGTON YARD
 TRANSCONA YARD
 FORT ROUGE YARD

LAKEHEAD ZONE

Reporting To: Superintendent Jim Newton
Responsible for:

Allanwater Sub	Mile 0.8 (W Swt Armstrong) to Mile 138.9 Including Sioux Lookout Yard
Redditt Sub	Mile 0.0 to Mile 252.1 Excluding Transcona Yard
Rivers Sub	Mile 0.0 to Mile 144.5 Including Rivers Yard
Sprague Sub	Mile 0.0 to Mile 145.2 (Navin)
Fort Frances Sub	Mile 0.0 to Mile 143.6 Including Fort Frances Yard
Kashawbowie Sub	Mile 0.0 to Mile 141.4 Including Thunder Bay Yard
Letelier Sub	Mile 0.0 to Mile 63.4 Including Emerson
Gladstone Sub	Mile 0.0 to Mile 121.7 Including Dauphin Yard
Cromer Sub	Mile 0.0 to Mile 128.7
Carberry Sub	Mile 0.0 to Mile 39.7 Including Brandon Yard
Lampman Sub	Mile 0.0 to Mile 86.2

FORT FRANCES SUBDIVISION

CH 1

DTMF 10#16032 for Signal 1163

DTMF 10#16034 for Signal 1163D.

(b) **Rule 103.1(c)** - Not applicable on siding.(c) **Mile 116.0 - Barwick** - Voyageur Panel

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

(d) **Speed** 10 MPH on spurs and other tracks.**5 FORT FRANCES**(a) **Rule 105(c)** Applicable on Subdivision Track, Tracks FT21 including extension, and FT22.(b) **Rule 840.1** - Track 1 - Before starting any track work the foreman must receive permission from the RTC.(c) **103.1(c)** Not applicable at crossing Mile 90.2.(d) **Switches:** The following switches may be left lined and locked in either position; Crossover switch Mile 88.82 and 88.21 - (Switches at both end of these crossovers must be left lined and locked in the same position). All switches on other than Subdivision Track.

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

Mile 90.1 - Track FT21

(f) **Handbrake Requirements:**

1 - 9 Cars 1 handbrake

10 + Cars 2 handbrakes in yard tracks.

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

(h) **Track 1** - Speed 25 MPH.(i) **Mile 90.2** (Crossing) Track 1 Westward movements 15 MPH until fully occupied.

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

(k) **Track FT10** - Following crossings must be manually protected: Fifth Street, Wright Ave. and Keating Ave.(l) **Speed** - 10 MPH on all non-main track except Subdivision Track and Track 1.Track FT10 restricted to single locomotive operation **Speed** - 6 MPH.**6 ELIZABETH****103.1(c)** - Not applicable on siding at Mile 10.65**7 ATIKOKAN**

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

FORT FRANCES SUBDIVISION

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

8 APPLICABLE ON SUBDIVISION

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

Reporting Process at Rainy River

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

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

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

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

AT RANIER

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

FORT FRANCES SUBDIVISION

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

CALL CANADA CUSTOMS - 1 866 871 3858

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

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

NOTES:

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

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

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

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

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

(e) Drawbridges

Bear Pass Narrows - Mile 68.3 - Automatic

Rainy Lake - Mile 84.0 - Automatic

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

BRIDGE UP:

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

FORT FRANCES SUBDIVISION**BRIDGE DOWN:**

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

TRACK UNIT MOVEMENTS/TRACK WORK MOVEMENTS OVER BRIDGE:

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

TRACK WORK - BRIDGE UP:

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

TRACK WORK - BRIDGE DOWN:

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

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

9 SPEEDS

0.0 TO 12.8	ZONE	40
0.0 TO 0.8	PSO	25
5.0 TO 8.9	PSO	25
10.65 (Crossing) EASTWARD	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

(a) Speeds on Sidings

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

10 PUBLIC CROSSINGS AT GRADE

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

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

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

11 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS
(a) Back tracks at:

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

(b) Mile 0.3 - Marmion Lake Spur AT 91

Extends northward 9.1 miles.

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Mile 0.0 to 8.7 following applies:

OCS Rules 301 - 315 applicable

TGBO - Applicable

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

Rule 105 (c) and Rule 40.1 Not applicable.

Speeds on Spur

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

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

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

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

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

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

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

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

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

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

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

Maximum Permissible Motorized Axles:

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

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

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

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

Interlocking

Drawbridge - Rainy Lake Mile 165.4, Rainy Sub.

Speed

Mile 162.0 - 165.4 10 MPH

Mile 165.4 - 166.5 25 MPH

Wye west leg 25 MPH - east leg 15 MPH

Mile 165.87 (Crossing) 10 MPH UNTIL FULLY OCCUPIED.

Mile 166.30 (Crossing) 10 MPH UNTIL FULLY OCCUPIED.

Mile 165.4 Connecting track.

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

Ranier Drawbridge

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

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

When the bridge is in operation the following is applicable:

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

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

FORT FRANCES SUBDIVISION

CUSTOMS INFORMATION AND REQUIREMENTS

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

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

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

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

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

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

Method of Control	SPRAGUE SUBDIVISION			DOB / TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes
	W ↓	E ↑	Mile	Siding Capacity In Feet		
STK *RTC Control ↓ 0.5 ↑ CTC	RAINY RIVER		0.0		0.0	
	BAUDETTE		1.6	6857	↑	
	GRACETON		11.3	10117		14.5
	WILLIAMS		17.8	6700		28.2
	BLUEBERRY		22.9	10303		
	SWIFT		31.7	6674		
	WARROAD		38.4			
	LONGWORTH		43.6			42.2
	INTERNATIONAL BDRY		45.0			49.6
	MIDDLEBRO		46.3	10378		
	SPRAGUE		56.9	9690	TGBO	58.7
	VASSAR		69.3	13529		71.4
	CARRICK		83.1	6611		85.8
	BAYNHAM		94.3	10320		97.0
	BEDFORD		99.6			108.5
	LA BROQUERIE		113.0	6633		120.7
	GIROUX		119.2	10581		133.1
	DUFRESNE		130.9	6690	↓	
	LORETTE		138.2	10300	143.0 DOB TGBO	
NAVIN		145.2		145.2		
M of W 0.0 to 23.0 (Ch 81/6523 - 4211) 23.0 to 70.0 (Ch 84/6911 - 4212) 70.0 to 100.0 (Ch 81/6523 - 4213) 100.0 to 135.0 (Ch 84/6911 - 4214) 135.0 to 145.2 (Ch 81/6523 - 4215)						

- 1 SIDING CONTROL TERRITORY**
- 2 RTC II ADVANCED TRAIN CONTROL FEATURES**
- 3 WINNIPEG TERMINAL**
 - (a) Winnipeg Terminal Operating Manual in effect
 - (b) **Navin** - Mile 145.2 - Self-Restoring Derails DTMF *339
- 4 VASSAR**

Mile 68.68 - Signal Status Request
CH 1
Signal 680 DTMF 10#68032
Signal 680D DTMF 10#68034
- 5 RAINY RIVER**
 - (a) **Rainy River** - RTC Control on Subdivision Track between Mile 142.8 (CTC Signal 1428) Fort Frances Sub and Mile 0.7 Sprague Sub (extending to CTC Signal 07 CTC begins).
The following special instructions applicable:
 - (i) SCT rules applicable, reference to sidings in these rules apply to Subdivision Track.
 - (ii) Rule 401.2 applicable.

SPRAGUE SUBDIVISION

- (b) **Rule 840.1** - RTC permission required before starting track work.

Rule 105(c) applicable.

RTC must be advised when equipment is left in Track 1.

- (c) **Mile 0.61 (Private Crossing)** Rules 13 and 14(l) applicable.

6 SIGNALLED SIDING

GRACETON

7 APPLICABLE ON SUBDIVISION

- (a) **Rule 13** - The engine bell must be rung for all public crossings at grade within the USA.

- (b) **Rule 14** - Whistle Failure

In the event of whistle failure the following is in addition to the CROR requirements:

Ring the bell continuously approaching and passing stations, yards, and public crossings at grade. If the whistle on a trailing locomotive can be used, the conductor or other qualified employee will use that whistle under the direction of the locomotive engineer. If no other whistle is available, stop the train before each public crossing, place a crew member on the ground at the crossing to provide warning until the crossing is occupied, unless: (i) Crossing gates are in the fully lowered position, or (ii) No traffic is approaching, or traffic is stopped at the crossing.

- (c) **Rule 19** - FRA exemption, lighted or flashing marker not required on Sprague Subdivision within the United States.

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

Exception: Not applicable to movements confined to Symington Terminal operations.

- (e) All movements must initiate a radio broadcast approaching Canada Customs.

- (f) **Rule 103.1(c)** - Not applicable at following crossings;

Mile 18.52 Williams Siding,

Mile 68.68 Vassar Siding and

Mile 118.22 Giroux Siding.

- (g) **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

SPRAGUE SUBDIVISION

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, locomotive 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 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.

Movements 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.

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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. 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 Movements - 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 Movements - 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 documents as "Speed Restricted in Canada" also apply to 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

SPRAGUE SUBDIVISION

8 PUBLIC CROSSINGS AT GRADE
(a) Mile 137.54 - Rule 103(c) - Exemption:

Crossing may be occupied for up to one hour for meets and over-takes. After this, provisions of CROR Rule 103 (c) 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 SO21	All
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

9 SPEEDS

Mile	MPH
0.0 TO 1.8	30
ZONE	
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	60
ZONE	
2.5 (Crossing) WESTWARD 15 MPH APPROACHING WITHIN 600 FT UNTIL FULLY OCCUPIED	
44.8 TO 46.3	25
PSO	
48.56 (Crossing) 40 MPH UNTIL FULLY OCCUPIED	
57.81 (Crossing) WESTWARD 25 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	50
ZONE	

(a) Speeds on Sidings

BLUEBERRY	MIDDLEBRO
SPRAGUE	VASSAR
BAYNHAM	GIROUX
LORETTE	
Speed	25 MPH
GRACETON	
Speed	40 MPH

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

SPRAGUE SUBDIVISION

- (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.

10 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

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

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

1) 6 Axle Locomotives prohibited.

2) Speed 10 MPH

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

Exception - 2

Baudette and La Broquerie Speed 5 MPH.

11 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	KASHABOWIE SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes	
STK +	W ↓	THUNDER BAY NORTH	0.0		0.0 DOB TGBO ▲		C2/1 7373 5054	
	E ↑	ALBA	7.5		7.5 ▼			
Subdivision track removed between Mile 7.5 and Mile 10.9. Movements will operate via Neebing Yard								
STK ▼ 13.4 ↑ OCS ↓ 46.6 ↑ CTC		THUNDER BAY	10.9		10.9 DOB TGBO ▲	21.1	C3/1 5555 5054	
		EVANS	13.4		13.4 ▼			
		KAKABEKA FALLS	22.6		↑ TGBO ↓	44.2	C3 T1 5055	
		HUME	26.1	6740				
		ANITA	46.6	7148				
		ANNEX	60.3	6435		68.8		
		KABAIGON	72.6					
		KASHABOWIE	80.9	6600		94.3		C4/1 3737 5054
		HURONIAN	96.1	6546				
		QUETICO	105.0			118.0		
		KAWENE	120.2	6615				
		HEMATITE	130.1			141.4	139.5	C3/1 5555 5054
		ATIKOKAN	141.4	9770				
M of W 0.0 to 22.0 (Ch 84/6911 - 4221) 22.0 to 50.0 (Ch 81/6523 - 4222) 50.0 to 70.0 (Ch 82/5307 - 4223) 70.0 to 96.0 (Ch 84/6911 - 4224) 96.0 - 130.0 (Ch 84/6911 - 4225) 130.0 - 141.4 (Ch 84/6911 - 4031)								

- 1 SIDING CONTROL TERRITORY
- 2 RTC II ADVANCED TRAIN CONTROL FEATURES
- 3 ATIKOKAN
 - (a) Siding Control Territory - Not applicable on siding Atikokan.
 - (b) **Rule 840.1** - 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 before passing Signal 456 or Signal 456D.
- 5 THUNDER BAY
 - (a) **Rule 840.1** - Before starting any track work the foreman must receive permission from the Yardmaster. When yardmaster is not on duty the foreman must advise the RTC.
 - (b) Thunder Bay Terminal Operating 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: Rule 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 movement 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 on non-main trackage.

6 RAILWAY CROSSING AT GRADE

MILE 1.5 (CP Nipigon Sub) - Remotely-Controlled. by CN RTC. Rule 610 and Rule 104.2(c) applicable. Westward movements must not exceed 15 MPH when approaching and within 500 ft. of the governing interlocking signal. Movements handling over 10 cars must not pass eastward Advance Signal 26N until indication assures movement through interlocking.

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(c) 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 - CP 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 – 195.0 CH 2/1 7373 5054

Engineering

Mile 190.0 to 195.5 CH 84/6911 - 2221

- (b) **Mile 127.7 - Sapawee** - Track KA60. 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	Number of Tracks	ALLANWATER SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes
		W ↓	E ↑					
CTC	1	ARMSTRONG	Y	0.0	6920	0.0 ↑ TGBO ↓	1.9 17.0 34.9 48.9 59.7 72.2 83.4 98.0 112.9 125.6 135.5	C8/2 6161 5049
		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				
		SIoux LOOKOUT EAST		137.6				
		SIoux LOOKOUT		138.9				C4/2 3737 5045
M of W 0.0 - 14.7 (Ch 84/6911) 14.7 - 39.0 (Ch82/5307) 39.0 - 75.0 (Ch 81/6523) 75.0 - 110.0 (84/8911) 110.0 - 138.9 (Ch 81/6523)								

1 SIDING CONTROL TERRITORY

2 RTC II ADVANCED TRAIN CONTROL FEATURES

3 SIOUX LOOKOUT

- (a) 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) SCT rules applicable, reference to sidings in these rules apply to Subdivision Track.
 - (ii) Rule 401.2 applicable.
- (b) West crossover switch SL21 may be left lined and locked in either position.
- (c) RTC must be advised when equipment is left on Tracks SL21 and SL22
- (d) WYE track - all movements restricted to 5 MPH. Locomotives equipped with six axles are restricted to single locomotive movement and cars in excess of 50 ft in length are restricted to single car movement.
- (e) **Speeds**
10 MPH on all tracks except Subdivision Track and Tracks SL21, SL22 and SL 24.

ALLANWATER SUBDIVISION

- (d) Unless otherwise directed, all bad order cars are to be set-out in Track SL35.
- (e) Designated water supply for locomotives is the second blue metal box between the Subdivision Track and Track 1 at the west end of the yard.

4 SAVANT LAKE

Rule 103.1(c) not applicable in siding at Savant Lake Rd.

5 ARMSTRONG

- (a) **Rule 105(c)** applicable on Tracks KE60-61-62.
- (b) Unless otherwise directed, all bad order cars are to be set-off in Track KE46.
- (c) Maximum speed on wye tracks KE60-61-62
5 MPH.

6 APPLICABLE ON SUBDIVISION**(a) CTC**

Controlled by RTC Toronto

Toronto RTC Contact

- (i) **RB Desk** phone 905-760-3442 or 1-888-732-2009 opt 6, ext 3442 Hudson W to Dugald W
All Shifts
Entire Allanwater Sub and Redditt Sub from
Sioux Lookout to Dugald West
1700 - 0900 Monday to Friday and 0001 - 2359
Saturday and Sunday
- (ii) **RA Desk** phone 905-760-3812 or 1-888-732-2009 opt 6, ext 3812
Entire Allanwater Sub and Redditt Sub from
Sioux Lookout to Hudson West 0900 - 1700
Monday to Friday.

(b) Hazard Detector

Mile 37.8

(c) Radio Satellite Back-up 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.

(d) Restricted Clearance: not marked with restricted clearance signs.

Mile 102.4 restricted clearance main track north side due to rock-cut. Employees must not ride on the north side of equipment passing this mileage.

Mile 104.0 restricted clearance main track south side due to rock face. Employees must not ride on the south side of equipment passing this mileage.

Mile 106.04 to 106.1 restricted clearance main track south side due to rock face. Employees must not ride on the south side of equipment passing this mileage.

ALLANWATER SUBDIVISION

- (e) **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 ft. of either side of the bridge and while the bridge is occupied.

7 PUBLIC CROSSINGS AT GRADE

- (a) **Mile 1.1 - AWD** - 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.

8 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) 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 75.0 (Buchanan Lumber) Track AL47.

Maximum Permissible speed 15 MPH

6 Axle Locomotives permitted.

Back-Tracks (Track directly adjacent to a siding)

Unless otherwise stated.

Speed on all back-tracks - 5 MPH.

Rule 103.1(f) Rusty Rail Conditions applicable.

Rule 105(c) applicable.

9 SPEED

- (a) **TOB** - tons per operative brake will be indicated on WOPRT or train journal.
- (b) **Zones Speed signs** will indicate speeds for Psgr and unrestricted Frt movements 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.

ALLANWATER SUBDIVISION

Speed Chart						
Mile			Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psgr
0.0 to 25.6	ZONE		50	50	50	55
0.0 to 0.7	PSO		25	25	25	25
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	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	55
41.2	EASTWARD APPROACHING SIGNAL	412		50	45	
43.6 to 43.9	PSO	55	55	55	55	55
47.7 to 48.1	PSO	55	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	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	45	50
82.1 to 84.5	PSO					50
84.5 to 86.8	PSO	45	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	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	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	45
114.2 to 117.3	PSO					50
117.3 to 121.8	PSO	45	45	45	45	50
121.8 to 122.1	PSO	45	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	35	40
137.5 to 138.9	PSO	25	25	25	25	25

Method of Control	Number of Tracks	REDDITT SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones Zone Codes
		W ↓	E ↑					
CTC	1	SIoux LOOKOUT		0.0		TGBO ↑		C5/1 1717 5051
		PELICAN		6.2	6447		10.9	
		HUDSON		12.6	6170			
		WEBSTER		20.7	6480		23.5	C5/2 1717 5050
		SUNSTRUM		31.8	6510			
		MILLIDGE		39.4	6565		37.3	C4/2 3737 5050
		RICHAN		45.5	7170		48.5	
		NIDDRIE		57.8	6870			
		MORGAN		65.5	6420		63.7	
		RED LAKE ROAD		71.3				
		QUIBELL		74.9	6450		80.5	
		MCINTOSH		83.5	6325			
		CANYON		90.2	6540		92.9	
		FAVEL		99.3	6320		102.9	
		JONES		106.0	6320		118.7	
		FARLANE		113.4	6320			
		REDDITT		123.1	6380		133.9	
	ENA LAKE		129.7	6850				
	MCNULTY		140.4		149.9			
	WADE		143.7					
	HARDY		149.8		162.2			
	WHITE		159.2	6260	177.3			
	OPHIR		167.0	7270	193.0			
	DECIMAL		175.0	6330	205.9			
	INDIGO		181.8	6300	221.3			
	HOCTOR		187.1	6280	232.3			
	ELMA		196.8	6620				
	LEWIS		204.3	6300	240.4			
	HAZEL		211.7					
	NOURSE		217.3	6210	240.0			
ANOLA		229.8	6510					
DUGALD		238.3	6510	252.1				
TRANSCONA EAST		243.9		TGBO ↑	C8/2 6161 5049			
TRANSCONA		245.7						
PLESSIS RD		246.7						
BEACH JCT		248.5						
Connecting Track with CEMR								
TERMINALS CUT-OFF		251.3						
WINNIPEG		252.1						

M of W

0.0 - 20.7 (Ch 82/ 5307 - 4161) 20.7 - 65.5 (Ch84/6911 - 4162)
 65.5 - 99.3 (Ch 81/6523 - 4163) 99.3 - 129.7 (Ch 82/6911 - 4164)
 129.7 - 149.8 (Ch 84/6911 - 4165) 149.8- 167.0 (Ch 6 - 4166)
 167.0 - 204.3 (Ch 81/6523 - 4167) 204.3 - 238.3 (Ch 82/5307 - 4168)
 238.3 - 252.1 (Ch 81/6523 - 4215)

REDDITT SUBDIVISION

- 1 SIDING CONTROL TERRITORY**
- 2 RTC II ADVANCED TRAIN CONTROL FEATURES**
- 3 WINNIPEG**
Winnipeg Terminal Operating Manual in effect.
- 4 BEACH JCT**
- (a) **Mile 0.2** - Connecting Track with Central Manitoba Railway is signalled track which forms part of Beach Jct northward to Signal 02 .
- 5 TRANSCONA EAST**
Mile 243.9 CTC Signal 2439 DV speed does not apply to Restricting Indication.
- 6 SIOUX LOOKOUT**
- (a) 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) SCT rules applicable, reference to sidings in these rules apply to Subdivision Track.
(ii) Rule 401.2 applicable.
- 7 APPLICABLE ON SUBDIVISION**
- (a) **CTC**
Mile 0.1 and Dugald controlled by RTC Toronto.
RTC Edmonton controls westward Controlled Signals 2385 and 2385D at Dugald West.
TGBO
Crews are required to obtain a separate Winnipeg Terminal DOB and TGBO's when operating east of Signal 2386 at Dugald West.
Toronto RTC Contact
(i) **RB Desk** phone 905-760-3442 or 1-888-732-2009 opt 6, ext 3442 Hudson W to Dugald W
All Shifts
Entire Allanwater Sub and Redditt Sub from Sioux Lookout to Dugald West
1700 - 0900 Monday to Friday and 0001 - 2359 Saturday and Sunday
(ii) **RA Desk** phone 905-760-3812 or 1-888-732-2009 opt 6, ext 3812. Entire Allanwater Sub and Redditt Sub from Sioux Lookout to Hudson West 0900 - 1700 Monday to Friday.
- (b) **Anti-Whistling** Except in emergency, Rule 14(I) not applicable at the following crossings:
Mile 244.07 Mile 246.63
Mile 247.42 Mile 249.04
- (c) **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.
- (d) **Spring Switches**
Located at: MILLIDGE WEST, FAVEL EAST, JONES WEST, OPHIR WEST and SIOUX LOOKOUT WEST.
- (e) **Bridges:** Mile 13.4 to Mile 13.8 - Avoid heavy

REDDITT SUBDIVISION

brake application except in case of emergency and use only light throttle.

(f) SBU Storage and Replacement Battery Locations:

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.

(g) Rule 103.1(c) Not applicable at public crossings at grade:

Mile 13.5 Hudson Siding

Mile 74.65 Quibell Siding

Mile 196.66 Elma Siding

Mile 237.46 Dugald Siding

(h) WILD - Wheel Impact Load Detectors

Mile 10.8, and Mile 221.5.

(i) Hazard Detector

Mile 95.20

8 PUBLIC CROSSINGS AT GRADE

(a) Mile 12.48 (Public Road) - AWD - Siding Hudson Stop signs both sides of crossing.

(b) Mile 13.5 - (Access Road) AWD. Tracks RE14 and RE 15 - Stop signs governing movements over crossing located on north side of Track RE15 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.

(c) Mile 244.07 (Crossing) - Westward movements on North Track, speed 25 MPH approaching from Signal 2439 until fully occupied.

(d) Mile 246.6 (Crossing) - Westward movements 20 MPH when routed to South Track from Signal D2465B until fully occupied. Westward movements 20 MPH after stopping at Signals 2465C and 2465A until fully occupied.

9 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

(a) Unless otherwise permitted by an Engineering Supervisor the following restrictions apply to all spurs and other tracks.

6 Axle locomotives prohibited.

Exception: McKenzie Forest Products Hudson Track RE15. When spotting empty cars to Track RE15 west end, 6 axle locomotives permitted. When lifting loaded cars from Track RE15 east end, 6 axle locomotives not permitted; must use reachers.

(b) Mile 71.3 (Red Lake Rd.) - Empty cars for Kafka Granite must be set-out in Track SL35.

10 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 movements only.

REDDITT SUBDIVISION

(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			under 80 TOB	80 TOB or more	100 TOB & 8000 ft or longer	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
10.9	WEST SIGNAL	109		45	40		
14.4	TO	15.3	PSO				50
27.8	TO	28.5	PSO	40	40	40	40
31.0	WEST SIGNAL	319			45	40	
39.7	TO	41.3	PSO	40	40	40	45
43.2	WEST SIGNAL	433				45	
40.9	TO	45.3	PSO	45	45	45	50
44.9	WEST SIGNAL	449				40	
52.6	TO	53.1	PSO				50
56.7	TO	62.0	PSO	45	45	45	50
65.9	TO	69.1	PSO				50
76.9	to	77.3	PSO	45	45	45	50
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	WEST SIGNAL	1275				40	
138.0	to	149.8	ZONE	55	55	55	55
149.8	Over switch routed to or from ST		45	45	45	45	45
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	WEST SIGNAL	1731			50	40	
179.2	WEST SIGNAL	1791				55	
180.7	to	183.6	PSO	55	55	55	60
183.5	to	246.3	ZONE	65	65	65	70
184.6	WEST SIGNAL	1845			55	50	
196.2	BRIDGE		60	60	60		
196.7	to	196.8	PSO	60	60	60	60
202.1	WEST SIGNAL	2021			60	55	
210.7	WEST SIGNAL	2107			55	50	
214.5	WEST SIGNAL	2145			60	55	
227.3	WEST SIGNAL	2273			60	55	
235.3	WEST SIGNAL	2353			60	50	
242.4	WEST SIGNAL	2425			50	40	
243.9	to	246.3	PSO	60	60	60	60
246.3	to	252.1	ZONE	40	40	40	50
247.4	CROSSING	40 MPH APPROACHING WITHIN 1400 FT UNTIL FULLY OCCUPIED.					
249.04	CROSSING	40 MPH APPROACHING WITHIN 1500 FT UNTIL FULLY OCCUPIED.					
251.1	WEST SIGNAL	2511A			30	30	
251.4	to	252.1	PSO	20	20	20	20
252.1	to	246.3	ZONE	40	40	40	50
252.1	to	251.4	PSO	20	20	20	20

REDDITT SUBDIVISION

EASTWARD						
Mile			under 80 TOB	80 TOB or more	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
251.4	TO 252.1	PSO	20	20	20	20
249.04	CROSSING 40 MPH APPROACHING WITHIN 1500 FT UNTIL FULLY OCCUPIED.					
247.4	CROSSING 40 MPH APPROACHING WITHIN 1400 FT UNTIL FULLY OCCUPIED.					
243.9	TO 246.3	PSO	60	60	60	60
240.1	EAST SIGNAL	2404		55	50	
232.3	EAST SIGNAL	2322		55	50	
219.6	EAST SIGNAL	2196		55	50	
214.5	EAST SIGNAL	2146		60	55	
199.9	EAST SIGNAL	2000		60	55	
196.7	HWY 11 CROSSING EASTWARD MOVEMENTS LESS THAN 10 MPH WITHIN 2500 FT. UNTIL FULLY OCCUPIED					
			10	10	10	10
196.7	TO 196.8	PSO	60	60	60	60
196.2	BRIDGE					
			60	60	60	
246.3	TO 183.5	ZONE	65	65	65	70
183.6	TO 180.7	PSO	55	55	55	60
177.3	EAST SIGNAL	1772			45	
183.5	TO 171.8	ZONE	60	60	60	70
165.2	TO 162.6	PSO				50
162.6	TO 161.3	PSO	45	45	45	50
161.3	TO 158.2	PSO				50
158.2	TO 157.9	PSO	30	30	30	30
157.9	TO 155.8	PSO				50
150.8	TO 150.5	PSO				50
171.8	TO 149.8	ZONE	50	50	50	55
149.8	OVER SWITCH ROUTED TO OR FROM ST					
			45	45	45	45
149.9	TO 138.0	ZONE	55	55	55	55
131.3	EAST SIGNAL	1314		40	40	
125.3	TO 124.7	PSO	40	40	40	40
138.0	TO 122.8	ZONE	45	45	45	50
122.7	TO 122.6	PSO	35	35	35	35
121.9	TO 121.8	PSO				40
112.1	TO 111.9	PSO	30	30	30	30
122.8	TO 110.8	ZONE	40	40	40	45
107.0	TO 106.6	PSO				45
97.7	TO 97.5	PSO				45
110.8	TO 92.6	ZONE	45	45	45	50
91.1	TO 90.9	PSO	30	30	30	30
85.5	TO 85.0	PSO				40
92.6	TO 82.2	ZONE	40	40	40	45
77.3	TO 76.9	PSO	45	45	45	50
69.1	TO 65.9	PSO				50
62.0	TO 56.7	PSO	45	45	45	50
53.12	TO 52.6	PSO				50
45.3	TO 40.9	PSO	45	45	45	50
41.3	TO 39.7	PSO	40	40	40	45
33.6	EAST SIGNAL	338		45	40	
33.2	EAST SIGNAL	334		45	40	
27.8	TO 28.5	PSO	40	40	40	40
14.8	EAST SIGNAL	148		40	35	
14.4	TO 15.3	PSO				50
13.4	EAST SIGNAL	134		40	35	
7.8	EAST SIGNAL	78		45	40	
6.6	EAST SIGNAL	66	45	40		
2.0	TO 3.9	PSO				50
2.0	TO 82.2	ZONE	50	50	50	55
0.0	TO 2.0	ZONE	25	25	25	25

11 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.

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

1 WINNIPEG TERMINAL

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

2 MORRIS

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

3 EMERSON

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

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

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

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 (c)** applicable on Subdivision Track.

5 CUSTOMS PROCEDURES

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

Southbound - Customs Procedures

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

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

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

Trains Entering Canada from US.

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

LETELLIER SUBDIVISION

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

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

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

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

6 SPEEDS

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

7 PUBLIC CROSSINGS AT GRADE

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

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

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

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

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

LETELLIER SUBDIVISION

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

8 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

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

Rule 105(c) - Applicable.

Speed between Mile 0.0 to 0.3 - 10 MPH.

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

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

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

9 SPECIAL DANGEROUS COMMODITIES

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

Method of Control	Number of Tracks	RIVERS SUBDIVISION	Mile	Siding Capacity In Feet	DOB / TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes		
		W ↓	E ↑						
CTC	2	WINNIPEG	0.0		0.0				
		SUBWAY	1.2						
		WOODWARD AVE	1.5			↑			
		PORTAGE JCT <small>Jct with Letellier Sub</small>	2.6						
		WAVERLEY ST	3.9			↑			
		<small>Jct with BNSF</small> ST.JAMES JCT	4.8						
		CARMAN JCT <small>Jct with Central Manitoba Railway</small>	8.3			↓			
		DIAMOND	14.3			14.4	10.3		
		EAST ELIE	32.0				20.4		
		WEST ELIE	34.3				34.9		
	1	NATTRESS	50.4				45.9		
		EAST TOWER	54.1						
	2	P.LA PRAIRIE	55.3						
		KEARNS <small>Jct with Gladstone Sub</small>	55.7						
	1	WEST TOWER	56.1				60.2		
		BLOOM	64.3	12276			74.5		
		CAYE	72.0	6669					
		DEER	78.3						
		EXIRA	85.2	12300					
		FIRDALE	91.8				88.8		
		GREGG	100.6	11300			103.1		
		PETREL JCT Y <small>Jct with Carberry Sub</small>	104.7					C2/2 7373 5045	
		HARTE	107.8	12284					
		INGELOW	114.2				115.8		
		MOFFATT	119.8	11300					
		JUSTICE	122.7				127.6		
		BRANDON NORTH	128.6						
		KNOX	130.2	12300			139.9		
		LEVINE	137.6	6665					
		RIVERS Y	143.2	9020			153.5		
		MYRA	149.2	12511			164.4		
		OAKNER	159.4	11300			177.0		
		2	STENBERG	168.9				183.2	
			MINIOTA	180.1				196.0	
	1	UNO	186.9	11400			208.2		
		WATTSVIEW	198.9	12492					
	1	ST LAZARE	204.0				222.8		
		ROCANVILLE Y	207.6				232.4		
	2	LATIMER	209.5				242.3		
		WELBY	218.6				255.8		
	1	SPY HILL	225.8	6755			271.0		
		CODE	237.2	12331					
YARBO Y		239.0	7051			279.2			
ZENETA		245.1							
ATWATER		252.8	16583						
BANGOR		258.3							
WALDRON		266.4	6783						
CANA		272.1							
CANA JCT Y <small>Jct with Yorkton Sub</small>		279.1							
MELVILLE		279.2							
YTC		MELVILLE	280.3		↓				

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 movements on BNSF track- age approaching the governing Advance Signal to the junction with Rivers Sub - **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:

On Track RG25:

Mile 54.34, 54.36, 54.46 and 55.9.

Other applicable crossings on other than main track:

Mile 55.12

Mile 55.81

(b) Westward freight movements 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.

5 KEARNS

Mile 55.8 - Signal 558 - Movements must not exceed 15 MPH when receiving Diverging signal.

6 BLOOM

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

(b) Designated Dangerous Goods Track - **RV42**.

(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. 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)

RIVERS SUBDIVISION

beyond the location of these derrails.

Restricted Overhead Clearance: Dimensional traffic not allowed on Tracks RV45 and RV46.

Between 0700 and 1700 contact must be made with Agrium 1 to 2 hrs prior to arrival. Phone 1-204-252-2711, outside these hours, contact 1-204-871-6116. DTMF dialing: CH 81 *7000# then number.

7 GREGG

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

8 KNOX

Handbrake Requirements - Due to grade on Tracks RV81, 82, 83, and 84, double number of handbrakes are required. If unable to determine loaded or empty, regard as loaded cars. Customer may have applied handbrakes on each car.

9 RIVERS

(a) **Rule 840.1** - The RTC must be advised before performing track work.

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

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

10 SIGNALLED SIDING

WATTSVIEW

11 ST LAZARE

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

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

Melville Yard Traffic Control Operating Manual 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 movements at Waldron, Mile 266.4 Rivers Sub, to 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)

PPZ in effect. Refer to Regional Special Instructions for operating conditions.

(c) **Speed** - Track MT01, maximum 40 MPH when departing track.

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

0.0 - 14.3 (Ch 81/6523 - 4215)	14.3 to 33.2 (Ch 82/5307- 4091)
33.2 - 78.3 (Ch 81/6523 - 4092)	78.3 - 122.7 (Ch 84/6911- 4093)
122.7 - 159.4 (Ch 82/5307- 4094)	159.4 - 204.0 (Ch 84/6911- 4151)
204.0 - 225.8 (Ch 81/6523 - 4152)	225.8 - 280.3 (Ch 82/5307- 4153)

RIVERS SUBDIVISION

(b) Signal Status Request**Nattress 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 and at;
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 and at Mile 142.96.

(d) Mile 86.8 - Rule 103(d) - Exemption.

Crossing may be occupied for up to one hour. After this, provisions of CROR Rule 103(d) 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(d) - Exemption.

Crossing may be blocked for up to one hour. After this, provisions of CROR Rule 103(d) 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.

The following conditions apply to this exemption;

(i) exempted to a period of one (1) hour twice per day,

(ii) not applicable from April 15th to June 30th and August 1st to September 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-houses at 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.

RIVERS SUBDIVISION

- (i) **P. La Prairie to Mile 8.3** - Movements 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 - (CP La Riviere Sub) Multi-Track. Remotely-Controlled by CN RTC. Rules 610/564 and 809 applicable.
- (b) **Mile 14.3** - Diamond - (CP Glenboro Sub) Multi-Track. Remotely-Controlled by CN RTC. Rules 610/564 and 809 applicable.
- (c) **Mile 56.2** - West Tower - (CP Carberry Sub) Remotely-Controlled by CN RTC. Rules 610/564 and 809 applicable.
- (d) **Mile 237.2** - Code - (CP Yarbo Sub) - Remotely-Controlled by CN RTC. Rules 610/564 and 809 applicable.

15 SPECIAL DANGEROUS COMMODITIES

- (a) Mile 0.6 to Mile 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 Mile 0.0 Rivers Sub must not exceed 15 MPH between Mile 252.1 and Mile 248.6 Redditt Sub.
- (d) Westward movements unless inspected at Mile 45.9 must not exceed 35 MPH between Mile 53.0 and Mile 54.0 and between Mile 56.4 and Mile 57.0.
- (e) Eastward movements unless inspected at Mile 74.5, must not exceed 35 MPH between Mile 57.0 and Mile 56.4 and between Mile 54.0 and Mile 53.0.

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.
- (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.

(d) Speeds on Sidings

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

WALDRON

Speed 25 MPH

WATTSVIEW

Speed 30 MPH - Movements receiving signal indication to proceed at limited speed through turnouts on departure must not exceed 30 MPH on siding.

RIVERS SUBDIVISION

Westward					
Mile		Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psg
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 - 209.5	ZONE	60	60	60	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
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	60	60	60	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	60	60	60	80
272.1	(CROSSING) AFTER STOPPING AT SIGNALS 2722N OR 2277S				15 MPH
	UNTIL FULLY OCCUPIED				
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 - 56.2	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
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
55.12	(CROSSING)	30			MPH UNTIL CROSSING FULLY OCCUPIED
54.22	(CROSSING)	30			MPH UNTIL CROSSING FULLY OCCUPIED
53.6	(CROSSING) APPROACHING WITHIN 2600 FT AT LESS THAN 10 MPH				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	50			MPH UNTIL FULLY OCCUPIED
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

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 movements approaching at less than 10 MPH within 2600 ft., 10 MPH until fully occupied.

RIVERS SUBDIVISION

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 RG25 (Lead track east and west end) . Movements over these crossings must be manually protected.
- (d) **Mile 55.1** (Crossing) Multi-Track. 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 0551221#
 Movements must occupy crossing within 3 minutes of the activation or repeat DTMF transmission.
 CH 1 : Deactivate or delayed:
 North Track DTMF 0551210#
 South Track DTMF 0551220#
- (e) **Mile 55.71** - Westward movements 20 MPH passing Signals 557S and 557N unless such signals indicate CLEAR.
- (f) **Mile 56.28** - Eastward movements 20 MPH passing Signal 562 unless such signal indicates CLEAR.
- (g) **Mile 72.49** (Crossing) - Westward movements 40 MPH until fully occupied, unless siding at Caye is seen or known to be clear of equipment between the crossing and the whistle post.
- (h) **Mile 100.14** - (Crossing)
 Transport Canada has authorized the following;
 (i) Crossing Circuit signs are installed 300 ft. east of the Gregg Rd. crossing Mile 101.16, movements are not to stop with any part of their movement west of the Circuit signs unless it is the intention to move completely through the crossing.
 (ii) Crossing Circuit signs have been installed 300 ft. on both sides of the public crossing at the Chandler Rd. crossing Mile 100.14, avoid stopping any part of your movement between the signs with the exception of meeting or passing, in which case the movement should completely occupy the crossing.
 When it becomes necessary to have your movement occupy the crossing at Mile 100.14, (meets) do not allow any part of your movement 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 movement 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.

RIVERS SUBDIVISION

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

To prevent unnesscary operation of AWD devices 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 movement is west of Signal 1445-1, then the movement must pull clear of the crossing Circuit sign.

- (j) **Mile 148.53** (Crossing) - Eastward movements 40 MPH until fully occupied, unless siding at Myra is seen or known to be clear of equipment between the crossing and the whistle post.
- (k) **Mile 172.4** (Crossing) - Westward movements from RS05 30 MPH until fully occupied.
- (l) **Mile 239.70** (Crossing) - Westward movements 30 MPH until fully occupied, unless siding at Yarbo is seen or known to be clear of equipment between the crossing and the whistle post.
Track RS13. Normal position for this switch is when lined for Track RS13 (spur track).

18 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (a) **Mile 234.9 - Cutarm**
Handbrake Requirements - Tracks RS34 - 39
 Maximum of 3 handbrakes.
Speed - Track RS39 - 5 MPH.
Equipment Restriction - IMC Spur Track K2
 Locomotives prohibited from operating on KCL Load-out 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 RV08 Dakota
 Mile 29.50 RV10-11-12 Elie Isoboard Plant
 Mile 30.4 RV14 Elie
 Mile 34.6 RV24 to RV26 Benard
 Mile 40.9 RV27 to RV30 Oakville
 Mile 72.1 RV48 Caye
 Mile 79.00 RV49 Deer
 Mile 84.7 RV51 Exira
 Mile 92.1. RV52 and RV53 Firdale
 Mile 107.9 RV67 Harte
 Mile 113.07 RV71 and RV72 Ingelow
 Mile 119.9 RV75 Moffatt
 Mile 130.5 RV78 Knox
 Portage La Prarie RG 24 and RG25
 Rivers Yard Tracks RZ21, RZ60 and RZ75 (Wye)
Speed 5 MPH
 Gregg RV57 10 MPH

RIVERS SUBDIVISION

(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

Mile 0.0 - 2.0

Rule 105 - Applicable

Mile 2.0 to Mile 9.7

OCS Rules 301-315 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 840.1/40.1** - Not applicable.

C.P. Rocanville Subdivision connects to the north end of the mine load-out tracks. CN movements are authorized to occupy C.P. Rocanville Subdivision from Mile 60.7 to Mile 59. Rule 105 territory. Main track authority is required beyond Mile 59.0 (SYLVITE station sign).

Locomotives prohibited from entering the load-out 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 movement 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 - Crews handling movements to Rocanville mine are required to contact the mine before occupying the mine track by one of the following methods:

1. Go to CH 3 and voice call either the load-out office or security, will then call their switch crew and advise them of your requirements.
2. On the designated engineering standby CH 81 DTMF *7893#, (speed dial 1-1-306-645-7386) to speak to the control supervisor.
3. CN crews must contact load-out prior to occupying this CP track to allow the mine to coordinate the arrival of C.P. movements.

(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	GLADSTONE SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes
	W ↓	E ↑					
↑ CTC ↓ 0.6 + ↑ OCS ↓ 119.0 ▲ STK	Jct with Rivers Sub KEARNS		0.0		0.0 ↑ 15.5 TGBO 74.5 101.9 ↓ 121.7		C3/1 5555 5043
	DELTA JCT		0.6				
	RIGNOLD		9.9				
	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				
DAUPHIN		121.7					
M of W 0.0 to 45.0 (Ch 81/6523 - 4092) 45.0 to 121.7 (Cellular Coverage)							

1 DAUPHIN

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 movement prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate on non-main trackage.
- (b) **Anti-Whistling** - Except in emergency, Rule 14(l) not applicable Mile 0.01.
- (c) **Bridges Mile 108.3 and 108.64** - Movements handling snowplows must stop, ensure wings are closed, then proceed under close observation (to ensure sufficient clearance) not exceeding 5 MPH.
- (d) **Rule 105(c)** applicable on Subdivision Track.

3 RAILWAY CROSSINGS AT GRADE

- (a) **Mile 0.4** - (CP Carberry Sub) Remotely-Controlled. Rule 610/564 and 809 applicable.
- (b) **Mile 37.4** - Automatic - (CP Minnedosa Sub) Rule 611 and 806 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) Speed 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 movements 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 - 10 MPH at all crossings until such crossing are fully occupied.
- (d) **Mile 108.64** (Crossing) Eastward movements 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 DD07 - AWD. Stop sign located east of crossing for westward movements. Eastward 5 MPH within 220 ft. until fully occupied.
 Rule 103.1(b) - North Track - Equipped with DTMF activation.
 Activate : CH 1 DTMF Code 1216411#
 De-Activate CH 1 DTMF Code 1216410#
 The warning devices must operate for 27 seconds before the movement proceeds onto crossing. Crossing protection will de-activate if movement fails to occupy the circuit within 3 minutes. When a movement is delayed, the warning devices are to be deactivated.

6 SPECIAL DANGEROUS COMMODITIES

Westward movements, 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	CROMER SUBDIVISION	Mile	TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes	
	W ↓ E ↑ 					
STK ▼	BRANDON WEST	0.0	TGBO	53.8	C3/2 5555 5045	
2.3 ↑ +	POOLE	2.3				
OCS ↓	ALGAR	32.4			↑	C3/1 5555 5046
73.0 ↑	CROMER	60.1				
STK ↓	SUTTON	73.0				
78.0 ↑	MARYFIELD Jct with Lampman Sub	75.8				
OCS ↓	REGINALD Y	76.5			↓	
127.0 ↑	FAIRLIGHT	83.0				
STK ↓	LANGBANK	113.0				
127.0 ↑	EASTKIP	127.0				
STK ▲	KIPLING Y	128.6	↓			
M of W 0.0 to 32.4 (Ch 82/5307 - 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 Tracks:**
BB01 and BB02
- (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 Track:** CO8

CROMER SUBDIVISION

4 APPLICABLE ON SUBDIVISIONS

- (a) All crews reporting for duty must obtain applicable TGBO for their movement prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate on non-main trackage.
- (b) **Mile 53.8** - The RTC must be advised when a "Garbled", "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 (CP 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(c)** applicable on Subdivision Track.
- (g) Due to the possibility of rusty rail conditions, movements must not enter public crossings at grade at Mile 113.44 until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.

5 SPEEDS

Mile	Zone	MPH
0.0 to 127.0		25
0.1	(Crossing) SOUTH TRACK BC 03 EASTWARD UNTIL FULLY OCCUPIED	5 MPH
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 CO48 CO49	All

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

Mile 83.1

Method of Control	CARBERRY SUBDIVISION	Mile	DOB / TGBO Limits	RTC CH - DTMF Tones AAR CH - Zone Codes
	W ↓	E ↑		
STK	PETREL JCT Y	0.0		
▼				
1.6	PETREL	1.6	1.6	
↑			↑	
+	CARBERRY	8.7		C3/1 5555 5045
OCS	SHILO	25.8		
↓			↓	
32.0	ASHBY	32.0	32.0	
▲				
STK	BRANDON EAST Y	39.7		
M of W 0.0 to 39.7 (Ch 84/6911 - 4093)				

1 BRANDON

- (a) Except wye switch BC81, all switches in BB and BC yards may be left lined and locked in either position.
- (b) **Mile 38.42** Self-restoring derail equipped with a flashing light, located between switch BC02 and 17th Street East public crossing at grade. Instructions for use are as follows:

Normal Operation:

DTMF Codes

*010 to move derail to the off position.

*020 return to derailing position.

Red target : derail is in derailing position.

Green flashing strobe light and green target: derail is in non-derailing position.

Within 40 seconds, and when movement has cleared the derail, the derail will self-restore to the derailing position and the following broadcast message will be repeated on CN CH 1.. "Derail Carberry Sub Brandon restored to derailing position".

If the track circuit is not activated, derail will remain in non-derailing position and must be restored to derailing position.

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

Push-Button Operation: If DTMF activation fails, the derail may be activated by push-buttons located on the front panel of derail control case. NORM = to derail position

REV = to non-derailing position.

Manual Operation: When DTMF or push-buttons fail, manual operation of the derail will be necessary. Remove bar from the control case,

CARBERRY SUBDIVISION

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 a movement is occupying derail. Track circuit extends 10 ft east of derail on the east side, and 100 ft west of derail on the west side, including 75 ft of the yard lead. If equipment is within this area, derail will not operate remotely or via the push buttons.

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.

The power derail must be taken off power and derail operated by hand for any reverse moves intended over this derail.

(c) Designated Locomotive Tie-Up Tracks:

BB 01 and BB02.

(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 movement prior to commencing work **WHETHER OR NOT** they will be operating on the main line. TGBO may include instructions or restrictions required to operate on non-main trackage.

(b) Rule 105(c) applicable on Subdivision Track.

(c) 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.

(d) Mile 13.0 to Brandon: Only locomotives in Groups A, B, D, F, and G permitted.

(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 should indicate PROCEED providing no movement approaching on conflicting route. Eastward movements occupying approach to interlocking longer than 8 minutes will cause interlocking signal to display a STOP indication. When movement is ready to proceed through interlocking a member

CARBERRY SUBDIVISION

of the crew must turn key switch to START position and interlocking signal should 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 Speed **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	LAMPMAN SUBDIVISION		Mile	TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes	
	W ↓	E ↑					
STK	MARYFIELD Jct with Cromer Sub		0.0	0.0	26.6	C3/1 5555 5046	
▼ 2.0	WESTFIELD		2.0	↑			
↑	PARKMAN		19.9	TGBO			
OCS	CARLYLE		37.2				
	WILLMAR		52.4				
	LAMPMAN		67.3				
↓	MINARD JCT Jct with Lewvan Sub		67.9				↓
82.0	BRUINS		82.0	82.0			
▲ +	BIENFAIT		84.8				
STK	End of Operated Track		86.2				
M of W 0.0 to 86.4 - Cellular Coverage							

1 BIENFAIT

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

2 APPLICABLE ON SUBDIVISION

- (a) **Mile 26.6** - RTC must be advised when a "Garbled", "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(c)** applicable on Subdivision Track.

2 RAILWAY CROSSINGS AT GRADE

- (a) **Mile 83.9 - (CP 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 should indicate PROCEED providing no movement approaching on conflicting route.
- (b) **Mile 84.7 - (CP 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	

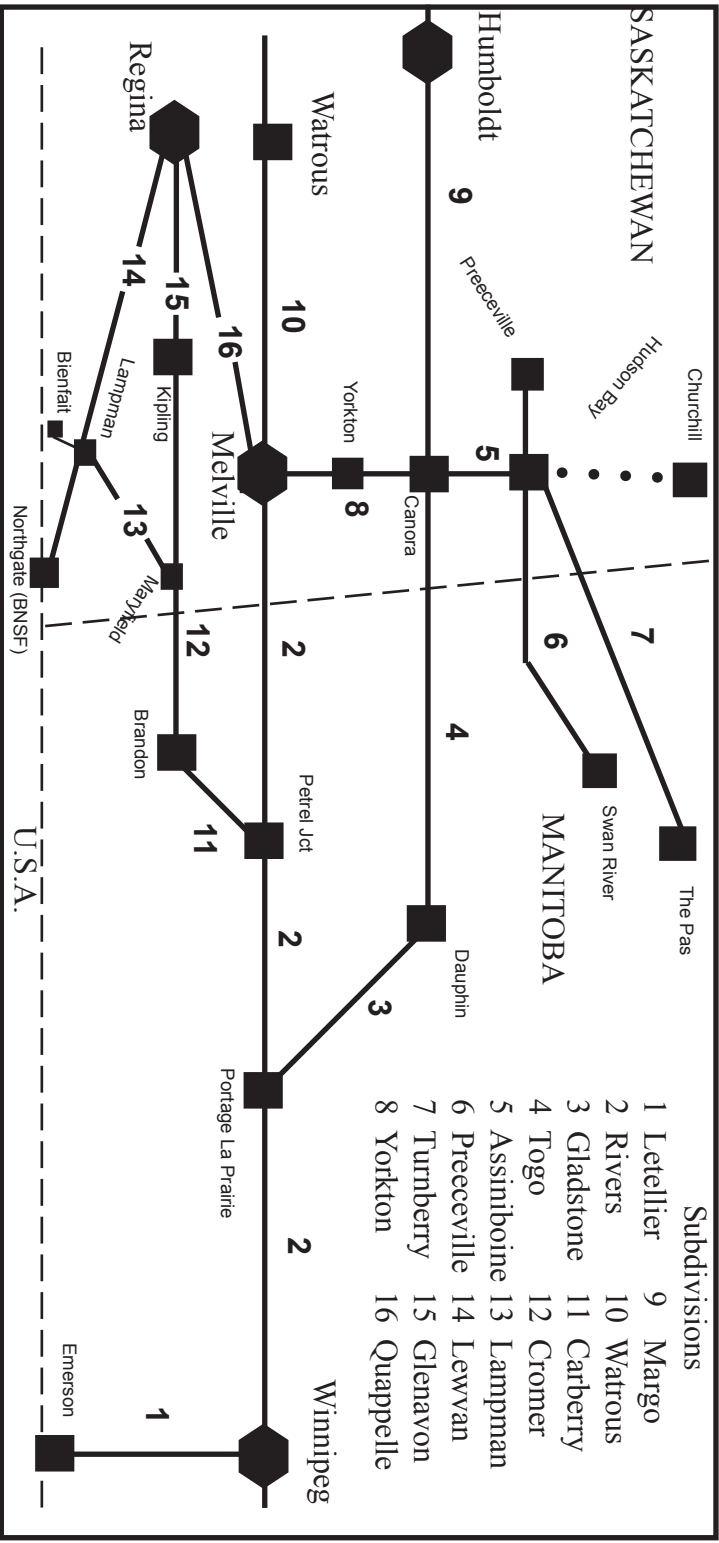
4 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- (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.

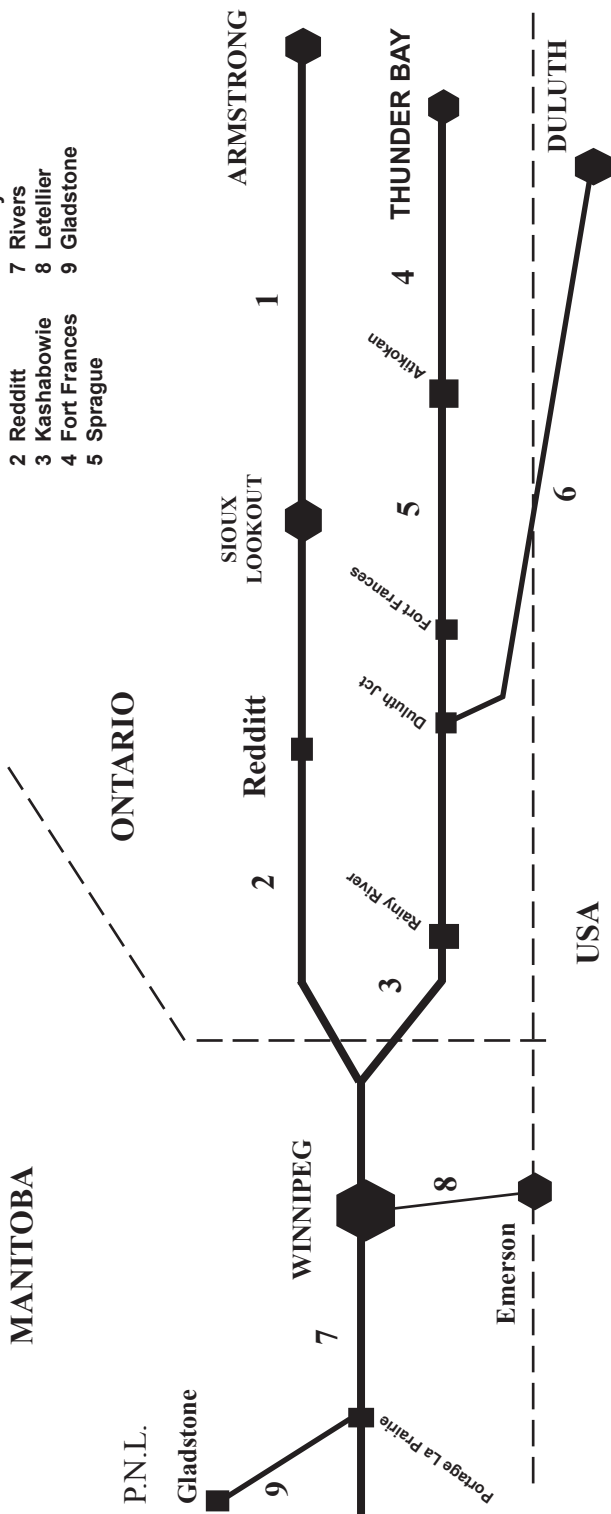
- (b) Mile 84.5 Bienfait Tracks LA 36, 37 and 38** (Yard tracks to Mine Spur). Speed 5 MPH.

TERRITORY MAPS



Subdivisions

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



Method of Control	TOGO SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO Limits	Hot Box and Dragging Equipment Detectors	RTC CH - DTMF Tones AAR CH - Zone Codes
	W ↓	E ↑					
STK	DAUPHIN	Y	0.0		0.0		
▼ 4.5 ↑	HARRINGTON		4.5		↑	18.0	C3/2 5555 5042
	GILBERT PLAINS		20.0	4230			
	MEHARRY		37.0	6727	TGBO	76.9	
	ROBLIN	Y	62.6	6200			
	TOGO		79.5	6360			
	RUNNYMEDE		88.0	2380			
	KAMSACK		100.9	6590			
	MIKADO		117.5	1800			
	RINK		122.5				
↓ 122.5 ▲ STK	CANORA	Y	124.9		↓ 124.9	105.8	
M of W 0.0 to 88.0 (Cellular Coverage) 88.0 to 124.9 (Ch 81/6523 - 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 DD27. Due to extreme curvature, do not exceed 5 MPH. Locomotives in Group H prohibited.

2 CANORA

Designated Locomotive Tie-up Track: CZ60.

3 APPLICABLE ON SUBDIVISION

- (a) All crews reporting for duty must obtain a TGBO for their movement prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate on non-main trackage.
- (b) **Heavy Grade Territory Train Handling Instructions** applicable.
- (c) **Rule 105 (c)** 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 movements 3 MPH within 175 ft. until fully occupied.

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