

CANADIAN PACIFIC RAILWAY

Southern Ontario Service Area

Time Table

80

Effective at 0001 Monday January 14, 2002

Eastern Standard Time



“...willingness to obey the rules...”

Pat Pender

Vice President Transportation/Field Operations

Doug McFarlane

Assistant Vice President Transportation/Field Operations

Rick Wilson

General Manager Operations, Field Operations

Vision, Mission, Values, Goals

Vision, mission, values and goals are all requirements for a successful company. They are the description of where the company is headed, when we will know we are there, and how employees will work together towards reaching our destination. Every company has them, even if they are not always written down, or displayed on a computer screen.

Vision

We will be the preferred business partner in rail-based transportation services.

Mission

Through teamwork, we will create value by delivering superior customer-focused transportation solutions.

Goals

1. Operate a safe and environmentally-responsible railway.
2. Renew our business franchise and infrastructure.
3. Earn customer loyalty through product and service quality.
4. Profitably grow our business.
5. Continuously improve productivity.
6. Build an effective organization.
7. Deliver competitive financial performance.

Values

In all our relationships we will demonstrate our steadfast commitment to:

Integrity/Trust - honesty, reliability, a positive belief in others

- We earn and maintain trust by delivering on commitments to all employees, customers, unions, communities and investors.
- We further our own interests through collaborative behaviors.
- Our actions are consistent with our words.
- We recognize that people want to do their best, and that we all contribute to CPR's success.

Respect - consideration for people and their overall well being

- We treat each other with respect and dignity.
- We support an open and honest work environment where differences are valued and all employees are given equal opportunity to contribute and develop.
- Through our commitment to health, safety and the environment, we strive for the well-being of all our employees and their families, and the sustainability of the company.

Drive for Results - positive results for individuals, groups and the company

- We share a sense of urgency and passion for excellence in the achievement of high quality results.
- In our decisions we balance the need for short-term results with our requirement for long-term success.
- We follow through on commitments and ensure individual and group accountability.
- We take pride in our accomplishments and recognize the success of individuals, groups and the company.

Leadership Through Teamwork - achieving success through effectively working together

- We achieve co-operation and teamwork across organizational boundaries through open communication and shared business objectives.
- We expect people to foster co-operation, commitment and trust.
- We develop effective partnerships for achieving success with all our employees, customers, unions, communities and investors.

Improvement and Innovation - encouraging new ideas and continuous improvement

- We foster an environment where new ideas flourish.
- We encourage learning, initiative and creativity.
- We focus on continuous improvement to meet and exceed the needs of customers, employees and investors.



**CANADIAN
PACIFIC
RAILWAY**

Rob Ritchie

Rob Ritchie, President & CEO

SOUTHERN ONTARIO SERVICE AREA

TIME TABLE NO 80

Taking effect at 0001 Monday January 14, 2002

Governed by:

Eastern Standard Time
Eastern Daylight Saving Time beginning at 0300 Sunday April 7, 2002
Eastern Standard Time beginning at 0100 Sunday October 27, 2002
Eastern Daylight Saving Time beginning at 0300 Sunday April 6, 2003
Eastern Standard Time beginning at 0100 Sunday October 26, 2003

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* Subdivision Footnotes are indexed as follows:

1. Hot Box Detector System
2. Speeds
3. Radio
4. Equipment Restrictions
5. Dangerous Commodities
6. Centralized Traffic Control
7. Occupancy Control System
8. Automatic Block System
9. Interlockings, Railway Crossings, Drawbridges and Junctions
10. Whistle and Bell Restrictions
11. Public Crossings at Grade
12. General Footnotes
13. Spurs and Other Tracks

Time Signal - In the application of System Special Instruction to CROR Rule 1,
a CPR approved time signal can be obtained by dialing:

(416) 217-6796
(613) 745-1576
(514) 399-8999
(800) 363-5409

SOUTHERN ONTARIO SERVICE AREA

Operating Officers

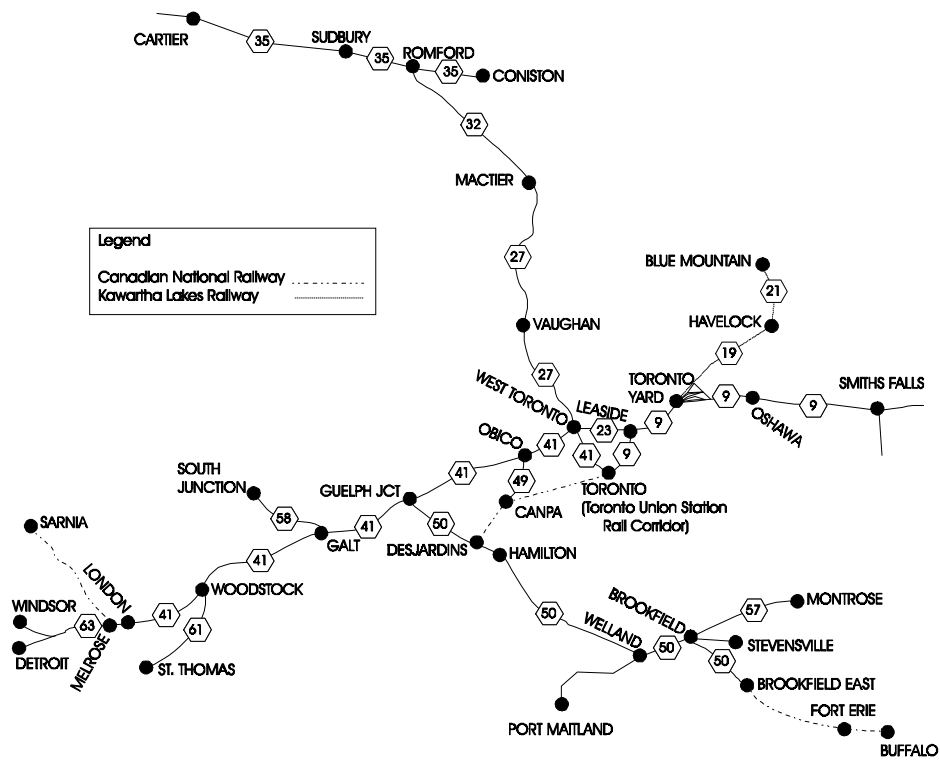
Jim Presley	Rick Wilson	Scotty Robertson
General Manager Operations Engineering Services Toronto	General Manager Operations Field Operations Calgary	General Manager Operations Mechanical Services Calgary

Henry Rubert	Frank Peters	Ron Jourdain
Service Area Manager Engineering Services Toronto ☎ (416) 297-3006 📠 RUB0002	Service Area Manager Field Operations Toronto ☎ (416) 297-3002 📠 PET0047	Service Area Manager Mechanical Services Toronto ☎ (416) 297-3108 📠 JOU0002

Mike Bilec	Gerry Gionet	Scott Nelson	Matt Oliphant
Manager Operations (Road) Windsor ☎ (519) 973-8001 📠 BIL0010	Manager Operations (Road) London ☎ (519) 660-2212 📠 GIO0004	Manager Operations (Road) Toronto ☎ (416) 297-3123 📠 NEL0030	Manager Operations (Yard) Toronto ☎ (416) 297-3073 📠 OLI0009

Dennis Curtis
Manager Internal Short Line Kawartha Lakes Railway Peterborough ☎ (705) 745-1211 📠 CUR0024

SOUTHERN ONTARIO SERVICE AREA



Subdivisions	Page/Map	Low mile	High mile	Miles
Belleville **	9	Smiths Falls	Toronto	209.4
Canpa	49	Obico	Canpa	2.6
Cartier *	35	Coniston	Cartier	43.9
Galt	41	Toronto	London	114.6
Hamilton	50	Brookfield East	Guelph Jct.	63.9
Havelock (KLR)	19	Mile 90.8	Kennedy	91.6
MacTier	27	Osler	MacTier	126.9
Montrose	57	Mile 2.83	Brookfield	10.7
Nephton (KLR)	21	Havelock	Blue Mountain	20.0
North Toronto	23	Leaside	West Toronto	5.9
Parry Sound *	32	MacTier	Romford	121.7
St. Thomas	61	Woodstock	St. Thomas	33.6
Union Station Rail Corridor	25	Mile 209.4 Belleville Sub	Mile 1.4 Galt Sub	--
Waterloo	58	Galt	mile 11.3	10.5
Windsor	63	London	College (24th St Detroit Ave).	112.0 (115.0)

* Controlled by RTC Calgary

** Southern Ontario Service Area extends to mile 173.0 Belleville Sub.
Track between mile 0.0 and mile 172.9 is under the jurisdiction of the Montreal Service Area.

SOUTHERN ONTARIO SERVICE AREA

Montreal Operations Centre - RAIL TRAFFIC CONTROLLERS

1100 de La Gauchetière, PO Box 6042 Centre-ville, Room 115 Montréal Québec H3C 3E4

Assistant Director OC
(514) 392-5300

Manager OC
(514) 392-5301

Assistant Manager RTC
(514) 392-5340



RTC's TRANSFERS

During RTC transfers, it is imperative to have as few interruptions as possible.
 RTCs should only be contacted in cases of emergency.
 Unless otherwise specified, RTC transfers are from 0630 to 0645, 1430 to 1445 and 2230 to 2245.

Rail Traffic Controllers Montreal - OC	Phone Number
RTC - Belleville, Brockville	(514) 392-5342
RTC - Winchester	(514) 392-5341
RTC - Galt CTC, Canpa	(514) 392-5344
RTC - MacTier, North Toronto, Belleville (mile 196.0 to 209.4)	(514) 392-5343
RTC - Galt OCS, St.Thomas, Waterloo	(514) 392-5345
RTC - Windsor	(514) 392-5346
RTC - Hamilton, Montrose	(514) 392-5348
RTC - Havelock, Nephton	(514) 392-5344
RTC - Adirondack (Delson-St-Jean), M&O, Vaudreuil (Dorval-Dorion), Lacolle	(514) 392-5351
RTC - Lachute, Ste-Agathe	(514) 392-5353
RTC - Adirondack (Lasalle-Outremont), Farnham Connection, St-Luc Branch, Vaudreuil (Montréal-West - Dorval), Westmount, North & South Jct Leads.	(514) 392-5352

ALL TELEPHONE AND RADIO CALLS ARE TAPE RECORDED

AH Alaric Hoas	DP Daniel Perrault	GSM Glenn Millage	MT Marc Trépanier	RLC Richard Cayer
AAA Alfonso Accurso	DGM Dannie MacIver	HBB Homer Beers	MLS Mario Spagnolo	RWP Robert Pettigrew
AJK Allan King	DGL Denis L Ecuyer	JPR Jean-Pierre Ricard	MLC Martin Cardinal	SJS Stan Smail
AGL Bert Lambertus	DM Daniel Mongeau	JD Jeremy Duffy	MEA Michel Auger	APC Tony Corcoran
WEM Bill McVean	DY Duy Ngo	JGB John Bonham	MHB Mike Berard	YTT Ysabo Trépanier
BGW Brian Wills	FAZ Federico Zamarripa	JCD John Danylewich	MJB Mike Bolen	YRA Yves Auclair
BRS Bruce Simpson	GR Gilles Roy	LS Luc Simard	PC Pat Campbell	
CSA Carly Armand	GMC Gary Crompton	MAL Marc Lamontagne	PVC Patricia Caviglia	
CG Claude Gagné	GWR Giovanni Rodi	MG Marc Giard	PCA Pierre Aubé	

SOUTHERN ONTARIO SERVICE AREA

Calgary NMC - RAIL TRAFFIC CONTROLLERS

401 9th Avenue SW, Calgary

Assistant Director RTC/CMC
(403) 319-6901

Manager RTC
(403) 260-5869

Assistant Manager RTC
(403) 260-5813, SD-MR ID: OM01953

RTC's TRANSFERS

During RTC transfers, it is imperative to have as few interruptions as possible.

RTCs should only be contacted in cases of emergency.

Unless otherwise specified, RTC transfers are from 0900 to 0915, 1700 to 1715 and 0100 to 0115, Eastern Time.

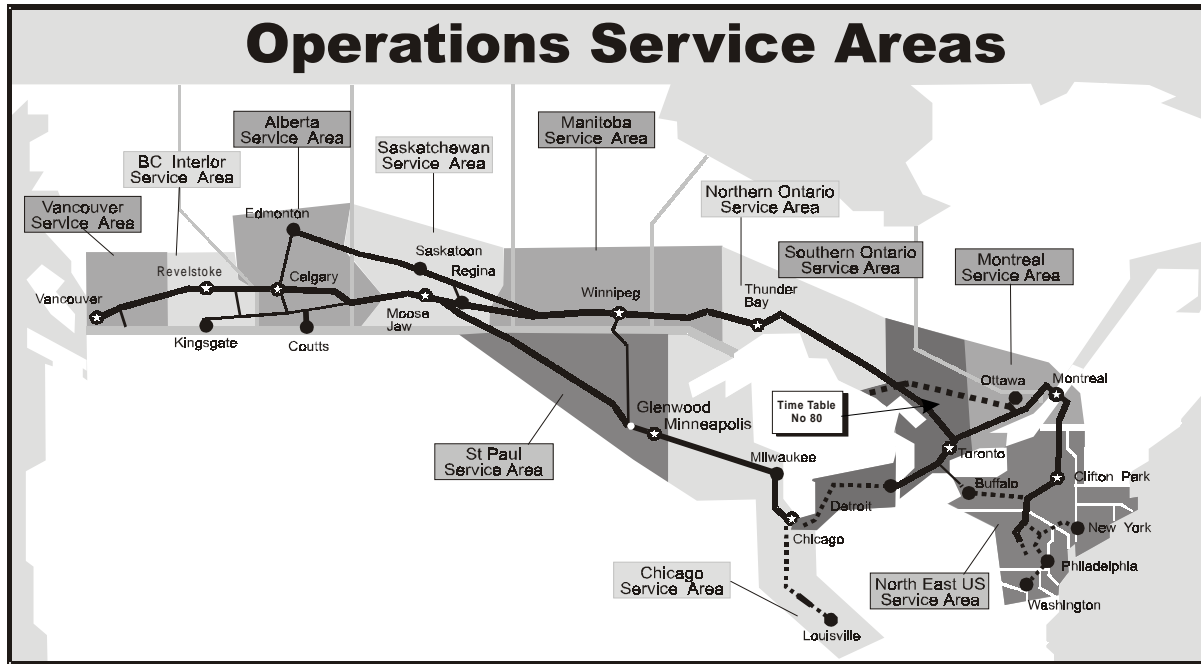
ALL TELEPHONE AND RADIO CALLS ARE TAPE RECORDED

Rail Traffic Controllers CALGARY - NMC Parry Sound and Cartier Subdivisions

Radio Telephone	Telephone	Emergency	S2-MR ID
403-319-6658	403-543-8360	403-543-8429	NMC0032

AGD	Tony DeGirolamo	DD	Dan Dickinson	GW	George Woo	LBM	Lee Milne	RNE	Rick Estall
AHJ	Al Johnston	DET	Dave Tremain	GWT	Gerry Townsend	LDC	Lori Collins	RPB	Paul Broger
AJB	Anita Buchan	DFL	Dwane Lauinger	HAW	Heather Wiebe	LDM	Linda Morris	RSB	Rick Bennetts
AML	Alixes Leeb	DGM	Don McCallum	HCA	Craig Akre	LEJ	Larry Jackson	RSM	Richard MacTavish
AMM	Alvin Meyers	DJO	Danny O'Rourke	HD	Helen Davies	LJB	Lorne Brown	RT	Richard Tomlinson
AMT	Al Tarnowski	DJS	Debbie Sulland	HGB	Howard Blagdon	LNS	Lisa Sagal	RWK	Rob Kollesavich
ARS	Angel Schroeder	DLD	Donald Dupuis	HGM	Heather McFarlane	LRT	Lester Trylinski	SB	Steve Berry
AWH	Al Hebert	DMC	Donna Courage	ISB	Jeet Basra	MEP	Mike Patterson	SBF	Stephen Fairley
AWS	Al Swanson	DMD	Dean Dragland	JBP	Josh Pender	MGC	Mark Chalaturnyk	SEB	Shannon Bristow
BAD	Brenda Duke	DPG	David Glen	JDF	John Fox	MJW	Mark Wolynice	SK	Steve Kreft
BAM	Barb McAstocker	DRB	Darrin Boust	JEA	James Ayton	MLH	Mike Holbrook	SLR	Sheri Delaney
BDC	Brian Connell	DRT	Darren Taylor	JFC	John Corbett	MSM	Michael Martens	SSR	Steve Romano
BG	Brian Gornik	DTH	Darren Hudspeth	JFF	John Ferguson	MWB	Murray Baker	SWD	Shane Dodd
BJM	Bernie McCourt	DWM	Derek Munn	JJ	Jeff Irwin	MWC	Mike Carriere	SWM	Scott McDonald
BJN	Brad Nowoselski	DWS	Derek Simenac	JJ	Jennifer Jolly	NAS	Nelson Sousa	TAS	Ted Sikora
BJT	Barb Thibeault	DYA	Denise Allison	JJH	Jeff Helmer	NAZ	Nick Zanidean	TDB	Todd Bristow
BKA	Brodie Arneil	EAN	Elizabeth Newhook	JLM	Jennifer Mlodzinski	PAL	Paul Lagasse	TDE	Terry Edwards
BLB	Barry Buker	EAW	Tony Woodcock	JRK	Jim Kozier	PAM	Patricia McClelland	TFC	Terry Cherkas
BMM	Brian Morhart	EJL	Ellen Letherby	JSM	Jeff McCormack	PC	Pete Chapman	TGF	Tom Ferguson
BSB	Bonnie Bisanti	ERL	Ernie Letherby	JTP	Tammy Pelley	PJD	Phil Doubt	TGV	Tom Vornbrock
BWE	Barry Elliott	FAH	Floyd Hanson	JWT	James Taylor	PWS	Paul Senychych	TJL	Tammy Leonard
CEG	Chris Galka	FML	Felicia Leeb	JYM	John Mallette	RAC	Andy Carmichael	TJK	Tracy Kemp
CEW	Charles Waddell	GAS	Glen Stockford	KAS	Kim Steeves	RBK	Ryan Klepatz	TJS	Terry Simon
CFD	Claude Desbiens	GD	Glen deHaan	KAH	Karen Hauck	RD	Robert Dore	TMC	Mark Camara
CGW	Carmen Wolfert	GDA	Glen Andrews	KBR	Bruce Robinson	RDC	Randi Courage	WAZ	Wally Zoobkoff
CLD	Cindy Doubt	GEC	George Coletti	KCH	Keith Hopper	RDM	Rachel McDonald	WES	Bill Stevenson
CRH	Colleen Hartley	GGC	Greg Carriere	KJE	Kerri Essery	RDQ	Rick Quast	WRF	Bill Faubert
DAP	Duncan Paisley	GM	Gerard McGrath	KLR	Keri Robinson	RGB	Rick Bisson		
DAS	Dave Semple	GMH	George Harrison	KRM	Kim Moskwa	RGP	Rick Park		
DAZ	Lori Zanidean	GMK	Grace Kowalchuk	KRR	Kim Railton	RGW	Bob Watkins		
DBB	Dave Baxter	GSP	Gurprit Parmar	KS	Kevin Stickel	RJB	Ryan Borkofsky		
DCH	Dave Hawkins	GTB	Garth Besant	KWK	Kevin King	RKR	Randy Rychliski		
		GTD	Terry Delaney	LAM	Luis Machado	RLR	Robin Romano		

SOUTHERN ONTARIO SERVICE AREA



Calgary Network Management Centre

Director - Operations
 NMC Calgary
 ☎ (403) 260-5887

Assistant Director, Operations
 NMC Calgary
 Montréal/Southern Ontario Service Areas
 ☎ (403) 260-5858
 ☎ NMC 0035

Corridor Manager
 NMC Calgary
 Montréal/Southern Ontario Service Areas
 ☎ (403) 319-3122
 ☎ NMC 0048

Locomotive Manager
 NMC Calgary
 Montréal/Southern Ontario Service Areas
 NMC Calgary
 ☎ (403) 319-3119
 ☎ NMC 0049

Operations Manager
 NMC Calgary
 Southern Ontario Service Area*
 ☎ (403) 319-3109
 ☎ NMC 0050

Operations Manager
 NMC Calgary
 Montréal/NEUS Service Areas
 ☎ (403) 319-3105
 ☎ NMC 0051

* Including the Belleville Sub between mile 2.0 and mile 172.9

Time Table No 80 - January 14, 2002

HAULAGE CAPACITY FACTORS Westward 30 %	Train Channel: Standby & (RTC Call In)						Miles from Smiths Falls	DOB Limits	CN Adjacent See Footnote 3.1	Service Area Limits	Bellevalle Subdivision (Subdivision No 6517)		Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Eastward 30 %
	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel	Tower Code (RTC-919)	STATIONS					EASTWARD TRAINS				
3.20	*135				*145	0.0	0.0			Two Tracks	SMITHS FALLS BC	Yard	2666	3.75	
						2.0					2.0	SMITHS FALLS WEST			
2.90	*134				*144	8.1				Single Track	6.1			3.00	
						15.5					7.4	ELMSLEY	10088		
3.20	*133				*143	21.0				Single Track	5.5			2.90	
						30.0					9.0	GLEN TAY	3046		
	*132				*142	41.0				Single Track	11.0			2.90	
						52.2					11.2	ELLIOTT	7229		3047
	*131				*141	58.8				Single Track	9.5			2.90	
						67.8					8.0	BOLINGBROKE	7187		3050
	*114	9111			*124	87.8				Single Track	7.0			2.90	
						90.8					11.0	TICHBORNE	8776		3010
	*113				*123	101.8				Single Track	11.2			2.90	
						111.5					9.7	WILKINSON	7395		3055
	*112				*122	120.5				Single Track	10.5			2.90	
						126.8					13.4	LENS	7353		3057
	*111				*121	131.0				Single Track	3.9			2.90	
						134.4					8.3	ROBLINDALE	7156		3060
						134.6				Single Track	12.4			2.90	
						143.2					13.4	LONSDALE	7209		3062
						149.0				Single Track	10.3			2.90	
						155.6					5.7	THURLOW	3065		
						169.0				Single Track	0.7			2.90	
						174.2					1.1	BELLEVALLE	7161		3066
						179.2				Single Track	1.1			2.90	
						189.5					0.7	TRENTON	10399		3070
						195.2				Single Track	1.1			2.90	
						195.9					0.7	BRIGHTON	7451		3075
						197.0				Single Track	1.1			2.90	
						198.1					0.7	COLBORNE	7768		3077
						199.5				Single Track	1.1			2.90	
						204.2					0.7	SPICER	8102		3080
						204.8				Single Track	1.1			2.90	
						206.3					0.7	COBOURG	3082		
						209.5				Single Track	1.1			2.90	
						208.7					0.7	PORT HOPE	7083		3085
						209.4				Single Track	1.1			2.90	
						209.4					0.7	LOVEKIN	7219		3088
										Single Track	1.1			2.90	
											0.7	DARLINGTON	7324		3093
										Single Track	1.1			2.90	
											0.7	OSHAWA BY	Yard		3095
										Single Track	1.1			2.90	
											0.7	WHITBY	7460		3096
										Single Track	1.1			2.90	
											0.7	CHERRYWOOD	8150		3098
										Single Track	1.1			2.90	
											0.7	STAINES			
										Single Track	1.1			2.90	
											0.7	NEILSONS	Yard		
										Single Track	1.1			2.90	
											0.7	TORONTO YARD BY	Yard		3173
										Single Track	1.1			2.90	
											0.7	McCOWAN	X		Yard
										Single Track	1.1			2.90	
											0.7	KENNEDY	X		Yard
										Single Track	1.1			2.90	
											0.7	Jct. Havelock Sub.	X		Yard
										Single Track	1.1			2.90	
											0.7	DON MILLS	X		
										Single Track	1.1			2.90	
											0.7	DONLANDS			
										Single Track	1.1			2.90	
											0.7	LEASIDE	X		Yard
										Single Track	1.1			2.90	
											0.7	Jct. North Toronto Sub.			
										Single Track	1.1			2.90	
											0.7	DON			3182
										Single Track	1.1			2.90	
											0.7	Connection with Union Station Rail Corridor USRC			
										Single Track	1.1			2.90	
											0.7	TORONTO			3185

BELLEVILLE SUBDIVISION FOOTNOTES – *Continued*

2.0 SPEEDS

2.1 Mile	Location	Permissible Speed MPH		
		Expedited Freight including Expressway		Non Expedited Freight #
		Non Restricted ##	Restricted	
0.0 to 0.3	North Track	20	20	20
0.3 to 1.4	North Track	50	50	45
0.0 to 1.4	South Track	50		
1.4 to 11.0	Zone	60		
11.0 to 13.5	Zone	50		
13.5 to 15.5	Zone	60		
15.5 to 15.7	Zone	50		
15.7 to 24.0	Zone	60		
16.5 to 15.44	Eastward Over Crossing Mile 15.44	*50		
24.0 to 43.0	Zone	50		
43.0 to 62.7	Zone	60		
62.7 to 63.0	Zone	55		
63.0 to 65.5	Zone	60		
65.5 to 65.8	Zone	55		
65.8 to 75.5	Zone	60		
75.5 to 75.9	Zone	55		
75.9 to 91.8	Zone	60		
91.8 to 93.0	Zone	45	45	
93.0 to 103.0	Zone	60	50	
103.0 to 105.1	Zone	50		
105.1 to 134.7	Zone	60		
134.7 to 136.2	Zone	45		
136.2 to 141.5	Zone	60		
141.5 to 141.9	Zone	45		
141.9 to 144.4	Zone	60		
144.4 to 144.8	Zone	55		
144.8 to 157.3	Zone	60		
157.3 to 157.8	Zone	55		
157.8 to 162.5	Zone	60		
162.5 to 163.0	Zone	55		
163.0 to 167.6	Zone	60		
167.6 to 168.8	Zone	55		
168.8 to 175.5	Zone	60		
175.5 to 178.5	Zone	50		
178.5 to 206.4	Zone	60		
195.9 to 196.0	Over equilateral turnout	30	30	30
199.5 to 199.6	Through crossover switches	10	10	10
206.4 to 209.4	Zone	15	15	15

Trains designated as "Expedited" (restricted or non restricted) will be so indicated in train consist.
All other trains are considered as Non Expedited.

Non Expedited Freight Trains may be governed by speeds for Restricted Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.

Non Restricted Expedited train is a freight train consisting entirely of loaded and/or empty: container or trailer flat cars, auto frame flat cars, multi-level automobile cars, automobile parts box cars, air repeater cars and/or business cars.
Trains designated as Expedited handling other types of equipment will be governed by speeds for Restricted trains.

* Until crossing fully occupied.

2.2 Except as otherwise restricted, maximum speed through sidings:
Elmsley 30 MPH
Port Hope 25 MPH
All other sidings 15 MPH

Continued

BELLEVILLE SUBDIVISION FOOTNOTES - *Continued*

HOT BOX DETECTOR SYSTEM			
1.0			
See Instructions for Hot Box Detector System in GOI Section 5			
Detector Location	Direction	Inspection Point	Set Off Point
Mile 18.0	Eastward Westward	West of crossing mile 15.44 Elliott	Glen Tay Elliott
Mile 34.2	Eastward Westward	West of west switch Bolingbroke 350 feet east of crossing mile 39.50	Bolingbroke Tichborne
Mile 56.9	Eastward Westward	Wilkinson Lens	Wilkinson Lens
Mile 82.1	Eastward ** Westward	Lonsdale Immediately east of crossing mile 86.81	Lonsdale Thurlow
Mile 107.7	** Eastward Westward	West of bridge mile 103.48 Brighton	Trenton Brighton
Mile 127.0	Eastward ** Westward	West of crossing mile 121.36 Before passing signal 1303	Colborne Spicer
Mile 147.0	** Eastward ** Westward	Before passing signal 1440 East of switch mile 152.2	Port Hope spur mile 152.2
Mile 164.5	** Eastward ** Westward	West of bridge mile 161.30 Darlington	mile 158.3 Darlington
Mile 183.8	** Eastward ** Westward	Before passing Signal 1800 Before crossing bridge, mile 188.60	Whitby Cherrywood
Mile 200.4	** Eastward ** Westward	Before passing Kennedy, mile 199.6 Before passing Don Mills, mile 204.1	Toronto Yard Leaside Yard

** GOI Section 8, item 5.1 applies.

3.0 RADIOS

3.1

This chart specifies locations and radio channels where CP and CN tracks are 75 feet or less between outside rails of adjacent tracks.

CP		CN - Train Standby Channel CN1 - CP 101 - AAR 87-87		
Subdivision	Subdivision	RTC Standby Channel	RTC Standby Code	RTC Emergency Code
Mile	Mile			
Belleville	Kingston	CN 3 CP 85 AAR 55-55	* 5 007 #	* 0 #
109.6 | 112.2	238.9 | 241.5			
Belleville	Kingston	CN 3 CP 85 AAR 55-55	* 5 007 #	* 0 #
122.7 | 126.8	252 | 256.1			
Belleville	Kingston	CN 3 CP 85 AAR 55-55	* 5 007 #	* 0 #
134.4 | 134.6	263.5 | 263.7			
Belleville	Bala	CN 4 CP 76 AAR 37-37	* 5 011 #	* 0 #
208.7 | 209.4	1.9 | 2.6			

4.0 EQUIPMENT RESTRICTIONS

4.1

Crane and Auxiliary	Restriction
CP 414400 to 414402	20 MPH on bridges 0.15, 92.18, 206.30.
CP 414216 to 414233	30 MPH on bridges 92.18, 177.80, 206.30.
CP 414500 to 414502 CP 414651	10 MPH on bridges 0.15, 92.18, 206.30, 208.69. 20 MPH on bridge 177.80.

4.2 CARS

One to three short cars, less than 39 feet each, and not exceeding 268,000 pounds gross weight each, may be coupled together but must be separated from other such cars by at least one car, 44 feet or longer, not exceeding 220,000 lbs. gross weight, on bridge mile 27.33. This restriction does not apply to empty cars.

4.3 DIESEL UNITS. Six Axle Units Prohibited:

- on wye tracks at Trenton
- on Domtar Spur, Mile 102.72
- on Port Hope Spur, mile 140.91.
- G.E. Plastics Track, mile 132.75.
- on the south diesel spur AOCs track, Toronto Yard.

4.4 Cars measuring 50 feet or less outside length prohibited on both legs of wye and Diesel Shop tracks at Toronto Yard when coupled to Six Axle Units.

Continued

BELLEVILLE SUBDIVISION FOOTNOTES – *Continued*

5.0 DANGEROUS GOODS

5.1 GOI Section 8, item 5.2 applies to all movements originating at Toronto Yard.

In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying:	Location	Must not exceed MPH
one or more full carloads, containerloads or trailerloads	170.7 to 197.0	35
of any SPECIAL dangerous commodity	197.0 to 206.3	25
loaded cars containing other dangerous goods (NOTE: Residue cars are not subject to this speed restriction.)	197.0 to 206.3	35

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 CTC Rules 560-576 apply between signals 1237, 1237B, 1237C and 01 at Smiths Falls and signal 2094 at Don.

6.2 Four main tracks between westward signals 01-1, 01-2, 01-3, 01-4A and 01-4B and eastward signals 04-1, 04-2, 04-3 and 04-4 at Smiths Falls designated from the north as signalled VIA Lead, signalled OVR Lead, and North and South Tracks Belleville Sub.

6.3 Two main tracks between mile 0.0 and mile 0.1 and between mile 0.4 and mile 2.0 and between mile 195.9 and mile 206.3.

6.4 Elmsley is a signalled siding. Rule 45.1 applies.

6.5 Rock fall and slide detectors at mile 31.75 and 31.9 are protected by CTC system signals 307, 307B and 330. When necessary to pass these signals at restricted speed, movements must also be prepared to stop short of obstruction on the track.

6.6 Instructions for Use of Return-To-Train Push Buttons; The Return-to-Train Push Button is not to be activated by crew members until permission and instructions have been received from the RTC. Push Buttons are located as follows:

Location	Signal
On south side	For signal 1982-2
On north side	For signal 1982-1

6.7 Dual control switch point derail located at Neilsons.

6.8 Dual control sliding derail located at the west end of Oshawa north yard. The provisions of the "SSI to Rule 104.2 and 104.5 - Dual Control Switch Point Derail" apply.

6.9 At Kennedy, TOP authority extending on the north track between signal Nos 1995-2 and 1996-2 also includes authority on the main track to Signal Nos 1823 and 1823B.

10.0 WHISTLE AND BELL RESTRICTIONS

10.1 Whistle signal 14 (I) is prohibited approaching public crossings at grade:

- between mile 89.88 and mile 93.72,
- between mile 171.74 and mile 177.49,
- between mile 188.77 and mile 189.96,
- Wicksteed Ave., mile 205.35 and
- on all tracks between mile 207.99 and mile 211.5.

11.0 PUBLIC CROSSINGS AT GRADE

11.1 Mile 9.06 – Moores Rd. Westward movement on siding at Elmsley, must be cognizant of public motorists restricted view approaching road crossing mile 9.06. When train length permits, remain 200 feet east of signal 91B when standing for meet.

11.2 Mile 68.13 – Highway No. 41. Stop sign for eastward movements leaving back track and entering siding track.

11.3 Mile 79.24 – Concession Rd. Circuit end sign located 300 feet west of crossing.

11.4 Mile 102.67 – West St. Circuit end sign located 350 feet east of crossing.

11.5 Mile 121.14 – County Rd. 30. Circuit end sign located 300 feet east of crossing.

11.6 Mile 131.57 – Pentecostal Rd. Movement on other than main track over crossing must not exceed 5 MPH from a distance of 200 ft. until crossing is fully occupied.

11.7 Mile 134.32 – Westward trains in excess of 2100 feet which cannot be accommodated between mile 134.32, D'Arcy St. crossing and the interchange switch, Cobourg, must leave train 1000 feet east of mile 133.79, Brock Rd. crossing.

11.8 Mile 135.37 – Ontario St. Push Buttons on both sides of crossing to activate protection after movements have been authorized to pass Signals 1353 or 1354 indicating STOP.

11.9 Mile 140.54 – Roseglen Rd. Circuit end sign located 1000 feet east of crossing.

11.10 Mile 169.31 – Trull's Rd. Movements on siding must not exceed 5 MPH from a distance of 150 feet until crossing fully occupied.

11.11 Mile 188.77 – Dixie Rd. Eastward trains leaving siding at Cherrywood must not exceed 15 MPH until crossing fully occupied.

11.12 Mile 1.26, Staines Cross Connection Track – Finch Ave. Circuit end sign located 380 feet west of crossing.

Continued

BELLEVILLE SUBDIVISION FOOTNOTES – *Continued*

12.0 GENERAL FOOTNOTES

12.1 In the application of the hand brake policy, the following indicates the location where the grade is in excess of 1.5% mile 206.33 to mile 208.27

AVOIDING ANNOYANCE TO PUBLIC

12.2 When required to leave locomotives in the North Yard Oshawa, they are to be parked at the west end of the team track.

12.3 Eastward trains held at Whitby must , if possible, stop the tail end of the train immediately clear of the west end of the siding to avoid parking idling engines at the east end of the siding.

12.4 To avoid annoyance to public, when necessary to stop trains at the following signals, i.e. "100 feet west of signal" means try to stop at least 100 feet west of the signal.

Direction	Signal Number	Location
Eastward	2042-1 & 2042-2	100 ft west of signal
	2026-1 & 2026-2	150 ft west of signal
	2010-1 & 2010-2	100 ft west of signal
	1996-1 & 1996-2	100 ft west of signal
Westward	2009-2 & 2009-1	100 ft east of signal
	2025-2 & 2025-1	100 ft east of signal
	2041-2 & 2041-1	100 ft east of signal
	2063-2 & 2063-1	100 ft east of signal as long as crossing at Wicksteed clear

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 OVR Chalk River Sub lead extending between Signal 04-3 Smiths Falls and Signal 05, mile 0.5 (connection with OVR Chalk River Sub) designated as other than main track.

13.2 OMYA, MILE 15.99
Six axle units are restricted to 5 MPH while switching in the OMYA plant.

13.3 DOMTAR SPUR, TRENTON
MAXIMUM SPEED 5 MPH

13.4 G.E. PLASTICS TRACK, MILE 132.75
When switching, air must be cut in on all cars being handled.

13.5 OSHAWA GENERAL INSTRUCTIONS

HANDBRAKES

The following applies in the application of the CPR Hand Brake Policy:(GOI Section 14, Item 1.0)

Oshawa South Yard

Tracks VS1 through VS17, including any cars left in the east track or leads must have a minimum of 4 handbrakes applied, including when switching the tracks.

Tracks VS40 through VS48 need only have 1 handbrake applied at either end of the cut of cars.

Tracks VC95 through VC99 must have 2 handbrakes applied.

Oshawa Truck Plant

Tracks G11, G12 and G12A must have at least one hand brake applied to the car closest to the plant door.

13.6 OSHAWA SOUTH YARD, MILE 175.5

When setting off, no more than 80 cars are to be handled at one time on "The Hill".

Train line air must be used when performing all switching, spotting or lifting of cars. Refer to GOI Section 7 item 13.2(c) for additional handling, switching and spotting instructions.

When leaving locomotive consists unattended at the south end of Oshawa South Yard, the lead locomotive must be left running.

Crews setting off yard engines at Oshawa must do so prior to setting off Oshawa local traffic. Crews must contact the Oshawa Yardmaster for instructions on the placement of these units.

Account restricted side clearance between tracks in Genauto Compound, south yard, employees are prohibited from riding side of cars when motor vehicles are parked between tracks.

Account of restricted clearance use extreme caution when handling equipment & engines around curves, south end of tracks VS#14, VS#15 and VS#16.

Engine bell must be rung while switching Genauto Compound.

Six axle units are prohibited beyond Stevenson Road and south of CN/CP compound lead switch.

Crossing circuits and whistle posts are located approximately 250 feet from both sides of Wentworth Street crossing on the lead to/from Gen Auto Shippers and the CNR interchange. Movement must not exceed 7 MPH from the whistle post, until crossing is fully occupied.

The following restriction applies when controlling more than 20 cars with three or more locomotives: The automatic brake must be used to control movements on curvature between the North end of the 401 bridge and the main track.

Continued

BELLEVILLE SUBDIVISION FOOTNOTES – *Continued*

13.7 GENERAL MOTORS SPUR

Extending east of Stevenson Rd., Oshawa South yard to end of track 0.9 miles

Movements over all crossings equipped with automatic warning devices must not exceed 5 MPH until crossing fully occupied.

When switching the General Motors South Plant facility, reacher cars must be used so that no part of a Diesel unit enters the doorway. Hand brakes are to be applied to cars on all tracks nearest the railway entrance doorways.

Movements over Stevenson Road, south yard Oshawa must ensure crossing protection operating before leaving Gate 35 GM Plant.

13.8 TORONTO YARD

1. MAXIMUM SPEED 10 MPH, EXCEPT AS FOLLOWS:

- Movements on the Staines Cross Connection between Tapscott and Staines must not exceed 15 MPH.
- All movement on the wye, must not exceed 5 MPH.

2. HandBrakes

The following applies in the application of the CPR Hand Brake Policy: (GOI Section 14, Item 1.0)

Class Yard

All tracks in the class yard are equipped with inert retarders. As a result, hand brakes are not to be applied in tracks C1 through C72.

"G" Yard (including track L4A)

Tracks G1, G2, G3, G4, and L4A must have a minimum of 5 hand brakes applied at the east end of the tracks, and 3 hand brakes applied at the west end of the tracks.

Before secured draft(s) of cars are moved westward from these tracks (also including L4), a crew member who releases hand brakes on east end cars must take up position to protect against possible run out should separation occur in draft(s) before it reaches the hump. Similarly before secured draft(s) are moved eastward on these tracks for any reason, crew member must be on extreme east end car.

If cuts of cars left on L4 are west of the switch splitting L4 and L4A, the G yard brake rules apply. If cars are left on L4 east of the switch splitting L4 and L4A, the F yard rules apply, and 2 hand brakes will be applied.

"A", "B", and "F" Yard Tracks

All tracks in A, B, and F yards must have at least 2 hand brakes applied in each track at either end of the track. If there are more than one cut of cars not tied together, each cut must have at least 2 hand brakes applied.

Herded power must have at least one hand brake applied to each locomotive consist left unattended.

"R" Yard

Cars left standing in R1E through R6E and RW1E through RW2E inclusive must have a minimum of two hand brakes applied to the east end of each track. R1W through R4W and RW1W through RW3W inclusive must have a minimum of two hand brakes applied to the west end of each track.

When spotting R5E and R6E, cars are to be spotted up to the spotting signs, but not west of the sign.

3. All radio communications within Toronto Yard must be done through Yard Channel 1. Radios not equipped to monitor Yard Channel 1 will continue to communicate with Toronto Yard through Train standby Channel 4.
4. Train yard coordinator and yard classification supervisor transfer daily as follows:
0645 to 0700 and 1845 to 1900.

It is imperative to have as few interruptions as possible. During transfers, they should only be contacted in cases of emergency.

5. Trains arriving Toronto Yard must contact train yard coordinator for yarding instructions.
6. Before entering track L-3, a member of the crew on engines leaving the shop tracks must contact the train yard coordinator and be governed by instructions received.
7. Track L3, between the east and west switch Diesel Shop and Car Shop tracks R5E through R10E, R4W through R8W, are to be considered a shop track. Any movement between the two switches on these tracks may only be made with the permission of the Planner Train Services (PTS).

All train crews arriving or departing the diesel shop tracks will be governed by the following procedures;
 - When departing, call the PTS and ask permission to leave the shop track.
 - When arriving, call the PTS and ask what tracks are available to store units on.
 - Under no circumstances should units be left foul.
 - Tracks 2, 3, 4, 6, & 7 east are designated storage tracks.
8. Westward trains or engines must not leave A, B, F or G yards without receiving permission from the train yard coordinator.
9. It is the responsibility of the employee in charge of any movement to see that equipment is not left between the fouling point and any power switch controlled by the train yard coordinator. If it is not possible to so arrange, the train yard coordinator must be advised immediately so that s/he may protect the situation.
10. During periods of extreme high winds (in excess of 25 MPH/40 KPH), cars left in class tracks that are being switched or doubled to build a train must have either hand-brakes applied to the east end of the cut or the electro-pneumatic inert reapplied by the YCS.

Continued

BELLEVILLE SUBDIVISION FOOTNOTES – *Continued*

11. Switch position indicators are provided at various locations in Toronto Yard and the following applies:
 INDICATIONS: Green – set for normal
 Yellow – for other than normal
 NO INDICATIONS: Stop – points not properly closed, examine switch points before making a facing point movement.
12. When required to enter tracks controlled by electric lock switches at the West end and the East end of the Car Shop at Toronto Yard, the following instructions apply when handling electric lock switches.
- unlock and open door;
 - move operating handle to intermediate (stop) position;
 - wait for a period not exceeding ten seconds for indicator to show UNLOCKED;
 - When indicator shows UNLOCKED, move operating handle to extreme left to manually operate the switch
- If the indicator does not move to the UNLOCKED position after waiting the required ten seconds, the operating handle is to be immediately restored to the NORMAL position and the Yard Classification Supervisor is to be notified and be governed by his instructions.
- When filling tracks R-1, 2, 3 or 4 from the east end, a total of no more than 12 cars are to be handled and a member of the yard crew must be in proper position to immediately stop movement in case of a runaway. Crews must bring any movement to a full stop before entering those tracks and shove in slowly to spot.
- Prior to coupling on to cars in the repair tracks at Toronto Yard, crews must check the distance from the end of the car to the door at the Car Repair Facility. If the coupling cannot be made without the possibility of the cars being coupled to moving and possibly damaging the door of the repair facility, then the draft of cars being handled is to be left at least 25 feet clear of other cars and secured as per the requirements of the handbrake policy.
- When crews are required to couple onto cars at the West end of the car repair tracks at Toronto Yard (R1W through R4W inclusive) a member of the crew must go to the point first and see if there is 50 feet of room between the last car and the derail, if there is 50 feet between the last car and the derail, then they can couple onto the car(s). If not, no coupling is to be made until a member of the Mechanical Staff has arrived and taken the derail off.
13. Engines, cars or vans are not to be left standing on tracks L-2 or 3 within 50 feet of G.Y.O. crossing.
14. Employees performing duties in the class yard at Toronto Yard that require them to couple hose bags or adjust coupling devices on cars that would place them between cars during humping operations must first provide themselves with protection against cars being released into those tracks from the hump by calling the yard classification supervisor to first set up the protection. The yard classification supervisor will lock the track out and then acknowledge the protection to the employee requesting same.
15. When pulling tracks in the classification yard, a member of the crew must be in position to observe the entire draft of cars in the movement for crossed couplers, dragging equipment, loads with open doors or other defects that may cause a derailment or personal injury.
16. During humping operations at Toronto Yard whereby hump engines stall and it is necessary because of any reason to back westward off the hump, it must first be ascertained that the train is coupled together.
17. In the application of General Rule E, the following are to be considered main shop tracks;
- 1) "D" Yard
 - 2) All tracks between derail east and west derail of Car Shop.
 - 3) "R" Yard.
 - 4) "L3 between the east and west switch of the Diesel Shop.
18. LCS Special Instructions within Toronto Yard
- a) Spare Beltpacks for hump locomotives are located in a secure cabinet which is in the control of the Signals & Communications Building.
 - b) When the remote consist is pulling westward over the hump crest and approaching the hump leads, a maximum speed of 8 M.P.H. must not be exceeded until electronic point protection is enabled.

 Unless instructed by the Yard Classification Supervisor all cuts of cars being humped at Toronto Yard must be done at HUMP SPEED.

 The Yard Classification Supervisor may instruct the responsible YSE to Hump at Hump Fast speed when it is felt appropriate and safe to do so.
 - c) When the remote consist is humping and it becomes necessary to make a move westward, Electronic Point Protection is only available when the leading locomotive is west of number 6 crossover.
 - d) The hump crest display board is located on the south side of the hump. It must be viewed by the YSE to ensure the cars are in their proper order, and cars not accounted for, or cars not in the proper order must be identified to the Class Yard Supervisor by the YSE before the car is cut off in motion. The indication of each car number will be shown on the crest display board by its last three digits. The hump crest display board shows a maximum of four cars at one time.
 - e) There are three letters that may appear on the display board; "S", "D" and "X".

Continued

BELLEVILLE SUBDIVISION FOOTNOTES – *Continued*

- f) “S” indicates a car that must be scaled or dangerous goods cars that must be humped in single car cuts and “D” indicates DO NOT HUMP. These indications are reinforced by a siren located on the hump crest display board which will warn you when an “S” or “D” indication approaches. The “S” cars must be humped as a single car in the couple (1 M.P.H.) position, and the “D” DO NOT HUMP cars must be shoved to coupling or rest.

“X” indicates that AEI has detected an unknown car in the cut of cars to be humped.

- g) The switch position indicator located at the crest of the hump provides the following indications:

- Green indicates the movement is lined to hump LEAD 1; and
- yellow indicates the movement is lined to hump LEAD 2.

- h) For humping purposes, indicator lights on the crest display board and the signal mast provides the following indications:

- Green indicates permission to hump; and
- Red indicates stop humping. A bell located on the signal mast will also ring when the indication changes to red.

- i) Length restrictions on the hump leads for remote operation are as follows:

- 5350 feet from L2 over short crossover to hump lead 2,
- 5070 feet from F Yard over high crossover to hump lead 2,
- 4600 feet from F Yard to hump lead 1,
- 4800 feet from A & B yards to hump lead 1.

- j) In case of an emergency at the hump occurs a crew member must immediately contact the RTC and apply the provisions of CROR Rule 102. Flagging Kits are located on lead track L3, directly across from the private roadway.

- k) When operating within Toronto Yard with LCS Equipment, the leading end of the movement must not move foul of another track unless the movement is properly protected by the YSE, YSH or a UYE. The TYC or YCS may provide protection for the movement in the Classification Yard and over the crest of the hump only.

- l) When drafts of cars are pulled east of Tapscott Road crossing you must always be aware of the downgrade and have your train under control at all times. i.e. When handling 60 cars of mixed freight of more than 4000 tons, 5 to 10 cars for train brake air will be utilized.

The maximum tonnage allowed when pulling drafts of cars east of Tapscott Road restricted to 4500 tons.

- m) Units CP 1621 & CP 1594 can be coupled in multiple with other units if the situation arises. Note: If the trailing locomotives are equipped with Smart Start, the mechanical staff must be informed to disconnect the Smart Start.

- n) When a Remote Controlled Locomotive is operating in Remote Mode, the Stop/Start System (Smartstart) will not shutdown the engine until after 1 hour of inactivity.

- o) LCS-Hump Point Protection Test

- i) The YSE in control of a hump locomotive consist must ensure that an unsolicited voice message is received from the controlling locomotive stating that “point protection is enabled”. This message must be confirmed each time a cut of cars is reversed in a westward direction on the hump leads within the point protection zone by requesting an unsolicited message using the status button on the belt pack.

- ii) Any reference in LCS training manuals or Special Instructions for the Use of LCS Equipment that makes reference to the white strobe light as an indicator of electronic point protection will be amended to read “point protection must be confirmed by an audible message and may be accompanied by a white strobe light on the lead locomotive. The white strobe light must not be used as an indication of electronic point protection. The audible message will be unsolicited”.

If the message is not received, then operators must press the status button. If no message is received at this point then the operator must troubleshoot the locomotives communication system as well as his/her hand held radios.

- iii) Whenever LCS hump locomotive equipment has been shut down or been in the diesel shop and not under the control of a YSE:

Large Cuts

The operator must test the point protection feature on that locomotive consist to ensure it is operational prior to pulling back a large cut of cars. This will ensure that the leads are not blocked should the point protection feature be disabled. This test will be made using the locomotive power and will be performed on either hump leads 1 or 2.

Shorter Cuts or as Instructed by the YCS

When handling shorter cuts of cars, or as instructed by the YCS, the cut may be pulled back and tested in the normal manner, i.e. attached to the cut as opposed to light engine only.

- p) Handling of Special Dangerous Commodities at the Hump

- i) Special Dangerous Commodities in placard group A or B will not be humped. These cars must be shoved to rest in the desired Class track.

These cars will be identified by the Pro Yards computer by displaying the letter “D” next to the car number on the display panel located at the crest of the Hump. The Yard Classification Supervisors computer will identify these cars as well by displaying a “D” next to the car number.

Each YCS must ensure that all 6 carded dangerous goods have the proper codes affixed prior to sending the track list of cars from the YARD system to PRO YARDS.

BELLEVILLE SUBDIVISION FOOTNOTES – *Continued*

Once the preceding car of any cars displaying a “D” on the display panel has been released from the hump, the humping procedure will come to a stop. The signal at the crest of the Hump will display a red signal when the car displaying a “D” handling code has reached the top of the hump signalling the YSE that all Hump movements must stop. Once all the cars in the process of being Humped have rolled in the clear of their desired tracks, the YCS will instruct the responsible YSE that they are lined for the Class track that the car displaying a “D” handling code must be placed into. Once that car is set off in the desired track, the YSE will pull the balance of cars that need to be Humped to the crest and resume Humping once the appropriate signal has been given by the YCS.

- ii) Any Special Dangerous Commodities in other than Placard Group A or B will be humped. These cars will be released in single car cuts from the crest of the Hump. The new Pro Yards computer contains a special algorithm that lines and locks a route for such an intended movement and releases that route only when the car is in the designated track for that movement.

These cars will be identified by the Pro Yards computer by displaying the letter “S” next to the car number on the display panel located at the crest of the Hump and on the YCS’s listing of the cars that are to be humped.

Once the preceding car of any cars displaying an “S” on the display panel has been released from the hump the humping procedure will come to a stop. The signal at the crest of the Hump will display a red signal when the car displaying a “S” handling code has reached the top of the hump signalling the YSE that all Hump movements must stop. When all cars that have preceded the car with the “S” handling code have rolled into the clear of their desired tracks the YCS will verify that all switches in the Class Yard are locked in position and lined for the desired track that the car with the “S” handling code is required to be Humped into.

- q) Protection of Maintenance of Way Employees
 - i) Prior to performing maintenance within the perimeters of the Toronto Yard Hump, authority must be obtained in writing on the prescribed form before flags are placed and work is commenced (Rule 40.1). This authorization must be cancelled by the Foreman named on the form when work is completed and men and equipment are clear.
 - ii) When dealing with the Toronto Yard Hump area the Hump Technician may only give authorization to occupy both leads after switching off the Tether Tone System. When it becomes necessary for a remote movement to occupy one of the hump leads, the foreman in charge must cancel the original authorization and request new protection on the lead that is not required by the remote consist. The Hump Technician may then turn the Tether Tone System ON.

13.9 AUTO COMPOUND, AGINCOURT

When spotting loaded or empty multi-level cars at the Agincourt Auto Compound, the following procedures are to be followed:

- Only handle four cars, when cars are being placed to the bumper.
- The stop block is not to be used to compress the drawbars.

13.10 LEASIDE YARD

Yard switches may be left lined and locked in reversed position.

CNR trackage, Leaside Spur

Maximum Speed 5 MPH

Movements approaching crossings at Wicksteed Ave., Clarke St. and Brentcliffe Rd. must stop and apply manual protection at the crossings.

Whistle signal 14(I) is prohibited at these crossings.

13.11 UNION STATION RAIL CORRIDOR

Union Station Rail Corridor tracks extend from mile 209.4, Belleville Subdivision, to mile 1.45, Galt Subdivision. See USRC footnotes for special instructions governing movement in this territory.

BELLEVILLE SUBDIVISION FOOTNOTES – *Continued*

13.12 TORONTO HARBOUR TRACKS

Joint trackage with CNR.

Maximum Speed for CPR movements 10MPH

A train or engine on other than main track must ALSO be prepared to stop within one half the range of vision of a track unit.

KEETING ST. YARD

When switching or handling equipment at Keating Yard, all equipment must be shove d to rest before uncoupling. "Static" or "Gravity" drops are not permitted

Application of Handbrakes is as follows:

Q112 to Q121 coupled with one handbrake applied. When practicable, the handbrake will be applied on the east end car. P291 to P296 coupled with one handbrake. When practicable, the handbrake will be applied on the West end car.

EQUIPMENT RESTRICTIONS

Mile 0.27 - on bridge 5 MPH

When spotting CN cars at CanRoof, Commissioner Street track Q215, they must be spotted either 1st or 2nd cars at the block, these cars cannot be loaded if positioned in the 3rd spot on account of the configuration of the CN cars, the plates cannot be used in this spot.

PUBLIC CROSSINGS AT GRADE

Eastern Harbour Terminal (Ashbridges Bay District)

All movements must stop before occupying crossings and be manually protected.

Mile 2.65 (Cherry St.) warning devices.

Automatic: Stop signs located both sides of crossing.

Mile 3.1 (East Don Roadway) warning devices.

Automatic: Stop signs located both sides of crossing. Eastward movements must operate push-buttons in box located at southwest corner of crossing. Eastward and westward movements must wait until the white light on top of instrument case is flashing indicating traffic lights are at stop before occupying crossing. Traffic lights will restore automatically when movement is completed. If eastward movements over crossing is not commenced within one minute, white flashing light will extinguish and traffic signals will restore to normal operation.

Mile 3.22 (Lakeshore Blvd.) warning devices.

Automatic: Stop signs and strobe lights both sides of crossing. Movements must stop at the strobe light until it is activated, then move up to the Stop sign until the crossing protection is activated. Movement must not enter the crossing until the crossing protection has been operating for at least 20 secs. Movements delayed on the circuit for more than 5 minutes must re-activate the crossing protection by pressing the button inside the box attached to the strobe light.

Mile 3.49 (Booth Ave., Lakeshore Blvd.) warning devices.

Automatic: Stop signs located both sides of crossing.

Mile 3.56 Carlaw Avenue—Movements must stop at STOP sign, press START button located on each side of the crossing and wait for flashing white light on instrument case to light, then protect movement over crossing. If movement over crossing is not commenced within one minute, traffic signals will restore to normal operation and flashing white light will be extinguished. In such case, it will be necessary to again press START button and wait for flashing white light before movement commences. Traffic lights will restore to normal operation when movement clears the crossing.

Mile 3.99 (Lakeshore Blvd.) warning devices.

Automatic: Stop signs located both sides of crossing.

Movements must wait until the white strobe light on top of instrument case, located in south east quadrant, is flashing indicating that crossing protection is in operation.

RESTRICTED CLEARANCES

Side of
track or
overhead

Tracks Q160 to 164	Buildings, posts & crane	Both
Tracks Q331 to 338	Platform & fence	Both
Track Q470	Platform	South

HAULAGE CAPACITY FACTORS Westward 20 %	Train Channel: Standby & (RTC Call In)						Miles from Glen Tay	DOB Limits	Other than Main Track - Rule 105 Applies	WESTWARD TRAINS ↓	HAVELOCK SUBDIVISION (Subdivision No 6503)	EASTWARD TRAINS ↑	Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Eastward 20 %
	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel	Tower Code										
1.80	CP 1 AAR 91-91	N/A N/A	CP 13 AAR 71-71	N/A	N/A	90.8 93.7 94.4 116.7 118.0 127.0 157.3 178.0 180.3 181.5 181.6 182.4	90.8 94.4 178.0 181.5 182.4	↑ Toronto East DOB ↓ Toronto DOB	SINGLE TRACK OCS SINGLE TRACK CTC Mile 90.8 2.9 HAVELOCK BY Jct. Nephon Sub. 0.7 Mile 94.4 22.3 BOTULF 1.3 PETERBOROUGH 9.0 CAVAN 30.3 MYRTLE 20.7 Mile 178.0 2.3 TORONTO YARD BY 1.2 BRIMLEY 0.1 AGINCOURT 0.8 KENNEDY Jct. Belleville Sub.	Yard 1984 3140 2390 1960 Yard	3130 3142 3148 3173 3174	1.80		

HAVELOCK SUBDIVISION FOOTNOTES KAWARTHA LAKES RAILWAY

2.0 SPEEDS

2.1

Mile	Location	Permissible Speed MPH
		All Trains & Engines
94.4 to 178.0	Zone	30
116.66 to 119.46	City Limits Peterborough	10
133.0	Eastward over public Crossing	*10
144.24	Public Crossing	*25
164.76	Public Crossing	*10
181.5 to 182.4	Zone	15

* Until Crossing is fully occupied.

4.0 EQUIPMENT RESTRICTIONS

4.1

Crane and Auxiliary	Restriction
CP414500 to 414502 CP 414651	20 MPH on bridge 174.40.

4.2

Cars	Restriction
Freight cars over 268,000 pounds, not exceeding 286,000 pounds, 55 feet or longer	Must not be handled between mile 90.8 and mile 178.0 unless authorized by a protection notice.

4.3 Trains must not handle in excess of 10,000 tons.

4.4 DIESEL UNITS

Six Axle Units Prohibited on other than main track east of mile 178.0

Only one engine can be used to switch the following spur locations at Peterborough;

- Canadian Elet.,
- Quaker Oats,
- Canada Malt,
- Canwell Lumber, and
- Trent Timber.

5.0 DANGEROUS GOODS

5.1 GOI Section 8, item 5.2 applies to westward trains at mile 108.2 and at mile 158.0, to eastward trains at mile 132.4 and to all trains originating at Toronto Yard and at Peterborough.

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply between signal 1815 at Brimley and signals 1996-2 and 1996-1 at Kennedy.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between mile 94.4 and mile 178.0.

9.0 INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

9.1 Mile 117.1 - Swing Bridge
 - Locally Controlled Interlocking.
 - Interlocking limits extend between signals 1169 and 1172.

Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule
TU	837

Train & Engine	Apply Rule
STOP Signal	Rule 609 or Rule 609.1

Continued

HAVELOCK SUBDIVISION FOOTNOTES – *Continued*

Application of Rule 609.1:

- If no evidence of bridge being opened, a member of the crew must proceed to the bridge, observe that swing span is closed, rail wedges or rail closers in place, and check for broken rail or obstruction.
- Train may then proceed at restricted speed through interlocking and advise RTC at first opportunity.

10.0 WHISTLE AND BELL RESTRICTIONS

10.1 Whistle signal 14 (I) is prohibited approaching public crossings at grade between mile 116.21 and mile 119.46 except for eastward trains and engines approaching Lansdowne Street mile 119.33. In the application of Rule 13 (iv), the engine bell must be rung for 75 feet before reaching crossings between mile 116.66 and mile 119.46.

11.0 PUBLIC CROSSINGS AT GRADE

- 11.1 Mile 90.8 – (Including 3M Canada Inc. spur leading from mile 90.8) Movements, on other than main track, must not obstruct crossings until automatic protection has been known to be operating for 20 seconds or until manual protection has been provided by a member of the crew.
- 11.2 Mile 92.67 – Weller St. For eastward movements manual protection must be provided by a member of the crew.
- 11.3 Mile 94.13 – Highway No. 30 Stop signs for westward movements on runaround and beef tracks.
- 11.4 Mile 117.97– George St. Circuit end signs located 150 feet east and 100 feet west of crossing.

12.0 GENERAL FOOTNOTES

- 12.1 Rule 105.1 does not apply.
- 12.2 Yard switches at Havelock may be left lined and locked in the reversed position.
- 12.3 Switches on centre yard crossover at Havelock may be left lined and locked out of correspondance to protect storage cars on pocket track. CPR SSI pertaining to Yard Crossover Switches; amended accordingly.
- 12.4 Application of hand brakes in Havelock Yard.
Equipment left standing must be secured with hand brakes applied to the west end cut of cars as follows;

Location	Number of Required Hand Brakes
All tracks EXCEPT Track No 8	a minimum of 2 must be applied.
Track No 8	the number as prescribed by GOI Section 14, item 1.1
Unattended locomotives with or without cars or train attached	a minimum of 1 must be applied.

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 Storage Tracks

Mile	Switch Direction	Length
99.68	Eastward	1716 feet
139.52	Westward	1833 feet
166.02	Eastward	837 feet

13.2 Swing Bridge Industrial Spur, Peterborough – extending 2.7 miles

INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

- Mile 1.1 – Swing Bridge Industrial Spur
- Locally Controlled Interlocking.
 - Trains must approach bridge prepared to stop.

Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule	Train & Engine	Apply Rule
TU	837	STOP Signal	Rule 609 or Rule 609.1

Application of Rule 609.1:

- If no evidence of bridge being opened, a member of the crew must proceed to the bridge, observe that swing span is closed, rail wedges or rail closers in place, and check for broken rail or obstruction.
- Train may then proceed at restricted speed through interlocking and advise RTC at first opportunity.

13.3 Quaker Oats Company, mile 117.95.
Train crews must not ride on east side of cars while in track 4.

13.4 Peterborough Industrial Tracks

Mile 118.22 Havelock Sub

Whistle signal 14 (I) is prohibited approaching public crossings at grade. In the application of Rule 13 (a) (iv), the engine bell must be rung for 75 feet before reaching crossings.

West Branch of Industrial Spur

Northward movements over Rink Street must stop at STOP sign located 55 feet south of crossings. If protection fails to operate, the crossing must be manually protected by a member of the crew.

Northward movements over Romaine St. Mile 0.4, must stop and crossing must be manually protected by a member of the crew.

Movements over Lansdowne St. (Highway 7B), must be manually protected by a member of the crew.

13.5 General Electric Industrial Spur, mile 118.4

Locomotive movements in the General Electric facility may not proceed beyond the tunnel at Park Street.

13.6 IPSCO, Mile 178.69

Account of restricted clearances on both the north and south side of the track, crews are prohibited from riding the side of any rail car or locomotive within the IPSCO facility once west of the derail.

All spotting of cars must be done from the unloading platform on the south side of the track. The track inside the building can hold up to 6 rail cars at any one time. Cars must not be left between the derail and the door. If the door needs to be opened, please contact the Coordinator, Toronto Yard for assistance.

Hand brakes must be applied to every car spotted.

Movements over the private crossing must be manually protected by a member of the crew.

13.7 Stratoflo bulk unloading facility, mile 181.4

When spotting, cars must be spotted as far east on the track as possible. Cars are not to be left at the west end of the track.

HAULAGE CAPACITY FACTORS Northward 10%	NEPHTON SUBDIVISION (Subdivision No 6506)							Miles from Havelock	DOB Limits (Toronto East DOB)	NORTHWARD TRAINS ↓	STATIONS	SOUTHWARD TRAINS ↑	Station Numbers	HAULAGE CAPACITY FACTORS Southward 10%
	Train Channel: Standby & (RTC Call In)	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel	Tower Code								
1.25	CP 1 AAR 91-91	N/A	N/A	CP 13 AAR 71-71	N/A	N/A	0.0 16.1 20.0	0.0 ↑ ↓ 20.0	OCS- SINGLE TRACK	..... HAVELOCK B	3130	1.42	
										Jct. Havelock Sub. 16.1	Y		3134	
										..... NEPHTON 3.9			3135
										..... BLUE MOUNTAIN			

NEPHTON SUBDIVISION FOOTNOTES

KAWARTHA LAKES RAILWAY

2.0 SPEEDS

2.1

Mile	Location	Permissible Speed MPH
		All Trains & Engines
0.0 to 0.2	Zone	5
0.2 to 2.0	Zone	20
2.0 to 12.2	Zone	30
12.2 to 14.3	Zone	20
14.3 to 16.0	Zone	30
16.0 to 20.0	Zone	20

4.0 EQUIPMENT RESTRICTIONS

4.1

Cars	Restriction
Freight cars over 268,000 pounds, not exceeding 286,000 pounds, 55 feet or longer	Must not be handled unless authorized by a protection notice.

4.2 Six Axle Units prohibited.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between the Junction switch with the Havelock Sub at Havelock and Blue Mountain.

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 Air brakes must be coupled and working before switching loaded cars on all tracks Indusmin Industry Nephton and Blue Mountain.

13.2 South Lake storage track at mile 7.93. Switch faces south, length 1131 feet.

13.3 Restricted Clearances:
Due to height restrictions, engines and cabooses are prohibited from passing under the Load Out System at Blue Mountain Mine, on Track No 2 (Center Track).

Restricted overhead clearance account safety walkway at Nephton and Blue Mountain Mines:

- SOO series cars prohibited from being handled on Track #2 Nephton.
- Series 388 cars prohibited from being handled on the Mill track at Blue Mountain.

13.4 Prior to switching at Nephton or Blue Mountain Mines, a member of the crew must contact the Trackmobile Operator for verbal permission or receive written permission that all Unimin employees and trackmobiles are clear. Written permission will be left with the switch lists.

13.5 Main track at Blue Mountain begins and ends at mile 20.0 Nephton Subdivision. Track north of mile 20.0, other than main track.

Continued

NEPHTON SUBDIVISION FOOTNOTES - *continued*

NEPHTON SUBDIVISION TRAIN HANDLING PROCEDURES

1) These instructions apply to all southward movements.
A running brake test as per GOI Section 13, item 12.0 is required prior to descending 2.00 % DOWN GRADE MILE 6.3 to MILE 4.3.

Before the lead locomotive passes mile 6.0, from a fully charged train air brake system, make a brake pipe reduction of at least 7 PSI and supplement with dynamic brake (DB) to control the movement at a speed not exceeding a maximum speed 20 MPH from mile 6.3 to 4.3.

2) Emergency brake application required at 25 MPH between mile 6.3 and mile 4.3.

Any train which attains a speed of 25 MPH is considered an uncontrolled movement and an emergency brake application must be made. Three immediate actions are required:

- the conductor must fully open the conductor's emergency valve;
- the locomotive engineer must place the automatic brake handle in the emergency position; and
- the TIBS emergency brake feature must be activated.

NOTE: It is not intended by this instruction to exclude those occasions below 25 MPH which may require an emergency brake application.

3) The following instructions (A and B) apply to southward trains in which the average weight per car exceeds 100 tons:

A. Emergency brake recovery procedures - If an emergency brake application is experienced between mile 6.3 and mile 4.3 and any portion of your train is between these points do not attempt to recover the emergency PCS until retaining valves or hand brakes are set as follows:

- 1) Set retaining valves to the high pressure (HP) position on at least 50 percent of the loaded cars; OR
- 2) Apply hand brakes on at least 50 percent of the cars. The hand brakes must not be released until after the train air brake system is fully charged and a brake pipe reduction has been made to prevent movement while hand brakes are being released.

B. Movement after a planned stop between mile 6.3 and mile 4.3

WITH BRAKES APPLIED

- Any attempt to move the train with the air brake applied must be made using care to avoid a train separation.

STANDING RECHARGE

- If a train air brake release is required, and the locomotive brakes are sufficient to prevent train movement, then completely recharge the train air brake system before proceeding.

RUNNING RECHARGE

- If a train air brake release is required, but locomotive brakes are not sufficient to prevent train movement, then the train air brake must be re-applied at a speed not exceeding 5 MPH. This must be made as per GOI instructions for trains which are not fully charged. (e.g. make an equalizing reservoir reduction of at least 7 PSI below the rear air brake pipe pressure.)

4) Pull-by Inspection following an emergency (Reference GOI Section 5, Item 15.0):

When a southward freight train is stopped by an emergency brake application between mile 6.3 and mile 4.3 and a pull-by inspection is required, the pull-by must be made once the entire train is clear of mile 4.3 provided:

- the emergency brake application occurred within 15 seconds of initiating a service brake application;
- no unusual slack action is noted during the stop;
- when the brakes are released, the air flow indicator and rear car brake pipe pressure readings indicate no loss of air pressure, and
- the train is not carrying special dangerous commodities.

5) Snow accumulation above top of rail

Southward trains between mile 6.3 and mile 4.3 which encounter heavy snowfall conditions such that there is an estimated accumulation of 3 inches or more above the top of rail must stop and wait until the excess snow has been removed. The excess snow must be removed by machine or by movement of a locomotive consist without loaded cars.

HAULAGE CAPACITY FACTORS Westward 30 %	Train Channel: Standby & (RTC Call-In)							WESTWARD TRAINS ↓	NORTH TORONTO SUBDIVISION (Subdivision No 6531)	EASTWARD TRAINS ↑	HAULAGE CAPACITY FACTORS Eastward 30 %
	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel and RTC Call-In Code	Tower Code	DOB Limits	Miles from Leaside					Station Numbers
DOWN GRADE	CP 4 AAR 67-67 (CP 9) *21# AAR 21-67	232	911	CP 13 AAR 71-71	CP 14 AAR 15-71 *21#	242	Toronto DOB ↑ 0.0 ↓ 5.9	0.0 3.4 5.5 5.9	LEASIDE X 3.4 HOWLAND X 2.1 OSLER X 0.4 WEST TORONTO X	3178 3190	3.26

NORTH TORONTO SUBDIVISION FOOTNOTES

2.0 SPEEDS

2.1

Mile	Location	Permissible Speed MPH	
		Expedited Freight including Expressway	Non Expedited Freight #
0.0 to 5.2	Zone	50	45
5.2 to 5.9	Zone	35	35

Trains designated as "Expedited" will be so indicated in train consist. All other trains are considered as Non Expedited.

Non Expedited Freight Trains may be governed by speeds for Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.

3.0 RADIOS

3.1

Enhanced System II Radio Instructions apply. Refer to instructions page 70. Zone = 2, Node = 5

4.0 EQUIPMENT RESTRICTIONS

4.1

Crane and Auxiliary	Restriction
CP 414400 to 414402	20 MPH on bridge 2.20. 30 MPH on bridges 2.88, 3.09, 3.35, 3.48, 3.86, 4.13, 4.23, 4.43.
CP 414216 to 414233	30 MPH on bridge 5.15.
CP414500 to 414502 CP 414651	10 MPH on bridges 2.20, 2.88, 3.09, 3.35, 3.48, 3.86, 4.13, 4.23, 4.43. 20 MPH on bridge 5.15.

5.0 DANGEROUS GOODS

5.1

In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying;	Location	Must not exceed MPH
one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity	0.0 to 5.9	25
loaded cars containing other dangerous goods (NOTE: Residue cars are not subject to this speed restriction.)	0.0 to 5.9	35

6.0 CENTRALIZED TRAFFIC CONTROL

6.1

Rules 560-576 apply between signal 2063-1 and 2063-2 at Leaside and signals 60N and 60S at West Toronto.

9.0

INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

9.1

Mile 5.26 - Davenport
 - Railway crossing at grade with CNR - Newmarket Sub mile 4.6.
 - Remotely Controlled Interlocking, controlled by CP RTC.
 - Interlocking limits extend between CP signals 53-1, 53-2, 54-1 and 54-2 and CN signals 45 and 46.
 CP and CN Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule
TU	839
Track Work	*49

Train & Engine	Apply Rule
STOP Signal to CP	564 or 564.1
STOP Signal to CN	610

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).

* Track work within the interlocking must be protected by separate TOP, reading in part

"4. This is authority to occupy all tracks between within interlocking at Davenport."

When so authorized:

- TOP limits extend to include the entire interlocking limits; and,
- the provisions of Rule 566 and 567.1 apply when joint authority granted with the foreman.

Continued.....

NORTH TORONTO SUBDIVISION FOOTNOTES – *Continued*

9.2 Mile 5.8 – West Toronto

- Railway crossings at grade with CNR:
 - with Weston Sub mile 4.8 (North Toronto Sub crossing); and,
 - with Weston Sub mile 4.95 (Connecting Track crossing).
- Junction with the Galt and MacTier subdivisions.
- Remotely Controlled Interlocking, controlled by CP RTC.
- Interlocking limits extend between CP signals 04, 03B, 57-1, 57-2, 60N, and 60S, and CN signals 47S, 47N, 52S and 52N.

CP and CN Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule	Train & Engine	Apply Rule
TU	839	STOP Signal to CP	564 or 564.1
Track Work	*49	STOP Signal to CN	610

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).
- * Track work within the interlocking must be protected by separate TOP (see exception), reading in part;

“4. This is authority to occupy all tracks between within interlocking at West Toronto.”

When so authorized:

 - TOP limits extend to include the entire interlocking limits; and,
 - the provisions of Rule 566 and 567.1 apply when joint authority granted with the foreman.

Exception: Track work within the controlled location at Osler (between signals 57-1 / 57-2 and signals 02 / 58-1 / 58-2) and track work on the main track portion of the MacTier Sub between signals 02 and 03 need not be protected by TOP that includes the entire interlocking limits.

10.0 WHISTLE AND BELL RESTRICTIONS

- 10.1 Whistle signal 14 (l) is prohibited approaching all public crossings at grade.
- 10.2 The ringing of the engine bell approaching the following public crossings at grade is prohibited:
Bartlett Ave – mile 4.6
Osler Ave – mile 5.7

11.0 PUBLIC CROSSINGS AT GRADE

- 11.1 Mile 4.62 – Bartlett Ave. Westward trains over 3000 feet in length must not pass signal 45-1 or 45-2 unless it displays an aspect less restrictive than clear to stop.

12.0 GENERAL FOOTNOTES

12.1 LEASIDE YARD

Yard switches may be left lined and locked in reversed position.

CNR trackage, Leaside Spur

Maximum Speed 5 MPH

Movements approaching crossings at Wicksteed Ave., Clarke St. and Brentcliffe Rd. must stop and apply manual protection at the crossings.

Whistle signal 14(l) is prohibited at these crossings.

12.2 Dimensional Traffic Restrictions

Track P66 - Account LESS than standard track centres,
- dimensional traffic must be protected as prescribed by GOI Section 10, Item 4.3, CHART # 1

Track P6 & P8 - Account GREATER than standard track centres

- dimensional traffic not exceeding W9, placed east of Locomotive “No Parking Sign” mile 4.87 but not within 200 feet of the east end of P6 at mile 4.64 will not conflict with train or engine movements operating on the south main track within these limits.
- dimensional traffic must not be placed on track P6 west of mile 4.87 or within 200 feet of the east end of P6 without authority of the RTC, who must then afford standard prescribed dimensional traffic protection for main track movements on the south track.

12.3 Avoiding Annoyance to Public - P6 & P8

Unless unavoidable:

- cars placed in tracks P6 and P8 must not be left standing between Locomotive “No Parking Signs” erected at mile 5.1 and at mile 4.87 North Toronto Sub.
- trains lifting at P6 or P8 must also ensure that no part of their train is left standing within these limits.

12.4

For ease in understanding, “Don’t Hold” means try to avoid stopping at that location if possible. The other locations specified, i.e. “100 feet west of signal” means try to stop at least 100 feet west of the signal.

Direction	Signal Number	Track	Location
Eastward	58-1 & 58-2	Both	Don’t Hold
	54-1 & 54-2	Both	Don’t Hold
	46-1 & 46-2	Both	Don’t Hold
	34-1 & 34-2	Both	50 ft west of Bathurst St
	16-1 & 16-2	Both	Don’t Hold
	02-1	South	Don’t Hold
	02-2	North	50 ft west of signal
Westward	15-2 & 15-1	Both	Don’t Hold
	33-2 & 33-1	Both	250 ft east of signal
	45-2 & 45-1	Both	100 ft east of signal
	53-2 & 53-1	Both	800 ft east of signal
	57-2 & 57-1	Both	Don’t Hold
	59N & 59S	Both	Don’t Hold

SPECIAL INSTRUCTIONS GOVERNING MOVEMENTS WITHIN THE LIMITS OF THE UNION STATION RAIL CORRIDOR (USRC)

Director of Operations	
S.L. (Sam) SPARES	416 864 3440 ext 222

ALL INTERLOCKINGS ARE LOCALLY CONTROLLED

Bathurst St. TMD 864 3482
 John St. TMD 864 3481
 Scott St. TMD 864 3480
 Cherry St. TMD 864 3479

Restricted clearances may exist on all station tracks and at dwarf signals, low switch stands and snow blowers .

COMMUNICATIONS

- In the application of CROR Rule 119(a), the designated stand-by channel within USRC limits is CN01 (AAR 8787). When an emergency call is placed on CN01, it must also be repeated on CN03. (AAR 5555)
 TMD's at Bathurst St., John St., Scott St. and Cherry St. can be reached on CN03 (AAR 5555)
- Telephones, in boxes painted white, are located at various points in yard and afford direct communication with Train Movement Directors.

GENERAL

- Except as affected by the following instructions, Canadian Rail Operating Rules (CROR) apply within the limits of the Union Station Rail Corridor (USRC).
- Train Movement Directors (TMD) refers to the employee performing the duty of Rail Traffic Control (RTC) or Signalman. Within USRC limits, movements on any track, in either direction are under the control of the TMD.
- Where employees may be at work on tracks, the engine bell must be rung, speed reduced and, if necessary, whistle sounded to attract their attention.
- (a) All movements within U.S.R.C. limits must have operative air brakes. Movements not headed by engine or control cab must have emergency braking capabilities, and an operating whistle or horn on leading car.
 (b) When GO consists are required to change direction within USRC limits, the Locomotive Engineer must change operating ends so that the controlling end is always the leading end in the direction of movement.
 Exception: When a cab-controlled movement fails to properly control brake and/or throttle functions, the train may continue with the brake and/or throttle operated from the locomotive provided:
 - The cab car has an operating headlight and horn.
 - The cab and locomotive engineer are in communication.
 - An emergency application of the brakes is made from the cab car while stopped
 - The brake handle must be inserted into the brake valve.
 - The movement does not exceed 50 MPH.
- Prior to departing Bathurst North Yard for Union Station, a member of crew must obtain permission from the John St TMD.
- Movements required to make set-offs or lifts within the interlocking must cut clear of interlocking signals to avoid fouling interlocking routes.
- Passenger trains operating within the limits of the USRC must have steps in raised position and all uncoupled hosebags secured.
- Passenger trains not equipped with holding tanks must keep washrooms locked within USRC limits.

SPURS & OTHER TRACKS

- A train or engine on other than main track must be prepared to stop within one half the range of vision of a track unit.

SIGNALS

- Rules 406A, 407A and 408A applicable on three-unit signals between and including mile 0.5 (565 feet west of John St. Interlocking Station) and the west limits of the USRC. Three unit aspects may be on dwarf, high signals or bridge structures.
- When signals 129 and 132 indicate "Proceed at Restricted Speed" switching movements may be made over power operated switches in both directions. Bathurst St. TMD must be informed when switching movements have been completed.
- Eastward movements approaching a signal indicating STOP at mile 0.55 (John St.) must stop with operating units west of hotel deck and overhead bridge located at mile 0.58 (Blue Jay Way/Peter Street).
- Eastward movements on CN Connecting Tracks approaching a signal indicating STOP at mile 0.50 (Scott St.) must stop west of Scott St. Tower located at mile 0.30 (Young St. Bridge).
- Signals mounted on station train shed are dwarf signals. Rules 421, 426 and 429 apply.
- Signals 225, 232, 233, 234 and 236 located between Scott St. and Cherry St. interlockings are "Stop and Proceed" signals when displaying red.
- Movements stopped at Eastward signals 159, 166, 170N and 174S must obtain Rule 609 authority from TMD Cherry Street and in addition train or engine movements to Kingston Sub. must obtain Rule 564 authority from the CN RTC Toronto.
- In the application of Rule 609, there must be a thorough understanding between the train movement director and signal maintainer before any movement is authorized by the train movement director to pass such signal.

SWITCHES & ELECTRIC LOCKS

- Hand operated switch on service track at the west side of Jarvis St. leads to two tracks north of service track. Movements must stop at STOP signs and proceed only after switches have been properly lined. Normal position of these switches are for the service track and first track north.
- Hand operated switch, located at Sherbourne St. connecting Eastern Harbour Terminals track is equipped with electric lock under control of Scott St. Train Movement Director.

TRACK UNITS

- Track units are not permitted to operate within the limits of the USRC unless accompanied by a USRC employee who will be responsible for the protection of the track unit.

DANGEROUS COMMODITIES & DIMENSIONAL TRAFFIC

- To facilitate snow clearing procedures, between the months of October and April, all freight movements handling PLACARDED DANGEROUS cars must advise the TMD before entering USRC limits.
- A member of train crew must ensure that TMDs have been notified in advance of train entering USRC limits of the presence of traffic with D3(CN)/W3(CP) or greater Dimensional Classification. Crew member is to specify classification.

Continued

SPECIAL INSTRUCTIONS GOVERNING MOVEMENTS WITHIN THE LIMITS OF THE UNION STATION RAIL CORRIDOR (USRC) (Continued)

PUBLIC CROSSING AT GRADE

25. Mile 1.44 (Strachan Ave.)

Movements to and from CN Weston Sub will be governed by instructions contained in Weston Sub footnotes.

Movements over Strachan Ave., to and from the Galt Sub will be governed by instructions contained in Galt Sub footnotes.

Mile 0.35 USRC. Harbour Lead (Bicycle Path): All movements must stop before occupying crossing and movements over the crossing must be manually protected by a member of the crew.

Oakville-Kingston Connecting tracks: USRC emergency access road located 200 feet east of John St. Tower. Private crossing, unprotected. Cars must not be left unattended on crossing.

STATION TRACKS

26. Unless authorized by the Director of Operations USRC or his designate freight movements are prohibited from using Station Platform Tracks 1 through 12.

27. All VIA revenue movements must contact the TMD one minute in advance of train's anticipated departure time to obtain departure signal.

28. Movements, except GO trains, must not make any movement until a member of the crew has checked the opposite side of their equipment to ensure all personnel and equipment are clear, and steps are in raised position. Engines must not couple to passenger equipment until all personnel servicing the equipment are notified.

MAXIMUM SPEEDS

Mile	Miles per Hour	
	Psg	Frt

WEST END BETWEEN:

0.0 and West Limit Signs mile 1.2		
Tracks A2, A3 Oakville Sub	60	15
0.0 and West limit signs mile 1.0		
Tracks D1 and D2 Oakville Sub	60	15
All other tracks (Weston Sub)	45	15
Maximum permissible speed approaching and passing all three unit dwarf signals (RTC R-39215)	30	15

EAST END BETWEEN

0.0 and east limit signs mile 1.4		
Kingston Sub	*30	15
1.4 and East limit signs mile 1.6		
all tracks on curve (Bala sub)	25	10

*Movements through turnouts must not exceed 15 MPH

MILE REFERENCE POINTS

Toronto (Centre of Station) 0.0

WEST

John St. (Interlocking)	0.4
Spadina Ave. (Overhead Bridge)	0.7
Bathurst St. (Overhead Bridge)	1.1
Strachan Ave. (Signal Bridge)	1.45
..... (CN Rail mile 1.6)	

EAST

Scott St. (Interlocking)	0.3
Jarvis St.	0.5
Sherbourne St.	0.7
Parliament St.	1.0
Cherry St. (Interlocking)	1.2
Don	2.0

INTERLOCKING LIMITS

WESTWARD SIGNALS

*Signal 205	CP Belleville Sub 160 feet east of Queen St. Bridge. (Cherry St.)
*Signal 206	CN Bala Sub 160 feet north of Queen St. Bridge. (Cherry St.)
*Signal 171 and 175	CN Kingston Sub 1435 feet east of Cherry St. Interlocking Station. (Cherry St.)
Signal 129	CN North Service Track 2 900 feet west of Bathurst St. bridge. (Bathurst St.)
Signal 101	West end of Bathurst North Yard (Bathurst St.)
Signal 585	CN North Connecting Track 1346 feet east of John St. Tower (John St.)

EASTWARD SIGNALS

*Signals 158C1 and 158C2	CN Weston Sub 50 feet west of Strachan Ave. (Bathurst St.)
*Signals 158GN and 158GS	CP Galt Sub 50 feet west of Strachan Ave. (Bathurst St.)
*Signals 118A2 and 118A3	CN Oakville Sub Track No. 1 and No. 2 600 feet west of Bathurst St. bridge. (Bathurst St.)
*Signals 96D1 and 96D2	CN Oakville Sub Track No. 3 and No. 4 1300 feet west of Spadina Ave. bridge.
*Signal 283	CN South Connecting Track 560 feet east of Scott St. interlocking station. (Scott St.)
*Signal 286	CN North Connecting Track 850 feet east of Scott St. interlocking station. (Scott St.)
Signal 132	CN North Service Track No. 2 900 feet west of Bathurst St. bridge. (Bathurst St.)
Signal 138	South Service Track 900 feet east of Strachan Ave. (Bathurst St.)
Signal 126	Western Lead Track 1000 feet west of Bathurst St. bridge. (Bathurst St.)
Signal 566B	East end of Bathurst North Yard. (John St.)
Signal 551	CN North Connecting Track 112 feet east of John St. Tower. (John St.)

* Denotes USRC Limit Signs

() Indicates Controlling TMD

Time Table No 80 - January 14, 2002

HAULAGE CAPACITY FACTORS Northward 20%	Train Channel: Standby & (RTC Call In)	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel and RTC Call-In Code	Tower Code	Miles from Osler	DOB Limits	NORTHWARD TRAINS ↓	MACTIER SUBDIVISION (Subdivision No 6501)		SOUTHWARD TRAINS ↑	Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Southward 20%
										STATIONS					
2.83	CP 4 AAR 67-67 (CP 9 *21# AAR 21-67)	232	911	CP 13 AAR 71-71	CP 14 AAR 15-71 (*21#)	242	0.0	0.0	↓	SINGLE TRACK	OSLER .....	↑	.....	3190	3.80
							3.5				Jct. Galt Sub. (via Connecting Track) and North Toronto Subs. 3.5		.....	
2.30							3.9	TORONTO DOB	CTC	TWO TRACKS	LAWRENCE X		.....	
							3.9			WESTON .....	.....			
3.20	CP 7 AAR 95-95 (CP 8 AAR 21-95)	*311	911	CP 13 AAR 71-71	CP 14 AAR 15-71 (RTC 919)	*321	6.5	TORONTO DOB	OCS - ABS	SINGLE TRACK	SHEPPARD X		.....	
							9.2			EMERY .....	.....			
3.25		*312				*322	12.2	TORONTO DOB		SINGLE TRACK	WOODBRIDGE .....		.....		DOWN GRADE
							12.5			BURBIDGE .....	.....			
3.50		*313				*323	14.8	TORONTO DOB		SINGLE TRACK	ELDER (VAUGHAN) Y	6250	3404		
							17.0			KLEINBURG .....	.....			
3.20		*314				*324	21.6	TORONTO DOB		SINGLE TRACK	BOLTON	8570	3402		
							31.1			PALGRAVE	7750		3405		
3.25		*315				*325	41.6	TORONTO DOB		SINGLE TRACK	SPENCE B	Yard	.....		2.35
							44.7			ALLISTON Y	.....		3410		
3.50							52.8	TORONTO DOB		SINGLE TRACK	YPRES	7650	3412		
							59.8			ESSA	7600		3415		
3.50							66.8	TORONTO DOB		SINGLE TRACK	MIDHURST .....	.....	3416		
							73.1			CRAIGHURST	8700		3417		
3.50							90.4	TORONTO DOB		SINGLE TRACK	MEDONTE	8750	3422		
							103.0			BUCKSKIN	7650		3425		
3.50							115.6	TORONTO DOB		SINGLE TRACK	BALA	7315	3430		
							126.9			MACTIER DY	Yard		3435		

MACTIER SUBDIVISION FOOTNOTES

HOT BOX DETECTOR SYSTEM			
1.0 See instructions for Hot Box Detector System in GOI Section 5			
Detector Location	Direction	Inspection Point	Set Off Point
Mile 7.8	** Southward	Before passing signal 52-1 or 52-2	East Track – Service Track at mile 2.47, or as otherwise directed by the RTC West Track – Polybottle Spur Mile 5.0
	** Northward	Before passing signal 91-1 or 91-2	West Service Track Emery
# Mile 25.5	** Southward ** Northward	Before reaching switch mile 23.0 Before reaching crossing mile 30.14	Bolton Palgrave
Mile 48.9	Southward Northward	Before reaching crossing mile 45.84 Before reaching crossing mile 51.85	Alliston Ypres
Mile 74.7	Southward Northward	Before passing signal 722 Before reaching crossing mile 77.3	Craighurst Medonte
Mile 98.1	Southward Northward	Before reaching crossing mile 93.42 Before reaching crossing mile 101.45	Medonte Buckskin

** GOI Section 8, Item 5.1 applies. # Wheel Impact Load Detector (WILD)

Continued

MACTIER SUBDIVISION FOOTNOTES – *Continued*

2.0 SPEEDS

2.1

Mile	Location	Permissible Speed MPH	
		Expedited Freight	Non Expedited Freight #
0.0 to 0.2	Zone	20	20
0.2 to 4.9	Zone	35	35
4.9 to 10.2	Zone	45	45
9.1 to 9.2	Equilateral Turnout	40	40
10.2 to 18.1	Zone	50	45
18.1 to 54.0	Zone	55	45
54.0 to 54.7	Zone	40	40
54.7 to 58.09	Zone, including Railway Crossing at Grade	50	45
58.09 to 79.0	Zone	60	45
79.0 to 89.0	Zone	55	45
89.0 to 126.0	Zone	50	45
126.0 to 126.9	Zone	45	45

Trains designated as "Expedited" will be so indicated in train consist.
All other trains are considered as Non Expedited.

Non Expedited Freight Trains may be governed by speeds for Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.

2.2 Except as otherwise restricted, maximum speed through sidings at Elder and Bolton 30 MPH

2.3 Maximum speed on Galt Sub Connecting Track . 10 MPH

2.4 Honda assignments operating between Alliston and Toronto will be considered as expedited trains in the application of footnote 2.1.

3.0 RADIO

3.1

This chart specifies locations and radio channels where CP and CN tracks are 75 feet or less between outside rails of adjacent tracks.

CP		CN - Train Standby Channel CN1 - CP 101 - AAR 87-87				
Subdivision	Subdivision	RTC Standby Channel	RTC Standby Code	RTC Emergency Code		
Mile	Mile					
MacTier	Weston	CN 4 CP76 AAR 37-37	* 5 011 #	* 0 #		
0.2 | 0.9	5.1 | 5.7					
MacTier	Weston	CN 4 CP76 AAR 37-37	* 5 011 #	* 0 #		
3.6 | 4.5	8.4 | 9.3					

3.2 Enhanced System II Radio Instructions apply between Osler and Bolton. Refer to instructions page 70.
Between Osler and Bolton..... Zone = 2, Node = 5

3.3 VAUGHAN RADIO TOWER

Standby channel CP7
RTC Call In channel CP 8 Tower Code * 316
Utility cannel CP 14 Tower Code * 326

3.4 PALGRAVE RADIO TOWER

Also equipped to communicate with the RTC on CP channel 4.

4.0 EQUIPMENT RESTRICTIONS

4.1 CARS

One to three short cars less than 39 feet each and not exceeding 268,000 pounds gross weight each, may be coupled together but must be separated from other such cars by at least one car, 44 feet or longer, not exceeding 220,000 lbs. gross weight, on bridge mile 103.95. This restriction does not apply to empty cars.

4.2

Crane and Auxiliary	Restriction
CP414500 to 414502 CP 414651	20 MPH on bridge 114.70

4.3

Cars	Restriction
Freight cars over 268,000 pounds, not exceeding 286,000 pounds, 55 feet or longer	30 MPH on bridge Mile 92.84 30 MPH on bridge Mile 93.14

4.4 DIESEL UNITS

Six axle units prohibited on all industrial leads extending off the east service track at Emery.

5.0 DANGEROUS GOODS

5.1

In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying;	Location	Must not exceed MPH
one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity	0.0 to 6.0 6.0 to 26.4	25 35
loaded cars containing other dangerous goods (NOTE: Residue cars are not subject to this speed restriction.)	0.0 to 6.0	35

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply between signal 04 at West Toronto and signal 220 at Bolton.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between mile 22.0 and MacTier .

8.0 AUTOMATIC BLOCK SYSTEM

8.1 ABS applies between signal 220 Bolton and SNS MacTier.

Continued

MACTIER SUBDIVISION FOOTNOTES – *Continued*

9.0 INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

9.1 Mile 0.1 – West Toronto

- Railway crossings at grade with CNR:
 - with Weston Sub mile 4.8 (North Toronto Sub crossing); and,
 - with Weston Sub mile 4.95 (Connecting Track crossing).
- Junction with the Galt Sub (via Connecting Track) and North Toronto Sub.
- Remotely Controlled Interlocking, controlled by CP RTC.
- Interlocking limits extend between CP signals 04, 03B, 57-1, 57-2, 60N, and 60S, and CN signals 47S, 47N, 52S and 52N.

CP and CN Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule
TU	839
Track Work	*49

Train & Engine	Apply Rule
Stop Signal to CP	564 or 564.1
Rule 429 to CN	610

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).

* Track work within the interlocking must be protected by separate TOP (see exception), reading in part;

“4. This is authority to occupy all tracks between within interlocking at West Toronto.”

When so authorized:

- TOP limits extend to include the entire interlocking limits; and,
- the provisions of Rule 566 and 567.1 apply when joint authority granted with the foreman.

Exception: Track work within the controlled location at Osler (between signals 57-1 / 57-2 and signals 02 / 58-1 / 58-2) and track work on the main track portion of the MacTier Sub between signals 02 and 03 need not be protected by TOP that includes the entire interlocking limits.

9.2 Mile 58.09 – Essa

- Railway crossing at grade with Barrie-Collingwood Railway (BCRY).
- Automatic Interlocking.
- Interlocking limits extend between signals 579, 579B and 582.

CP Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule
TU	840
Track Work	40.3

Train & Engine	Apply Rule
Stop Signal	611
Rule 509	No

- In the application of Rule 40.3, BCRY can be contacted at (705) 790-0606 or (705) 734-1275
- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).

10.0 WHISTLE AND BELL RESTRICTIONS

10.1 Whistle signal 14 (I) is prohibited approaching public crossings at grade:

- on all tracks between mile 0.0 and mile 5.0,
- on all **main** tracks between mile 5.0 and mile 15.47 (including private crossing at mile 11.9), and
- at mile 21.85.

10.2 Ringing of engine bell prohibited approaching public crossing at grade Osler Ave., mile 0.1.

11.0 PUBLIC CROSSINGS AT GRADE

11.1 Mile 0.23 – Old Weston Rd. Circuit end sign located 500 feet north of crossing. Rule 103.1 (b) (i) and (ii) applies to northward movements within 1250 feet of crossing.

11.2 Mile 3.84 – John St. Rule 103.1 (b) (i) and (ii) applies to all movements within 1250 feet of crossing.

11.3 Mile 11.77 – Kipling Ave. Circuit end sign located 950 feet south of crossing.

11.4 Mile 15.38 – Huntington Road. A white light is installed on the signal bungalow at public crossing. When lit, it indicates that movement may proceed over crossing prepared to stop at next signal.

11.5 Mile 16.7 – Nashville Rd. Stop signs for movements on other than main track.

11.6 Mile 21.85 – Sixth Line Rd. Circuit end sign located 300 feet south of crossing. Northward movements on siding must not obstruct crossing until the warning devices have been known to be operating for 20 seconds or until manual protection has been provided by a member of the crew.

11.7 Mile 22.85 – County Rd. 9. Circuit end sign located 375 feet south of crossing. Rule 103.1 (b) (i) and (ii) will apply to all movements within 2200 feet of crossing.

11.8 Mile 53.4 – Concession Rd. #4. Circuit end sign located 425 feet south of crossing.

11.9 Mile 67.24 – Hwy 26. Rule 103.1 (b) (i) and (ii) will apply to all movements within 2500 feet of crossing.

12.0 GENERAL FOOTNOTES

12.1 North and south yard switches MacTier and Spence and all siding switches within the OCS portion of the MacTier Sub, are equipped with auto-normal switches.

12.2 Main track switch at mile 43.57 (south leg of wye - Honda Spur) equipped with an auto-normal switch and SWITCH POSITION INDICATOR.

When necessary to pass signal Nos. 444, 423 or 423B at restricted speed, trains must approach the switch prepared to stop and ensure the switch is properly lined.

Northward movements must be within 75' of the switch points in order to operate the auto-normal switch.

Southward movements on the Honda Spur must not proceed beyond circuit end sign located 250 feet north of switch, until the switch has been lined for the route to be used.

Continued

MACTIER SUBDIVISION FOOTNOTES – *Continued*

- 12.3 An auto-normal switch point derail located immediately north of Signal No 03B at the north yard switch MacTier, mile 0.3 ParrySound Sub. This derail will operate in conjunction with the auto-normal north yard switch from the same switch control box. When reversing or normaling the yard switch, the derail will also simultaneously set to the non-derailing or derailing position.
- 12.4 South wye switch in siding Elder equipped with an auto-normal switch and SWITCH POSITION INDICATOR. Trains and engines must approach this switch prepared to stop and ensure the switch is properly lined.
- 12.5 To avoid blocking crossings or unnecessarily activating crossing warning devices at Oak St., southward trains must not pass signal 52-1 or 52-2 unless it displays an aspect less restrictive than clear to stop.
- 12.6 Yard switches at MacTier may be left lined and locked in reversed position.
- 12.7 Signal 154 at the north siding switch Elder is equipped with a white light. When signal 154 displays a Restricting Signal indication and the white light is illuminated, a southward route is lined for the north wye lead into Vaughan Intermodal Terminal.
- 12.8 When yarding trains at MacTier, locomotives must not be parked near the bunkhouse. Locomotives must be left at least 2 car lengths away from the bunkhouse.
- 12.9 Avoiding Annoyance to Public - Elder
Trains which are required to lift traffic at Vaughan must, if possible, pull engines clear of the first house located south & west of the south wye switch Elder.
- 13.0 SPURS AND OTHER TRACKS (Rule 105 applies)
- 13.1 The service track between Kodak switch mile 2.1 and Lawrence Ave., mile 3.5 must be kept clear at all times to allow northward lifts and southward set offs to be properly made. The distance between Denison Ave. and Kodak switch is 5392 feet.
- 13.2 Movement over public crossings on the Crane Estate, mile 5.88 and Signet Industrial Spur, mile 8.57 must be manually protected by a member of the crew and must not exceed 5 MPH until crossing is fully occupied.
- 13.3 Alex Henry & Son, Private Siding, mile 8.60
Movements must not exceed 5 mph, and only 8200 series locomotives are permitted.
- 13.4 When cars are spotted for loading or unloading at "Stan Chem" mile 9.0 Emery area, no other cars are to remain coupled to those cars at the loading standards.
- 13.5 While switching Van Waters Industries track N640 the following switching instructions for this siding are in place and must be adhered to.
ONLY CARS less than 60 feet in length and no more than 8 cars may be held onto when switching this siding. This is due to the extreme curvature of the siding.
Exception: Cars over 60 feet in length destined to Van Waters may be handled in this siding with caution.

13.6 VAUGHAN INTERMODAL TERMINAL

Mile 15.3 MacTier Sub – North end of Elder

Movements in Elder siding must stop clear of circuit end signs located 50 feet south and 250 feet north of switch, and 250 feet west on south wye track, in order to operate auto-normal switch.

A train or engine on other than main track must ALSO be prepared to stop within one half the range of vision of a track unit.

Train, engine AND TRACK UNIT movements must not exceed 15 MPH.

Exception: Movements must not exceed 10 mph on the North lead between Huntington Rd and the North Wye.

All train movements must monitor radio channel CP4.

All train, engine and track unit movements within Vaughan are made under the authority of the Vaughan Terminal Supervisor.

All train, engine and track unit switching movements must be made using train line air brake systems.

Cars must not be left standing between the siding wye switches and the east crossover switch.

Engine bell must be rung continuously while operating within storage and working tracks.

The following instructions apply to trains and engines moving over the drop table in rip track #2.

- Movements must not go over the drop table unless both green lights are flashing, which indicate that the table is locked in place. Movements MUST NOT be made over the table if both blue lights are flashing.
- Movements must not exceed 5 miles per hour over the drop table.

All Road Crossings West of Huntington

Train and engine movements must not occupy crossing until:

- manual protection of the crossing has been provided by the Vaughan utility man or a member of the crew; or,
- until crossing gates are in horizontal position.

APPLICATION OF HAND BRAKES, west of Huntington Road.

STORAGE TRACKS, WORKING TRACKS, RIP TRACKS AND LEAD TRACKS;

A minimum of TWO hand brakes must be applied to equipment left in all storage tracks, working tracks, rip tracks and lead tracks.

ALL OTHER TRACKS

Equipment left on all other tracks must be left in accordance with the CPR hand brake policy (GOI Section 14, Item 1.0)

13.7 A.F.A. TRAFFIC BOLTON

Southbound trains must set off ALL Bolton A.F.A. Traffic on their trains FOR BOLTON and ensure that 7 cars are placed for unloading, the first 3 at the ramp, unless the Rail Traffic Controller instructs otherwise, all empties must also be lifted ex A.F.A.

Continued

MACTIER SUBDIVISION FOOTNOTES – *Continued*

13.8 SPENCE

Yard switches at Spence may be lined and locked in the reversed position.

A speed restriction of 5 miles per hour applies when handling Automax articulated cars through turnouts between tracks 4 and 11 at the Spence pre-tripping facility.

Cars left standing in tracks 1 through 11 inclusive at Spence must have a minimum of 2 handbrakes applied at the North end of each track.

ARU located on track 11.

13.9 HONDA SPUR MILE - 44.44

Maximum speed on north leg of wye 5 MPH.

Trains operating through south leg of wye , must stop at stop signs and ensure crossing protection at mile 44.10 is operating before fouling crossing.

Cars left standing in Storage Tracks at Honda must have a minimum of 2 handbrakes applied at the North end of each track.

INSTRUCTIONS FOR PLACEMENT OF RAILCARS AT RAIL RAMP FACILITIES HONDA, ALLISTON.

a) MULTI-LEVEL RAILCARS NOT TO BE SPOTTED

1. Standard deck railcars,
2. Roofless multi-levels without fully extended end doors,
3. End doors welded in the open position, and
4. Railcars not equipped with "T" hooks.

b) When spotting a mixture of enclosed and open multi-level cars, the enclosed cars must be switched to the south end of the cut of cars spotted in each track.

c) Spotting poles have been designed to assist in achieving the proper coupler spacing 41" to 49" and are located at trackside in the Alliston Compound.

Take the green taped end of the marking stick and place at the back of barrel ring/bridge plate support on multi level, compress or extend couplers, so that barrel ring/bridge plate support on opposite multi level is within the red taped area.

Time Table No 80 - January 14, 2002

HAULAGE CAPACITY FACTORS Northward 30 %	Train Channel: Standby & (RTC Call In)		Emergency Call In	Maintenance of Way Standby Channel	Utility Channel and RTC Call-in Code		Miles from MacTier	NORTHWARD TRAINS ↓	PARRY SOUND SUBDIVISION (Subdivision No 6408)		SOUTHWARD TRAINS ↑	Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Southward 20 %
	Tower Code				Tower Code				STATIONS					
3.15	CP 5 AAR 81-81	911	CP 11 AAR 49-49	CP 15 AAR 09-49 *31#	345	345	0.0	OCS - ABS - SINGLE TRACK	MACTIER	BDY	Yard	3435	3.30	
					335	345	10.4		10.4	BRIGNALL		7670		4123
					334	345	18.1		18.1	DOCKMURE		8180		4129
					333	345	20.1		20.1	REYNOLDS				
					332	345	23.1		23.1	PARRY SOUND				4130
					331	345	29.6		29.6	NOBEL		7810		4132
			48.5	48.5	POINTE AU BARIL		8180		4137					
			65.0	65.0	BRITT		7590		4143					
			79.0	79.0	PICKEREL		7930		4147					
			90.5	90.5	RUTTER		8150		4151					
			107.3	107.3	BURWASH		7980		4155					
			121.7	121.7	ROMFORD	DY			4098					

PARRY SOUND SUBDIVISION FOOTNOTES

1.0 HOT BOX DETECTOR SYSTEM			
See instructions for Hot Box Detector System in GOI Section 5			
Detector Location	Direction	Inspection Point	Set Off Point
Mile 26.0	Southward Northward	Before reaching crossing, mile 23.67 Before reaching crossing mile 28.82	Parry Sound Nobel
Mile 51.1	Southward Northward	Before reaching crossing mile 48.94 Before reaching bridge mile 55.0	Pointe Au Baril spur mile 56.0
Mile 74.6	Southward Northward	Before reaching mile 71 Before reaching mile 77	Britt Pickerel
Mile 94.7	Southward Northward	Before reaching mile 91.0 Before reaching switch mile 98.4	Rutter spur mile 98.4
Mile 118.6	Southward **Northward	North of crossing mile 113.38 South of wye switch mile 121.02	spur mile 113.3 Romford

** GOI Section 8, item 5.1 applies.

Continued

PARRY SOUND SUBDIVISION FOOTNOTES – *Continued*

2.0 SPEEDS

2.1

Mile	Location	Permissible Speed MPH	
		Expedited Freight	Non Expedited Freight #
0.0 to 5.9	Zone	50	45
5.9 to 26.6	Zone	45	45
26.6 to 34.1	Zone	55	45
34.1 to 34.3	Zone	50	45
34.3 to 44.0	Zone	60	45
44.0 to 50.7	Zone	50	45
50.7 to 51.5	Zone	45	45
51.5 to 54.9	Zone	50	45
54.9 to 62.6	Zone	60	45
62.6 to 66.0	Zone	45	45
66.0 to 96.9	Zone	50	45
96.9 to 104.0	Zone	45	45
104.0 to 109.9	Zone	50	45
109.9 to 111.0	Zone	40	40
111.0 to 120.0	Zone	45	45
112.7	Railway Crossing at Grade	35	35
120.0 to 121.7	Zone	40	40

Trains designated as "Expedited" will be so indicated in train consist.
All other trains are considered as Non Expedited.

Non Expedited Freight Trains may be governed by speeds for Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.

3.0 RADIO

This chart specifies locations and radio channels where CP and CN tracks are 75 feet or less between outside rails of adjacent tracks.

CP		CN - Train Standby Channel CN1 - CP101 - AAR 87-87				
Subdivision	Subdivision	RTC Standby Channel	RTC Standby Code	RTC Emergency Code		
Mile	Mile					
Parry Sound	Bala	CN 2 CP 95 AAR 73-73	* 5 601 #	* 0 #		
3.0 | 4.0	129.0 | 129.9					
Parry Sound	Bala	CN 2 CP 95 AAR 73-73	* 5 601 #	* 0 #		
12.6 | 12.8	138.7 | 138.9					
Parry Sound	Bala	CN 2 CP 95 AAR 73-73	* 5 601 #	* 0 #		
19.9 | 20.3	146.0 | 146.4					

3.1 Enhanced System II Radio Instructions apply.
Refer to instructions page 70. Zone = 3, Node = 5

4.0 EQUIPMENT RESTRICTIONS

4.1 CARS

One to three cars not exceeding 268,000 pounds gross weight each, shorter than 39 feet, may be coupled together but must be separated from other such cars by at least one car, 44 feet or longer, not exceeding 220,000 lbs. gross weight, on bridges mile 81.23 and 83.04. This restriction does not apply to empty cars.

4.2

Crane and Auxiliary	Restriction
CP 414400 to 414402	20 MPH on bridges 76.40, 77.72, 103.09.
CP 414500 to 414502 CP 414651	10 MPH on bridges 12.41, 76.40, 77.72, 97.66, 103.09.

4.3

Cars	Restriction
Cars over 268,000 lbs. not exceeding 286,000 lbs., 55 feet or longer	10 MPH on bridge 62.8

5.0 DANGEROUS GOODS

5.1 In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity must not exceed 35 MPH between mile 118.6 and mile 121.7.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between MacTier and Romford.

8.0 AUTOMATIC BLOCK SYSTEM

8.1 ABS applies between SNS MacTier and signal 1217 Romford.

9.0 INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

- 9.1 Mile 112.7 – Wanup
- Railway crossing at grade with CNR – Bala Sub mile 247.5
 - Automatic Interlocking.
 - Interlocking limits extend between signals 1127 and 1128.
 - in the application of Rule 611, if the lights in the box marked "switches" are not lit, a crew member must first contact the CN RTC to ascertain if there are any conflicting CN trains approaching. To contact the CN RTC, switch to CN channel 3 (CP channel 85, AAR 55-55) and tone in Call-in code * 5 603 #. The CN RTC will respond on CN channel 3.
 - in the application of Rule 611 (a) (iii), where lights of the conflicting route(s) are not lighted, the crew member, after opening the "knife switch", must wait ten minutes before permitting the train or engine to proceed.

CP Train, Engine and Track Unit
Authorization Chart

TU & Track Work	Apply Rule
TU	840
Track Work	40.3

Train & Engine	Apply Rule
Stop signal	611
Rule 509	No

– Track units operating as trains will be governed by GOI Section 1, page 20, item 1.4 or 1.5 (e) *Continued*

PARRY SOUND SUBDIVISION FOOTNOTES – *Continued*

11.0 PUBLIC CROSSINGS AT GRADE

- 11.1 System Special instruction to Rule 103.1 (c) applies between MacTier and Romford.
- 11.2 Mile 90.55 – Hwy 64. Circuit end sign located 225 feet south of crossing.
- 11.3 Mile 107.36 – Nepewassi Lake Rd. Circuit end sign located 300 feet south of crossing.

12.0 GENERAL FOOTNOTES

- 12.1 Southward trains lifting slag at Sudbury or Romford must not go beyond Rutter without making a standing train inspection of slag cars lifted and must not exceed 40 MPH until such inspection is performed..
- 12.2 North and South Yard Switches at MacTier and all siding switches are equipped with auto-normal switches.
An auto-normal switch point derail located immediately north of Signal No 03B at the north yard switch MacTier This derail will operate in conjunction with the auto-normal north yard switch from the same switch control box. When reversing or normalling the yard switch, the derail will also simultaneously set to the non-derailing or derailing position.
- 12.3 Emergency watering facility at Britt is located in the north end of the maintenance of way building.

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1

Spur Mile	Switch	Length in feet
56.0	North End	2350
98.4	North End	2450
113.3	South End	2250
121.7	North End	1980

- 13.2 Yard switches at MacTier may be left lined and locked in reversed position.

13.3 CN/CP Connecting Tracks

Wanup Connecting Track, mile 112.68

MAXIMUM SPEED on connecting track 15 MPH

The provisions of Rule 570 apply at switch mile 112.68.

TRAINS DESTINED FROM CN TO CP

Prior to entering the interlocking or reversing any switches, the train must be in possession of clearance authority from the CP Parry Sound Sub RTC. When switchtenders are provided, switches must not be reversed for an approaching train until the train has arrived at the interlocking AND the switchtender confirms the clearance authority with a member of the crew. Trains will enter the interlocking on signal indication.

When the interlocking signal displays Stop, Rule 611 applies. In the application of Rule 611 paragraph (a) (v), after the movement has occupied the CN/CP connecting track, the "knife switch" must be closed and the box marked "switches" locked.

TRAINS DESTINED FROM CP TO CN

Prior to entering interlocking limits, movements must be in possession of Rule 568 or Rule 566 authority from CN RTC. Rule 570 applicable at switch mile 247.56.

Reynolds Connecting Track, mile 20.1

Operation of Crossover Switches.

TRAINS DESTINED FROM CP TO CN

After obtaining a TGBO and permission as prescribed by Rule 568 to enter the CN Bala Subdivision, and BEFORE reversing the CP switch at Reynolds, THE ELECTRIC LOCK ON THE CN SWITCH MUST BE OPENED AND RELEASED FIRST. If the CP switch is opened first, this will cause a track circuit which will not allow the electric lock on the Bala Subdivision to release.

Time Table No 80 - January 14, 2002

VIA 185	HAULAGE CAPACITY FACTORS Westward 20 %	Train Channel: Standby & (RTC Call In)	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel and RTC Call-In Code	Tower Code	Miles from North Bay	Switching Zones	WESTWARD TRAINS	CARTIER SUBDIVISION (Subdivision No 6401)	EASTWARD TRAINS	Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Eastward 20 %	VIA 186													
											STATIONS																		
.....	1.95	CP 7 AAR 95-95 (CP 8 *41# AAR 21-95)	432	911	CP 19 AAR 93-93	CP 20 AAR 35-93 *41#	442	69.1	.....	SINGLE TRACK	.....	.....	4097	3.45	.....													
.....	3.19							72.3			.....			.....	3.2	.....	4098	3.56	.....									
.....								74.4			.....			.....	ROMFORD XY	.....	4095		.....									
0940	1.66 *							431			441			911	CP 15 AAR 09-49 *11#	171	79.0	.....	TWO TRACK	.....	.....	4100	1900	.....				
.....																	79.7			.....				.....	MOONLIGHT X	.....	4101	2.10	.....
.....																	81.7			.....				.....	Jct. with Parry Sound Sub.	.....	4102		.....
.....	2.64							431			441			911	CP 15 AAR 09-49 *11#	171	83.6	.....	CTC	.....	.....	4105	1847	.....				
.....																	86.2			.....				.....	ELM ST X	.....	4106	2.82	.....
0950	1.72 *							431			441			911	CP 15 AAR 09-49 *11#	171	88.2	.....	SINGLE TRACK	.....	.....	4108	1841	.....				
0956																	91.3			.....				.....	Sprecher	.....	4109	.....
1000		94.7	.....	.....	FLANAGAN	.....	4110		.....																			
1011	1.72 *	431	441	911	CP 15 AAR 09-49 *11#	171	104.3	.....	CTC	.....	.....	4112	1836	.....														
1025							111.0			.....				.....	AZILDA	.....	4113	.....										
.....														

NEMEGOS SUB

1035	1.98	CP 7 AAR 95-95 (CP 8 *11# AAR 21-95)	131	911	CP 11 AAR 49-49	CP 15 AAR 09-49 *11#	171	3.0	3.0	4300	1.75 *	1755
------	------	--	-----	-----	--------------------------	----------------------------------	-----	-----	-----	-------	-------	-------	------	--------	------

* 1.90 When all operating locomotives in the consist are GE-AC4400s and/or SD90MACs (dead or isolated locomotives may be DC traction locomotives).

CARTIER SUBDIVISION FOOTNOTES

HOT BOX DETECTOR SYSTEM			
See instructions for Hot Box Detector System in GOI Section 5			
Detector Location	Direction	Inspection Point	Set Off Point
Mile 88.0	** Eastward Westward	West of crossing mile 85.3 East of crossing mile 90.57	spur mile 86.05 spur mile 90.9
** GOI Section 8, item 5.1 applies.			

CARTIER SUBDIVISION FOOTNOTES – Continued

2.0 SPEEDS

2.1

Cartier Sub		Permissible Speed MPH		
Mile	Location	Psgr Train	Expedited Freight	NON Expedited Freight #
69.1 to 72.4	Zone	40	40	40
70.47	Railway Crossing at Grade	35	35	35
72.4 to 76.0	Zone	45	45	45
76.0 to 78.1	Zone	40	40	40
78.1 to 79.3	Zone	20	20	20
79.30	Elm St	*10	*10	*10
79.3 to 81.0	Zone	30	30	30
81.0 to 81.5	Zone	35	35	35
81.5 to 83.5	Zone	45	35	35
83.5 to 83.6	Zone	35	35	35
83.6 to 86.0	Zone	50	50	45
86.0 to 91.0	Zone	75	50	45
91.0 to 92.0	Zone	55	50	45
92.0 to 99.0	Zone	65	50	45
99.0 to 103.0	Zone	50	50	45
103.0 to 113.0	Zone	45	45	45
112.54	Public crossing	*15	*15	*15
Trains designated as "Expedited" will be so indicated in train consist. All other trains are considered as Non Expedited.				
# Non Expedited Freight Trains may be governed by speeds for Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.				
* Until crossing fully occupied				

Nemegos Sub		Permissible Speed MPH
Mile	Location	All Trains and Engines
0.0 to 3.0	Zone	45

- 2.2 Except as otherwise restricted, movements through sidings must not exceed 30 MPH.
- 2.3 Eastward trains must not exceed 30 MPH at advance signal 714 to Remotely Controlled Interlocking mile 70.47.
- 3.0 RADIOS
- 3.1 Enhanced System II Radio Instructions apply. Refer to instructions page 70.
 Cartier Zone = 4 Node = 5
 Nemegos Zone = 1 Node = 5

4.0 EQUIPMENT RESTRICTIONS

4.1

Crane and Auxiliary	Restriction
CP 414400 to 414402	20 MPH on bridges 79.75, 80.53, 104.62. 30 MPH on bridge 85.15.
CP 414500 to 414502 CP 414651	10 MPH on bridges 79.75, 80.53, 85.15, 104.62. 20 MPH on bridge 112.40.

- 4.2 Trains handling open top loads containing woop chips must not exceed 45 MPH.

- 4.3 Trains handling ore cars in series CP 370000 to CP 377249 must not exceed 30 MPH when loaded and 25 MPH when empty.

5.0 DANGEROUS GOODS

- 5.1 GOI Section 8 Item 5.2 applies to all trains originating at Sudbury.
- 5.2 In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity must not exceed 35 MPH between mile 69.1 and mile 88.

6.0 CENTRALIZED TRAFFIC CONTROL

- 6.1 Rules 560-576 apply on main tracks and on signalled sidings at Larchwood and Levack between signal 691, mile 69.1, Cartier subdivision and signal 14 Nemegos subdivision. Two main tracks between mile 72.4 and mile 83.6 Rule 45.1 applies at Larchwood and Levack.
- 6.2 In the event a train is stopped by a STOP signal and is unable to communicate with the RTC, a member of the crew must proceed to the local control panel. Local control applicable at Larchwood and Levack.
- 6.3 LOCAL CONTROL CTC Return to train feature is effective on the main track and sidings between switches at Larchwood and Levack.
- 6.4 RTC controlled return to train feature is effective on both tracks at Elm Street. For signals 795-1, 795-2 or 03, equipment must be left standing at least 300 feet west of Beatty St., mile 80.15.

9.0 INTERLOCKINGS, RAILWAY, CROSSINGS, DRAWBRIDGES AND JUNCTIONS

- 9.1 Mile 70.47 – Coniston
- Railway crossing at grade with CNR – Bala Sub mile 256.8.
 - Remotely Controlled Interlocking for CP, controlled by Cartier Sub RTC Calgary.
 - Automatic Interlocking for CN.
 - Interlocking limits extend between signals 705 and 708.
 - Box marked switches located at northwest corner of crossing.
 - Timing circuits: Eastward – mile 71.6 to signal 708; 6 minutes.
Westward – mile 68.5 to signal 705; 6 minutes.
- Timing circuits are activated after RTC transmits signal clear request, if train is already occupying the circuit.

CP Train, Engine and Track Unit Authorization Chart

TU and Track Work	Apply Rule	Train or Engine	Apply Rule
TU	840*	Stop signal	564 ** or 564.1**
Track Work	On CN Track 40.3	Rule 605	Yes
	On CPTrack 49		

* Heavy track units must also be in possession of Rule 42, or 49 protection extending through the CP portion of the interlocking.
 ** Train or engine must also apply the provisions of Rule 611.
 – Track units operating as trains will be governed by GOI Section 1, Item 1.4 or 1.5(e).

Continued

CARTIER SUBDIVISION FOOTNOTES – *Continued*

10.0 WHISTLE AND BELL RESTRICTIONS

10.1 Whistle signal 14 (I) is prohibited approaching all public crossings at grade between mile 72.46 and mile 80.15, inclusive.

11.0 PUBLIC CROSSINGS AT GRADE

11.1 System Special instruction to Rule 103.1(c) applies between mile 69.1 and Sudbury.

11.2 Mile 71.29 – Edward Ave. To avoid blocking Edward Ave. crossing, the following applies:

Eastward trains longer than 3654 feet must approach signal 714 prepared to stop and must not proceed until signal 714 displays a Clear Signal.

Note: (i) Signal 714 will not display a Clear signal until movement proceeds east of the circuit end sign located 590 west of Edward Ave. crossing.

(ii) Maximum available distance between Edward Ave. and Chisholm Street, mile 72.46, is 5835 feet.

Westward trains longer than 4535 feet must approach Edward Ave. prepared to stop and must not proceed over crossing until signal 713 displays a signal aspect less restrictive than Clear to Stop.

11.3 Mile 72.46 – Chisholm St. STOP signs govern movement on south storage track.

11.4 Mile 80.15 – Beatty St. Eastward trains in excess of 1700 feet, receiving Restricting or Clear to Stop signal indications at signals 814-1 or 814-2, mile 81.4 must stop west of mile 80.7 and contact RTC to ascertain if train can proceed through Elm St. without stopping.

11.5 Mile 85.41 – Montée Rouleau. Circuit end sign located 350 feet west of crossing.

11.6 Mile 90.57 – Hwy 634. Circuit end sign located 400 feet east of crossing.

11.7 Mile 103.89 – Elks Club Rd. Circuit end signs located 400 feet east and west of crossing.

11.8 Mile 105.21 – Hwy 144. When movements are authorized to pass signal 1052 indicating STOP, a member of the crew must provide manual protection.

11.9 Mile 112.54 – Public Road. Stop signs for yard track.

12.0 GENERAL FOOTNOTES

12.1 Schedule times indicated for VIA passenger movements are for information only. Station times must be observed as indicated.

A passenger train must approach each station, where time affecting its movement is shown, prepared to entrain or detrain passengers.

12.2 Nemegos Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the GBO is located within the Cartier Switching Zone.

12.3 System special instruction to Rule 81 applies at Cartier.

12.4 Emergency water facility at Sudbury is located near the east end of the office building. Mechanical personnel will attend to the watering

12.5 HandBrakes

The Following special instructions are designed to apply to Sudbury Terminal Area only. For situation not covered by these special instructions, employees are reminded to apply the proper number of hand brakes as contained in the CPR Hand Brake Policy.(See GOI Section 14, Item 1.0)

Within Sudbury Yard the following applies to track 1 to 22, South Lead, New Yard and Rip Tracks:

- Track 1- A Minimum of 3 hand brakes to be applied on East End.
- Track 2 through 9 - A Minimum of 2 hand brakes to be applied at either East or West end. Operation Coordinator to be advised as to which end hand brakes are applied.
- Track 10 through 22 - A Minimum of 2 hand brakes to be applied on East End of all tracks.
- South Lead - A Minimum of 3 hand brakes to be applied on East End.
- New Yard 1 through 4 - A Minimum of 2 hand brakes to be applied on East End.
- Rip Tracks - A Minimum of 2 hand brakes to be applied on East End.

Outlying Areas:

Imperial Oil Spur

- Hand brakes must be applied to all cars on spot.

Wavy Industries

- Hand brakes must be applied to all cars on spot and chinks applied.

Creighton Mine

- A Minimum of two hand brakes must be applied to cars set off on track 1 and 2.

East Transfer Romford

- Hand brakes to be applied on West End of set off but must apply the proper number as contained in the C.P.R. Hand Brake Policy.

12.6 Switch on south track mile 78.22 equipped with an auto-normal switch and SWITCH POSITION INDICATOR. Train and engine movements over this switch will be governed by the indication displayed by signal No. 781-1, mile 78.1 and signals Nos. 798-2 and 798-1, mile 79.8.

Trains and engines must not proceed beyond circuit end sign located on yard track 250 feet west of switch until:

- permission as prescribed by Rule 568 is obtained from the RTC and
- switch has been lined for the route to be used.

When necessary to pass signal Nos. 781-1, 798-2 or 798-1 at restricted speed, train or engine movements must approach the switch prepared to stop and ensure the switch is properly lined.

12.7 When handling dimensional traffic at Larchwood and Levack, GOI Section 10 Item 4.3 Chart 1 applies account track centers between the main track and the siding are less than 14 feet.

Continued

CARTIER SUBDIVISION FOOTNOTES – Continued

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 In the application of Rule 105, a train or engine on other than main track must ALSO be prepared to stop within one half the range of vision of a track unit on all trackage under the jurisdiction of the Operations Coordinator at Sudbury as specified in the following footnotes.

13.2

Spur Mile	Switch	Length in feet
71.28	West End	980
86.05	East End	990
90.90	West End	535

13.3 FALCONBRIDGE SPUR

Northward – mile 69.2
to end of track 6.7 miles.
Crews must contact operations coordinator Sudbury before entering Falconbridge Spur. Item 13.1 applies.
Section 15, item 29.4 apply to southward trains at Falconbridge.
Northward trains may trail through derail mile 6.42.
Side restricted clearance exists on Sulphuric Acid loadout.
The following indicates the location where the grade is in excess of 1.5% mile 5.89 to mile 6.39

13.4 GARSON SPUR

Westward- Mile 5.78 Falconbridge Spur
to end of track..... 2.45 miles.
ALL movements must stop at the stop sign at Regional Rd 86. Contact operations coordinator at Sudbury before entering spur. Item 13.1 applies.
Diesel units (or equipment greater in height than ore cars) must not enter rock house.

13.5 ST. MARY’S CEMENT SPUR

Mile 71.28.
MAXIMUM SPEED 5 MPH.
Six-Axle units prohibited.

13.6 SUDBURY YARD

All movements governed by the instructions of the operations coordinator. Item 13.1 applies.
In the application of GENERAL RULE “E”, the following will be considered main shop tracks at Sudbury:
S20, S21, S22
Cars are not to be left standing on the scale at anytime unless being weighed. Diesel units are not to occupy the scale at anytime. If unable to make coupling with units and cars on the scale, reachers must be used.
Movements must not exceed 5 MPH on the diesel shop tracks at Sudbury.
In accordance with GOI Section 14 Item 4.2(a). This EXCEPTION will apply to ALL Sudbury Locomotive Shop Tracks which include the following: Straight Track, Run Around Track, Cinder Track, Imperial Track, Out Going Track and Short Track.

Yard switches at Sudbury may be left lined and locked in the reversed position under the authority of the operations coordinator on duty.

During switching operations and yard movements at Sudbury, when 10 or more loaded cars are being handled, the air brakes must be operative on no less than 5 cars.

When switching cars between the hours of 2300 and 0600, all cars are to be shoved to coupling or rest.

13.7 NICKEL SPUR

Westward Sudbury to mile 10 10 miles
All movements will be on authority of the operations coordinator at Sudbury. Item 13.1 applies. Crews must notify operations coordinator when clear of limits.

In the application of GOI Section 13 item 16.3, crews must ensure that the last 3 cars of the movement have operative brakes at all times.

Freight cars over 268,000 pounds must not be handled unless authorized by a Protection Notice.

CN Jct switch mile 1.6 may be left lined and locked in the reverse position.

Switch at mile 3.25, leading to the lower yard at Clarabelle may be left lined and locked in the reverse position.

INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

Mile 3.2 Railway crossing at grade with International Nickel Co. Non interlocked. Movements must not exceed 5 MPH.

Sudbury Crossover connection with Cartier Sub – CTC. Limits between signals 04 and 03. Controlled by Cartier Sub RTC.

Provisions of Rule 835, Form V280 apply to all track unit movements between signals 03 and 04.

OCS/CTC Clearance is not required to occupy the portion of track between signal 03 and signal 04.

WHISTLE AND BELL RESTRICTIONS

Whistle signal 14 (I) is prohibited approaching public crossings at grade between mile 0.0 and mile 0.82.

PUBLIC CROSSINGS AT GRADE

Mile 0.25 Elm St. Eastward movements must not exceed 10 MPH from Circuit End sign located 500 feet west of crossing until crossing is fully occupied. Westward movements must stop east of Circuit End sign located 500 ft east of crossing until signal 03 indicates proceed.

Mile 0.82 Beatty St. Eastward trains or engines stopping west of crossing, must manually stop and start crossing protection by use of push buttons located in box on west end of signal case.

Continued

CARTIER SUBDIVISION FOOTNOTES – *Continued*

GENERAL FOOTNOTES

- Mile 1.6 Empty or loaded cars must have a minimum of three hand brakes applied on the east end block of cars being left above or below the loading chutes.
- Mile 2.5 Engines or cabooses must not move under the hoppers or over the scales on the two slag tracks. Derail installed at east end of these tracks.
- Mile 3.25 Yard switches may be left lined and locked in the reversed position.
 Movements must not exceed 5 MPH on the passing track.
 Overhead restricted clearance exists with overhead trolley lines.
 Crews must receive **verbal permission** from Inco Dispatcher to use lower yard tracks and also advise when clear of lower yard.
 Crews must obtain **permission in writing** from Inco dispatcher when necessary to foul or occupy Inco Frood Main Line, including Inco track 7. This authorization must be cancelled when clear of limits granted.
 Contact Inco dispatcher using CP channel 99 (AAR 83 83) dial code *443. This channel is only to be used to contact Inco Dispatcher and when working on Inco tracks. CP crews must remain on channel CP 99 until they report clear of Inco tracks.
- Mile 10.0 Creighton Yard Crews must obtain permission from operations coordinator Sudbury before entering No.7 shaft and No.9 shaft at Creighton.
 Diesel units (or equipment greater in height than ore cars) must not enter Rock House.
- 13.8 INCO SPUR (Inco-Frood Main Line) Mile 81.7
 CP Crews must receive verbal permission from Inco Dispatcher to use spur tracks and also advise when clear of spur.
 CP Crews must obtain permission in writing from Inco dispatcher when necessary to use Inco Frood Main Line. This authorization must be cancelled when clear of limits granted.
 Contact Inco dispatcher using CP channel 99 (AAR 83 83) dial code *443. This channel is only to be used to contact Inco dispatcher and when working on Inco Frood Main Line.
 Overhead restricted clearance exists with electrified trolley lines.

- 13.9 LEVACK SPUR
 Eastward mile 102.5
 to end of C.P. Rail track 4.5 miles
 Hwy. 144 - Push button.
 Prior to operating east of Hwy. 144 crossing on the Levack spur, crews must obtain authorization from the Operations Coordinator Sudbury to use Levack Spur.
 Track one is designated as the run-around track at Levack and must not be used to store unattended equipment.
 The maximum number of loads that may be pushed with a locomotive consist not equipped with coupler alignment control or bolster stops is 25. If all locomotives in the consist are equipped with coupler alignment control or bolster stops the maximum number is 50.
 Six axle units are PROHIBITED at Coleman Pad track number 2 (track to the left) mileage 4.5 Levack Spur, reachers must be used.
 System Special instruction to Rule 103.1(c) applies
 Warning devices for Coleman crossing must be manually activated by a member of the crew.
- 13.10 CARTIER YARD
 Yard switches at Cartier may be left lined and locked in reversed position.
 Automatic reporting unit (ARU) system is located on track No 16 or the turntable track, Cartier Yard.
 If at all possible, please ensure that locomotives are not parked near the bunkhouse at Cartier.
 Dual Control Switch Point Derails are located:
 - 300 yards west of main track switch mile 111.3 Cartier Subdivision; and
 - 100 yards east of main track switch mile 1.4 Nemegos Subdivision; on the passing track in Cartier yard.
- 13.11 WEBBWOOD SPUR and *Adjoining Spurs*
 Westward Sudbury to mile 4.8 4.8 miles
 Movements between Sudbury and mile 4.8 will be on authority of the Operations Coordinator Sudbury. Crews must notify Operations Coordinator when clear of limits.
 Whistle signal 14 (I) is prohibited approaching public crossings at grade between mile 0.63 and mile 4.75.
 System Special instruction to Rule 103.1 (c) applies.
 Mile 0.63 – Douglas St. STOP sign for other than main track located 200 feet east of crossing. Circuit end sign located 350 feet east of crossing.
- 13.11a) WAVY SPUR – *mile 3.72 Webbwood Spur.*
 Derail located 3,681 feet from main track. Southward movements may trail through derail.

Continued

CARTIER SUBDIVISION FOOTNOTES

13.12 CREAM HILL SPUR- Mile 21.4 Huron Central
Webbwood Sub.

Northward to end of track 3.5 miles

MAXIMUM SPEED MILE 3.0 TO 3.5 - 5 MPH

Crews must obtain permission:

- from the Operations Coordinator Sudbury to occupy the Crean Hill Spur between the switch at mile 21.4 Webbwood Subdivision and crossing at mile 3.0.

- from the Crean Hill SSL (Shaft Service Leader) for permission to occupy the trackage between the crossing at mile 3.0 and the end of track at mile 3.5.

Movements over public crossing located 875 feet north of main track switch on Crean Hill Spur must not exceed 5 MPH until crossing is fully occupied when travelling in the northward direction and must be manually protected by a member of the crew when travelling in the southward direction.

INCO SPECIAL INSTRUCTIONS APPLICABLE
NORTH OF MILE 3.0

A phone is located on the west side of the crossing and a crew member must dial #333 to contact the SSL.

Crean Hill Mine 1 watt portable radio is available at the load out area.

To avoid unintended detonation of explosives, cellular phones or radio transmitters other than Crean Hill Mine 1 watt portable radio must NOT be used to transmit or receive information or instructions north of mile 3. All such devices must be turned off.

EXCEPTION: The engine radio may be used to monitor the CP standby channel but must NOT be used to transmit.

Diesel units or equipment, greater in height than ore cars, must not enter rock house.

When spotting empty ore cars at the rock house, wheel chocks must be applied after securing cars with a minimum of 4 hand brakes AND before uncoupling. Wheel chocks must be installed at the east end of cars left on the track and only in the designated area indicated by signs, west of the rock house.

Ore empties left above(West) of Rock House must be secured with a minimum of 4 hand brakes AND before uncoupling locking wheel chocks MUST be applied on the East end cars left on West end of Rock House when doors closed.

Crews must report to SSL when clear (south) of mile 3.0.

Time Table No 80 - January 14, 2002

HAULAGE CAPACITY FACTORS Westward 20 %	Station Numbers	Miles from Toronto	DOB Limits	WESTWARD TRAINS	GALT SUBDIVISION (Subdivision No 6507)		EASTWARD TRAINS	Siding Capacity in Feet	Train Channel: Standby and (RTC Call in)	Tower Code	Emergency Call in	Maintenance of Way Standby Channel	Utility Channel	Tower Code (RTC-919)	HAULAGE CAPACITY FACTORS Eastward 30 %
				↓	STATIONS	↑									
2.59	3185	0.0	1.45 ↑	CTC	TWO TRACKS	TORONTO	USRC		CN 1 AAR 87-87	N/A	CN 1 & CN 3 AAR 55-55	N/A	N/A	N/A	Down Grade
	3188	1.4				STRACHAN AVE.									
2.23	3188	2.3	Toronto to DOB ↑	CTC	TWO TRACKS	PARKDALE	USRC								
		3.5				DUNDAS									
		4.3				DUPONT									
	3190	4.9				WEST TORONTO									
	3202	5.8				Jct. North Toronto & MacTier Subs									
		6.8				LAMBTON									
		7.3				SCARLETT RD									
		7.5				HUMBER									
		8.9				ROYAL YORK									
2.30	3206	9.6				BLOOR									
		9.7				OBICO									
		9.7				Jct. Canpa Sub.									
		12.0	KIPLING												
	3212	12.4	DIXIE												
		14.6	DIXIE												
	3213	15.4	COOKSVILLE												
		15.8	COOKSVILLE												
	3215	18.1	MISSISSAUGA												
		18.8	ERINDALE												
	3216	20.3	ERINDALE												
		21.2	STREETSVILLE												
		21.2	STREETSVILLE JCT.												
		22.0	MEADOWVALE												
	3218	23.1	MEADOWVALE												
		26.3	HORNBY EAST (Expressway)												
1.70	3219	27.5	HORNBY (Expressway)												
		30.6	MILTON EAST												
		31.2	MILTON												
		32.3	MILTON WEST												
		38.7	GUELPH JCT. EAST												
	3227	39.2	GUELPH JCT.												
		39.2	Jct. Hamilton Sub. & OSR												
2.10	3228	45.6	Toronto West DOB ↓	OCS-ABS	SINGLE TRACK	6.4 PUSLINCH									
	3229	55.8				10.2 KILLEAN									
	3230	57.2				1.4 GALT									
	3231	60.6				3.4 ORRS LAKE									
3.20	3233	67.3				6.7 AYR									
	3237	69.5				2.2 WOLVERTON									
2.10	3236	79.1				9.6 BLANDFORD									
	3239	86.5				7.4 COAKLEY									
	3240	87.8				1.3 WOODSTOCK									
		87.8				Jct. St. Thomas Sub.									
2.48	3242	94.3				6.5 ZORRA									
	3246	104.1				9.8 NISSOURI									
3.20	3245	109.3	5.2 CRUMLIN												
Down Grade	3248	113.1	3.8 QUEBEC ST.												
	3250	114.6	1.5 LONDON												

Continued

GALT SUBDIVISION FOOTNOTES- *Continued*

2.0 SPEEDS

2.1		Permissible Speed MPH					
Mile	Location	Psgr. Trains	RoadRailer & Expressway	Expedited Freight		Non Expedited Freight #	
				Non Restricted ##	Restricted		
1.45 to 8.5	Zone	50	50	50	50	45	
4.2 to 4.9	North Track	30	30	30	30	30	
8.5 to 12.6	Zone	65	60	50	50	45	
12.6 to 14.2	Zone	60					
14.2 to 15.0	Zone	65					
15.0 to 18.0	Zone	65					
18.0 to 22.0	Zone	55	55	50	50	45	
22.0 to 24.75	Zone	65	60	60			
24.75 to 30.6	Zone	75					
30.6 to 39.4	Zone	50	50	45			45
39.4 to 42.0	Zone		60	60	50	45	
40.1 to 40.2	South Track		40	40	40		40
42.0 to 44.0	Zone		50	50	50		45
44.0 to 55.0	Zone		60	60			
55.0 to 57.0	Zone		60	50	50		45
55.61	Westward trains over Dobbie Dr.		*50	50			
57.0 to 60.0	Zone		45	40	40		40
60.0 to 62.6	Zone		60	50	50		45
62.6 to 71.0	Zone							60
71.0 to 72.3	Zone		45	45	45		50
72.3 to 74.4	Zone		50	50			
74.4 to 81.4	Zone		60	60			
81.4 to 81.8	Zone		55	55			
81.8 to 86.0	Zone		60	60	50		45
86.0 to 89.0	Zone	50	50				
87.64	Oxford St.	*30	*30	*30	*30		
87.89	Ingersoll Ave.						
89.0 to 111.0	Zone	60	60	50	45		
111.0 to 113.0	Zone	35	35	35	35		
113.0 to 114.6	Zone	30	30	30	30		

Trains designated as "Expedited" (restricted or non restricted) will be so indicated in train consist.
All other trains are considered as Non Expedited.

Non Expedited Freight Trains may be governed by speeds for Restricted Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.

Non Restricted Expedited train is a freight train consisting entirely of loaded and/or empty: container or trailer flat cars, auto frame flat cars, multi-level automobile cars, automobile parts box cars, air repeater cars and/or business cars.
Trains designated as Expedited handling other types of equipment will be governed by speeds for Restricted trains.

* Until Crossing is fully occupied.

2.2 Maximum speed on MacTier Sub Connecting Track 10 MPH

Continued

GALT SUBDIVISION FOOTNOTES – *Continued*

HOT BOX DETECTOR SYSTEM			
1.0 HBD			
See instructions for Hot Box Detector System in GOI Section 5			
Detector Location	Direction	Inspection Point	Set Off Point
Mile 7.4	** Eastward ** Westward	Before passing Keele St. mile 4.94 Before passing mile 9.3	Keele Street Dixie
Mile 25.0	** Eastward ** Westward	Before passing signals 220-2 or 220-3 Before passing signals 275-2 or 275-3	Streetsville Jct. Milton
# Mile 42.6	** Eastward ** Westward	Before passing signal 402 Before passing signal 449	Guelph Jct. Puslinch
Mile 64.0	** Eastward ** Westward	Before passing signal 612 Before passing signal 669	Orrs Lake Ayr
Mile 83.4	** Eastward ** Westward	Before passing signal 798 Before passing signal 857	Blandford Woodstock
Mile 98.8	** Eastward ** Westward	Before passing signal 950 Before passing signal 1035	Zorra Nissouri
** GOI Section 8, item 5.1 applies		# Wheel Impact Load Detector (WILD) equipped (at mile 42.72)	

3.0 RADIOS

3.1

This chart specifies locations and radio channels where CP and CN tracks are 75 feet or less between outside rails of adjacent tracks.				
CP		CN - Train Standby Channel CN1 - CP101 - AAR 87- 87		
Subdivision	Subdivision	RTC Standby Channel	RTC Standby Code	RTC Emergency Code
Mile	Mile			
Galt	Weston	CN 4 CP 76 AAR 37-37	* 5 011 #	* 0 #
1.5 | 4.6	1.6 | 4.8			

4.0 EQUIPMENT RESTRICTIONS

4.1

Crane and Auxiliary	Restriction
CP 414216 to 414233	30 MPH on bridges 2.62, 3.81, 4.45
CP 414400 to 414402	20 MPH on bridges 2.62, 3.81, 4.45, 57.30
CP414500 to 414502 CP 414651	10 MPH on bridges 2.62, 3.81, 4.45, 57.30 20 MPH on bridges 15.26, 57.40

4.2

Cars	Restriction
Cars over 268,000 lbs. not exceeding 286,000 lbs., 55 feet or longer	10 MPH on bridge 103.9 on siding.

4.3

- SIX AXLE UNITS prohibited:
- Hymopack, mile 10.24
 - Cryovac, mile 12.40
 - Rhodia Canada, mile 16.57
 - Twin Pak, mile 17.10
 - ADM Milling, mile 19.98
 - Nabisco, mile 20.0
 - at Galt, prohibited on Samuelson Street yard tracks WG14 through WG18.
 - on wye track Ayr, mile 67.5
 - Canada Cement Plant Zorra, mile 94.1
 - St Marys Spur, mile 94.92
 - Novell Polymers Co., mile 111.91

5.0 DANGEROUS GOODS

5.1

GOI Section 8, item 5.2 applies to trains originating at Lambton and to all trains at Quebec St.

5.2

In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying;	Location	Must not exceed MPH
one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity	0.0 to 4.9	35
	4.9 to 9.55	25
	9.55 to 25.9	35
	53.4 to 68.8	35
	102.0 to 114.6	35
loaded cars containing other dangerous goods (NOTE: Residue cars are not subject to this speed restriction.)	4.9 to 9.55	35

6.0 CENTRALIZED TRAFFIC CONTROL

6.1

Rules 560-576 apply on all main tracks between mile 1.45 and signal 402 at Guelph Jct. Special Application Signals Rules 406A, 407A, and 408A apply.

6.2

Rules 560-576 apply on main tracks between signals 1115, mile 111.5 Galt subdivision and signal 02, mile 0.1 Windsor subdivision.

6.3

Switch at mile 22 (Canada Brick) equipped with an electric lock controlled by the RTC. Crews must contact the RTC for instructions and permission to operate.

6.4

Westward movements passing Circuit End Sign located 300 feet west of Waterloo Street mile 114.34 Galt Sub., will cause signal 58 located at mile 5.8 Windsor Subdivision to display STOP.

6.5

Reverse movements at Obico on No 3 track need not apply Rule 573(b) when movement in the opposite direction is governed by the indication of Signal 95-3 or Signal 94-3.

6.6

Reverse movements at Scarlett Rd. on No 1 track need not apply Rule 573(b) when movement in the opposite direction is governed by the indication of Signal 66-1.

Continued

GALT SUBDIVISION FOOTNOTES- Continued

6.7 RETURN TO TRAIN PUSH BUTTONS

The Return to Train Push Button is not to be activated by crews until permission and instructions have been received from Galt subdivision RTC and are located as follows:

Location	Signal
On north side of signal bridge	for signal 59N
On south side of signal bridge	for signal 59S
On mast	for signal 47-1
On north side of signal bridge	for signal 66-1
On south side of cantilever structure	for signal 68-2
On signal mast	for signal 70-1
On signal bridge	for signal 95-3
On signal	for signal 211-2
On signal	for signal 211-3
On signal	for signal 219-2
On signal	for signal 219-3
On signal	for signal 220-2
On signal	for signal 220-3
On signal	for signal 220-3B
On signal	for signal 385-2
On signal	for signal 385-3
On signal	for signal 402

6.8 Dual Control Switch Point Derails are located:

- on both leads at the west end of Lambton Yard within the CTC controlled location at Scarlett Rd.; and
- on Track 23 lead at the east end of West Toronto Yard within the CTC controlled location at West Toronto.

6.9 RETURN TO TRAIN QUEBEC ST.

Standing portion of westward train on the main track must be located west of SNS Quebec St., mile 113.1

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between mile 40.2 and mile 111.5.

8.0 AUTOMATIC BLOCK SYSTEM

8.1 ABS applies between signal 402 Guelph Jct and signal 1114 Quebec St.

9.0 INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

9.1 Mile 4.7 - West Toronto

- Railway crossings at grade with CNR:
 - with Weston Sub mile 4.8 (North Toronto Sub crossing); and,
 - with Weston Sub mile 4.95 (Connecting Track crossing).
- Junction with the North Toronto and MacTier Subs.
- Remotely Controlled Interlocking, controlled by CP RTC.
- Interlocking limits extend between CP signals 04, 03B, 57-1, 57-2, 60N, and 60S, and CN signals 47S, 47N, 52S and 52N.

CP and CN Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule
TU	839
Track Work	*49

Train & Engine	Apply Rule
Stop Signal to CP	564 or 564.1
Stop Signal to CN	610

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).

* Track work within the interlocking must be protected by separate TOP (see exception), reading in part;

"4. This is authority to occupy all tracks between within interlocking at West Toronto:"

When so authorized:

- TOP limits extend to include the entire interlocking limits; and,
- the provisions of Rule 566 and 567.1 apply when joint authority granted with the foreman.

Exception: Track work within the controlled location at Osler (between signals 57-1 / 57-2 and signals 02 / 58-1 / 58-2) and track work on the main track portion of the MacTier Sub between signals 02 and 03 need not be protected by TOP that includes the entire interlocking limits.

9.2 Mile 111.7

- Railway crossing at grade with Goderich-Exeter Railway (GEXR) - Guelph Sub mile 118.2.
- Remotely Controlled Interlocking for CP, controlled by CP RTC .
- Automatic Interlocking for GEXR.
- Interlocking limits extend between signals 1115 and 1118.
- Box marked switches located on signal box at crossing.
- GEXR RTC can be contacted on GEXR channel 1, AAR 13-13, or by phone number (705) 472-0046

CP Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule
TU	840*
Track Work	On GEXR Track 40.3
	On CP Track 49

Train & Engine	Apply Rule
Stop Signal	564 or 564.1**

* Heavy track units must also be in possession of Rule 42 or 49 protection extending through the CP portion of the interlocking.

** Train or engine must also apply the provisions of Rule 611.

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).

Continued

GALT SUBDIVISION FOOTNOTES – *Continued*

10.0 WHISTLE AND BELL RESTRICTIONS

- 10.1 Whistle signal 14 (I) is prohibited approaching public crossings at grade as follows:
- All tracks between mile 0.0 and mile 5.87
 - Main tracks between mile 5.87 and mile 25.87
 - Between mile 31.02 and mile 39.88
 - Crossing mile 57.1
 - Crossing mile 87.64
 - Crossing mile 87.89
 - Between mile 109.11 Galt Sub & mile 0.17 Windsor Sub

11.0 PUBLIC CROSSINGS AT GRADE

- 11.1 Mile 1.44 – Strachan Ave. Movements must not exceed 30 MPH until crossing fully occupied for – Westward to Galt Sub, from Mile 1.1, Bathurst St. bridge, and eastward, from circuit end sign located 1550 feet west of crossing.
- 11.2 Mile 12.06 Rische’s Lane Rd. Eastward movements stopped at Dixie GO, when proceeding, need only apply Rule 103.1(b) for crossing, until the gates are known to be horizontal.
- 11.3 Mile 13.10 – Stanfield Rd. and
Mile 13.62 – Haines Rd. Rule 103.1 (b) (i) and (ii) will apply to all movements between mile 12.4 and mile 13.62.
- 11.4 Mile 20.12 Queen St. Eastward movements stopped at Streetsville GO, when proceeding, need only apply Rule 103.1(b) for crossing, until the gates are known to be horizontal.
- 11.5 Mile 20.67 Thomas St. Westward movements stopped at Streetsville GO, when proceeding, need only apply Rule 103.1(b) for crossing, until the gates are known to be horizontal.
- 11.6 Mile 27.57 – Trafalgar Rd. Push button located on signal bungalow.
- 11.7 Mile 31.75 – Main St. Rule 103.1(b) (i) and (ii) applies to eastward movements on or to North track, required to pass signals 322-2 or 322-3, indicating proceed at restricted speed.
Circuit end sign located 890 feet west of crossing.
Equipment must not be left standing within 200 feet of crossing.
Westward movements stopped at Milton GO, when proceeding, need only apply Rule 103.1(b) for Main St crossing, mile 31.70 until the gates are known to be horizontal.
STOP signs located on north and south service tracks.
- 11.8 Mile 32.36 – Martin St. Push Button located on signal bungalow.
- 11.9 Mile 38.58 – Regional Road 9 and
Mile 38.85 – 2nd Line Rd. Rule 103.1 (b) (i) and (ii) applies to eastward movements between mile 38.58 and 39.05.
- 11.10 Mile 39.88 – First Line. Circuit end sign located 300 feet east of crossing.
- 11.11 Mile 55.17 – Clyde Rd. Rule 103.1 (b) (i) and (ii) applies to eastward movements between siding switches Killlean.

- 11.12 Mile 57.10 – Bond St. STOP Sign located north side of yard tracks.

Push buttons located on crossing case and on wooden posts at miles 57.04 and 57.25. Equipment must not be left standing within 150 feet of the west side of Bond St.
- 11.13 Samuelson St., on Wye track, Galt. Stop signs on & Service Rd both legs of wye.
- 11.14 Mile 60.90 – Regional Rd 71. Movements on siding must not exceed 5 MPH from a distance of 300 feet until crossing fully occupied.
- 11.15 Mile 67.60 – Northumberland St. STOP Signs on other than main track. Westward trains switching, after returning to train, must not be standing less than 200 feet from the crossing.
- 11.16 Mile 87.64 & – Oxford St. and Ingersoll Ave.
Mile 87.89 Movements, on other than main track, must not obstruct crossing until automatic crossing warning signals have been known to be operating for 20 seconds or until manual protection has been provided by a member of the crew. Trains switching, after returning to train, must not be standing less than 200 feet from the crossing(s).

Rule 103.1(b) applies when authorized to pass signal 871 indicating Stop or when signal 888 indicates proceed at restricted speed. Equipment must not be left standing on track designated as North One and North Three between circuit end signs and respective main track switches.
- 11.17 Mile 87.8 – Tecumseh St. When switching, a crew member must provide manual protection of the crossing.
- 11.18 Mile 93.97 – County Road No 6. Movements on siding must not exceed 5 MPH from a distance of 300 feet until crossing fully occupied.
- 11.19 Mile 113.73 – Adelaide St. Movements on other than main track, must not obstruct crossings until automatic protection has been known to be operating for 20 seconds or until manual protection has been provided by a member of the crew.

Continued

GALT SUBDIVISION FOOTNOTES- *Continued*

12.0 GENERAL FOOTNOTES

12.1 Schedule numbers for GO movements as indicated below are for identification purposes only. Rule 107 not applicable at stations where time is shown.

159	157	155	153	151	Daily except Sat. & Sun.	150	152	154	156	158
1820	1730	1710	1650	1630	Toronto	0722	0742	0802	0822	0842
1836	1746	1726	1706	1646	Kipling	0705	0725	0745	0805	0825
1841	1751	1731	1711	1651	Dixie	0700	0720	0740	0800	0820
1846	1756	1736	1716	1656	Cooksville	0655	0715	0735	0755	0815
1851	1801	1741	1721	1701	Erindale	0650	0710	0730	0750	0810
1856	1806	1746	1726	1706	Streetsville	0645	0705	0725	0745	0805
1901	1811	1751	1731	1711	Meadowdale	0640	0700	0720	0740	0800
1912	1822	1802	1742	1722	Milton	0630	0650	0710	0730	0750

12.2 Operating Bulletins for GO crews located at Willowbrook Yard.

12.3 All siding switches between Guelph Jct. and London are equipped with auto-normal switches.

12.4 Switch on south track mile 39.45 Galt Sub equipped with an auto-normal switch and SWITCH POSITION INDICATOR. Train and engine movements over this switch will be governed by the indication displayed by signal No. 402, mile 40.2 and signals Nos. 385-2 and 385-3, mile 38.5.

Trains and engines must not proceed beyond circuit end sign located on west wye track 250 feet south of the switch until:

- permission as prescribed by Rule 568 is obtained from the RTC and
- switch has been lined for the route to be used.

When necessary to pass signal Nos. 402, 385-2 or 385-3 at restricted speed, train or engine movements must approach the switch prepared to stop and ensure the switch is properly lined.

12.5 Switch at mile 57.27 (West End Galt Yard) equipped with an auto-normal switch and SWITCH POSITION INDICATOR.

When necessary to pass signal Nos. 576, 563, or 563B at restricted speed, trains must approach the switch prepared to stop and ensure the switch is properly lined.

Eastward movements must be within 75' of the switch points in order to operate the auto-normal switch.

Westward movements from Galt Yard must not proceed beyond circuit end until the switch has been lined for the route to be used.

Trains switching into the West end Galt Yard with portions of their train remaining on the main track will be required to place the switch in the hand throw position to return to the main track.

12.6 Station name signs and station mile signs not erected for stations identified as CTC controlled locations between Strachan Ave. and Guelph Jct. East.

12.7 UNION STATION RAIL CORRIDOR

Union Station Rail Corridor tracks extend from mile 209.4, Belleville subdivision to mile 1.45, Galt subdivision. See USRC footnotes for special instructions governing movement in this territory.

12.8 Galt Sub track extending between mile 1.45 and mile 4.8 owned and operated by GO Transit. Within these limits, CPR provides Rail Traffic Control and Signal & Communication maintenance and inspection. GO Transit provides all other track and structure maintenance and inspection.

12.9 Avoiding Annoyance to Public

Idling locomotives must not be left standing in the vicinity of Locomotive "No Parking Signs" as follows:	
Signal No	Instruction for eastward trains
50-1/2/3	Stop as close as possible to signal. Exception: Locomotive consists containing 3 or more engines are to wait west of the park (south side) located 500' west of signal.
76-1/2/3	Trains setting off or lifting at Lambton, must confirm with the RTC prior to passing Kipling, that Lambton Yard will take train. In the event Lambton cannot accept train, train must be stopped at Kipling.

Idling locomotives must not be left standing in the vicinity of Locomotive "No Parking Signs" :

- at the east end of Quebec Street Yard at McCormick Boulevard, Albany Street and Ashland Avenue,
- on all tracks in Quebec St Yard west of mile 113.5,
- on the west leg of wye at Galt, mile 57.2 and mile 56.95, and
- between mile 59.6 and Blenheim Road mile 58.91.

When trains are to be held at the east end of Puslinch, crews are to ascertain from RTC if they will be held for a period exceeding 1 hour. If the RTC advises that the train will be held, the crew are required to shut down the locomotive consist and secure train until released from Puslinch.

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 LAMBTON AND WEST TORONTO YARDS

1. Handbrakes.

The following applies in the application of the CPR Hand Brake Policy: (GOI Section 14, Item 1.0)

LAMBTON AREA, LAMBTON YARD L2 to L13. Switching at East End Between Runnymede Rd. and Jane St.

Handbrakes need not be applied during switching operations at the East end of Lambton Yard due to track configuration. Two handbrakes are to be applied to the East end of the tracks when switching is complete and/or cars are spotted for testing. Two handbrakes are to be applied at the West end of Lambton yard when cars are left West of Jane Street.

WEST TORONTO YARD LW8 to LW18. While switching at the East End:

Handbrakes need not be applied while switching into East end 2000 feet of trackage due to track configuration. Two handbrakes are to be applied to cars shoved up the grade more than 2000 feet from the East End of the Yard. Two handbrakes per cut is to be applied to either end of the track once switching is complete. When tonnage exceeds 3000 tons, GOI Section 14, Item 1.0 must be applied.

While switching at West End:

All tracks in West Toronto Yard must have a minimum of 2 handbrakes applied on each track at either end of the track.

Continued

GALT SUBDIVISION FOOTNOTES – *Continued*

- | | |
|---|--|
| <p>2. SBU's.
In order to ensure that SBU's are available on a consistent basis, inbound crews are required to place SBU's off of locomotives in the vicinity of the LW11 switch at the west end or the L2 switch at the east end before placing locomotives in the Diesel Spur or other track specified by the Coordinator.</p> <p>3. Remote Operation Lambton
Track LW23 from the semi automatic switch just west of signal 50-1B at Keele Street to the manual crossovers at Runnymede Road is to be utilized as a Designated Pullback Track. A Sargent Greenleaf (High Security) lock has been installed on the semi automatic switch just west of signal 50-1B at Keele Street. This switch must always be lined towards Water Track which is indicated as the normal route.
Crews wishing to use LW23 between the locations stated above must ensure that your train or engine has permission to enter this area from the Coordinator and that the switch at Keele Street is in proper alignment before switching on LW23 is commenced.
If the switch is lined for track LW23 then the Coordinator must be advised and the switch returned to its normal position.
Track units, Track Work or Protection as prescribed by Rule 26 must obtain permission in writing from the Coordinator at Lambton prior to occupying this track.
When permission cannot be given to the crew utilizing LW23 a crew member must be in position to apply CROR Rule 115.
When this track is no longer required all movements must advise the Coordinator at Lambton when clear of this track.</p> <p>4. With the exception of belt pack operations, all radio communication within the confines of Lambton Yard must be made on CP Channel 78 AAR 41-41</p> <p>5. Abattoir lead track.
Manual protection must be provided by a member of the crew over laneway between Ryding Ave. and St. Clair Ave.</p> <p>6. CanAmera Foods
Maximum Speed 5MPH
Account overhead obstruction over track No. 3 CanAmera siding (J284), only tank cars are to be placed at the block on No. 3 track and be on the lookout for close clearances and that overhead moveable walkways are in the upright position.</p> <p>13.2 OBICO YARD (includes South Service Track at Hwy 427 & Annex)
See Canpa Sub footnotes for special instructions.</p> <p>13.3 HYMOPACK, MILE 10.24
Locomotive consist may not exceed more than 2 - four axle units.
Account curvature in siding crews must not exceed 5 MPH while switching.
When spotting cars, only 2 or 4 cars can be spotted at any one time.</p> <p>13.4 CRYOVAC, MILE 12.40
No more than 2 - four axle units to be used while switching.</p> | <p>13.5 TWIN PAC, MILE 17.1
Manual protection must be provided by a member of the crew over Central Parkway.</p> <p>13.6 NABISCO, MILE 19.98
The following restrictions apply while switching: <ul style="list-style-type: none"> • Switching operations and all movements using the east switch into Nabisco, must not exceed 5 MPH. • Switching operations made using the west switch, are prohibited on, or east of, the diamond. </p> <p>13.7 PDI, MILE 21.2. Prior to switching, communication must be obtained from the PDI foreman in charge on site when he/she is available. A clear understanding must be communicated as to the placement of cars needed for PDI.</p> <p>13.8 OWEN SOUND SPUR
Extends northward from mile 21.2 Galt Sub to mile 2.4.
Connection with the Orangeville Brampton Railway (OBRY) at mile 2.4.
In addition to the requirements of Rule 105, all movements must also be prepared to stop within one-half the range of vision of a track unit.
CPR movements are prohibited north of mile 2.4 unless authorized by the OBRY.
OBRY movements may operate between mile 2.4 and advance interlocking sign mile 0.8 after permission is obtain from the train yard coordinator at Lambton. Permission must also be obtain from the CP RTC for movement between mile 0.8 and mile 0.1.
Six Axle Units Prohibited north of mile 0.2.
Whistle signal 14 (I) is prohibited approaching public crossings at grade at Queen Street North, mile 0.20, Alpha Mills Road, mile 0.53 and Argentia Road, mile 1.28.
System Special Instruction to Rule 103.1 (c) applies.
Mile 0.53 - Alpha Mills Rd. Push Button at switch for northward movement from storage track.</p> <p>13.9 EXPRESSWAY, MILE 26.5
Movements on HYDRO SPUR must not exceed 5 MPH. Manual protection must be provided by a member of the crew over public crossings at grade Derry Rd. mile 0.93, Britannia mile 2.84 and Baseline Rd. mile 4.80.</p> <p>13.10 GUELPH JCT YARD
Rule 105 applies on OSR trackage between Guelph Jct and mile 18.2 OSR Guelph Jct Railway Sub.
Yard switches may be left lined and locked in reversed position.
Interchange tracks between CP and OSR will be tracks Goderich 1 (GOD 1) for traffic going to OSR and Goderich 2 (GOD 2) for traffic coming to CP.</p> <p>13.11 GALT
Yard switches may be left lined and locked in reverse position.
Two automatic reporting units (ARU) located on track WG4.
Crews must not set off equipment in the Wye at Galt as this blocks access to the North end of Galt Yard.</p> |
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Continued

GALT SUBDIVISION FOOTNOTES

13.12 DUMFRIES, MILE 62.70

Fence and gates have been installed on private siding .
Gate is to be kept closed.

13.13 AYR PIT SPUR, Mile 67.30

Manual protection must be provided by a member of the crew over Guthrie St. and Grenfield Rd., mile 0.33 and mile 0.71 respectively.

In the application of Rule 112, a minimum of three hand brakes must be applied on cars left in MAUS private track.

Mitchell Park are using a track skate to secure rail cars at their facility.

13.14 WOODSTOCK

Two automatic reporting units (ARU) located on shop track.

13.15 ST. MARY'S SPUR, MILE 94.92

Car over 268,000 lbs. must not be handled unless authorized by protection notice.

Cars exceeding 263,000 lbs prohibited on bridge mile 4.49. Maximum speed on bridge 5 MPH. Unless unavoidable, train or engine movements must not stop nor perform switching while occupying this bridge.

13.16 INTERNATIONAL PAPER, MILE 109.3 are using two track skates to secures rail cars at their facility.

13.17 NOVELL POLYMERS CO., MILE 111.9.

All movements when spotting cars in tracks one through four must not exceed 2 miles per hour.

When spotting tracks a member of the crew must inspect the stop block prior to spotting to ensure movement does not contact stop block and to ensure damage has not occurred.

All switching movements must be done with air brakes working and all hand brakes released.

Handbrakes must not be applied to cars until the track is spotted.

13.18 QUEBEC ST. YARD

In the application of Rule 112, hand brakes must be applied to the west end cut(s) of cars.

Yard switches may be left lined and locked in reverse position.

HAULAGE CAPACITY FACTORS Westward 30 %	Train Channel: Standby & (RTC Call In)						Miles from Obico	Cautionary Limits and DOB Limits (Toronto DOB)	WESTWARD TRAINS ↓	CANPA SUBDIVISION (Subdivision No 6524)		EASTWARD TRAINS ↑	Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Eastward 20 %
	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel	Tower Code (RTC-919)	STATIONS									
DOWN GRADE	CP 1	*512	9115	CP 19	CP 20	*522	0.0	} TWO TRACKS	} {	..... OBICO BU	Yard	3206		
	AAR 91-91 (CP 3) AAR 21-91			AAR 93-93	AAR 35-93		2.6			2.6				 CANPA U
Rules 40.2 and 94.1 apply within cautionary limits between Obico and Canpa															

CANPA SUBDIVISION FOOTNOTES

2.0 SPEEDS

2.1 MAXIMUM SPEED UNLESS OTHERWISE RESTRICTED 15 MPH

9.0 INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

9.1 Jct. with CNR at Canpa and Jct. with Galt Subdivision at Obico-CTC.

10.0 WHISTLE AND BELL RESTRICTIONS

10.1 Whistle signal 14 (I) is prohibited approaching public crossings at grade, all tracks, Evans Ave., mile 1.56 and Horner Ave., mile 2.21.

11.0 PUBLIC CROSSINGS AT GRADE

11.1 Mile 1.56 - Evans Ave. Circuit end sign located 320 feet east of crossing. When eastward trains cut to clear crossing, protection may be deactivated by a member of the crew, as per instructions posted along side of "key switch" mounted on case near crossing.

Push buttons located at crossing for switching spur tracks.

Rule 103.1 (b) (i) and (ii) will apply to all movements within 1200 feet of crossing.

11.2 Mile 2.21 - Horner Ave. Stop signs for movements on other than main track.

12.0 GENERAL FOOTNOTES

12.1 Main track switches north end Obico Yard connecting Obico piggyback yard to north and south tracks, Canpa Subdivision, must not be opened until permission has been obtained from Galt Subdivision RTC. Switches may be left lined and locked in reverse position after permission has been obtained from Galt Sub RTC.

12.2 Block end sign for westward movements on both tracks is located at mile 0.6.

12.3 Rule 105 applies between mile 0.0 south track, Canpa Sub and mile 8.9 Galt Sub. Maximum Speed 15 MPH

12.4 Advance signs not placed for movements in both directions approaching cautionary limits on the Canpa Subdivision.

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 Obico Yard (includes South Service Track at Hwy 427 & Annex)

All switching in Obico Yard must be performed with the use of train line air.

The following applies in the application of the CPR Hand Brake Policy:

Handbrakes can be applied at either end of tracks while switching at Obico Yard. Once switching is completed a minimum of two hand brakes must be applied to the cars at the south end of the track.

Note: This does not apply to spotting of cars in the Container Yard. Once switching is completed one hand brake must be applied to the cars at each end of the cut.

13.2 AREA H Industrial Spur.

MAXIMUM SPEED 7 MPH

Manual protection by a crew member must be provided for movements over public crossings at grade.

Time Table No 80 - January 14, 2002

HAULAGE CAPACITY FACTORS Northward 30%	Train Channel: Standby & (RTC Call In)						Miles from Fort Erie	DOB Limits	NORTHWARD TRAINS ↓	HAMILTON SUBDIVISION (Subdivision No 6518)		SOUTHWARD TRAINS ↑	Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Southward 30%			
	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel	Tower Code	Stations												
2.60	CP 82	*711	9117	CP 11	CP 12	*721	12.2	Toronto West DOB ↑ ↓	OCS SINGLE TRACK	..... BROOKFIELD EAST D	25000	3613	2.64				
	AAR 47-47			AAR 49-49	AAR 15-49		16.1			..... Connection with CN Stamford Sub 3.9							
4.89	(CP 6) AAR 21-81	*712				20.4				..... BROOKFIELD Jct. Montrose Sub 4.3				B	10700	3608	
						29.3	..... WELLAND 8.9										
Northward 10%		*713				*723				CTC 2-TRACK				OCS SINGLE TRACK BOYLE 8.0	4900	3625	
															..... SMITHVILLE 8.8		
2.37										OCS SINGLE TRACK			 VINEMOUNT 9.3	B	8400	3483	1.83
														..... KINNEAR 1.8			
.90										OCS SINGLE TRACK				..... WALNUT 0.3	3480	3480	Southward 20%
														..... HAMILTON 0.1			
1.92	*714					*724				OCS SINGLE TRACK				..... PARK 0.8	Y	2.37	
														..... LOCKE 0.5			
														..... MAIN 1.2	X	3257	Down Grade
							..... DESJARDINS Jct. with CN Oakville Sub 6.1										
									..... WATERDOWN NORTH 5.0	Y	3259	2.37					
							..... FLAMBORO 4.9										
									..... GUELPH JCT. Jct. Galt Sub	Y	3227						

HAMILTON SUBDIVISION FOOTNOTES

HOT BOX DETECTOR SYSTEM			
1.0 See instructions for Hot Box Detector System in GOI Section 5			
Detector Location	Direction	Inspection Point	Set Off Points
Mile 18.3	** Southward ** Northward	Immediate	Brookfield Spur Welland
Mile 27.8	** Southward Northward	Immediate	Welland Smithville (Greffcan Spur)
Mile 44.9	Souhward ** Northward	Immediate	Smithville Kinnear
Mile 71.2	** Southward ** Northward	Immediate	Waterdown North Guelph Jct.
** GOI Section 8, item 5.1 applies.			

Continued.....

HAMILTON SUBDIVISION FOOTNOTES – *Continued*

2.0 SPEEDS

2.1 Mile	Location	Permissible Speed MPH		
		Psgr	Expedited Freight	Non Expedited Freight #
12.2 to 13.4	Zone		45	45
13.4 to 22.2	Zone		50	45
22.2 to 22.7	Zone		40	40
22.7 to 46.5	Zone		50	45
46.5 to 49.7	Zone		35	35
49.7 to 50.3	Zone		10	10
50.3 to 54.7	Zone		35	35
54.7 to 56.9	Zone		20	20
56.9 to 57.8	Zone	25	20	20
57.8 to 58.5	Zone	30	25	25
58.5 to 58.9	West Track	20	15	15
58.9 to 60.1	West Track	20	20	20
58.5 to 60.1	East Track	30	25	25
60.1	Over CN Connecting Tracks	25	20	20
60.1 to 67.2	Zone	15	15	15
67.2 to 76.1	Zone	30	30	30

Trains designated as "Expedited" will be so indicated in train consist.
All other trains are considered as Non Expedited.

Non Expedited Freight Trains may be governed by speeds for Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.

2.2 Except as otherwise restricted, maximum speed through siding at Brookfield 15 MPH

3.0 RADIOS

3.1

CP					CN - Train Standby Channel CN1 - CP101 - AAR 87-87					
Subdivision		Subdivision		RTC Standby Channel	RTC Standby Code	RTC Emergency Code				
Mile	Mile	Mile	Mile							
Hamilton		Oakville		CN 8 CP 88 AAR 61-61	*					* 0 #
60.3	60.4	37.3	37.4		5 470 #					
Hamilton		Dundas		CN 8 CP 88 AAR 61-61	*					* 0 #
60.7	60.9	0.4	0.6		5 470 #					

4.0 EQUIPMENT RESTRICTIONS

4.1 Six-Axle Units are prohibited;

- on Dunnville Spur,
- on Greffcan spur, Smithville, and
- on Hamilton Belt Line at Kinnear

4.2 Six-Axle units restricted to 20 MPH over bridge mile 60.17 on west CN connecting track.

4.3

Crane and Auxiliary	Restriction
CP 414501 to 414502 CP 414651	10 MPH on bridges 29.53, 56.86, 57.24, 57.37, 57.44, 57.58, main and west CN connecting track 60.14, 64.8 . 20 MPH on bridge 61.1
CP 414400 & 414402	10 MPH on bridge main track and west CN connecting track 60.14 20 MPH on bridge 29.53.
CP 414479 & 414480 CP 414503, CP 414650	10 MPH on bridge main track and west CN connecting track 60.14.

4.4

Cars	Restriction
Short cars (less than 44 feet outside length) with a gross weight greater than 220,000 lbs. but not exceeding 268,000 lbs.	10 MPH on bridge main track and west CN connecting track 60.14.

5.0 DANGEROUS GOODS

5.1

In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying:	Location	Must not exceed MPH
one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity	12.2 to 27.8	35

5.2 GOI section 8, item 5.2 applies:

- to trains originating at Aberdeen yard, Kinnear, Guelph Jct. and Welland

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560 to 576 apply:

- on the main track and on the east and west CN connecting tracks at Desjardins between signals 602-1,602-2 and 602-3 and signals 599-2 and 599-3,
- on both main tracks between signals 599-2 and 599-3 at Desjardins and signal 583 at Locke and,
- on the main track between signal 583 at Locke and signal 575-1, 575-2 and 575-3 at Park, and
- on the main track and signalled GO Platform tracks No 1 and 2, numbered from the east between signal 575-1, 575-2 and 575-3 at Park and signals 571E and 571W at Walnut.

6.2 Special application signals Rules 406A and 407A apply.

Continued

HAMILTON SUBDIVISION FOOTNOTES – *Continued*

- 6.3 Dual control sliding derail located on both legs of wye leading to Aberdeen Yard. (Main and Locke). The provisions of the "SSI to Rule 104.2 and 104.5 - Dual Control Switch Point Derail" apply.
- 7.0 OCCUPANCY CONTROL SYSTEM
- 7.1 Rules 301 to 313 apply:
- between Brookfield East and signal 571W at Walnut; and,
 - between Signal No 602-3 at Desjardins and Guelph Jct.
- 9.0 INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS
- 9.1 Junction with CNR at Desjardins. Signal Nos 374S and 374N controlled by the CN RTC. Signal Nos 602-1 and 602-2 controlled by the CP RTC.
- 9.2 Connection with CNR at Brookfield East. CTC controlled by CN Stamford Sub RTC.
- 10.0 WHISTLE AND BELL REGULATIONS
- 10.1 Whistle signal 14 (I) is prohibited approaching public crossings at grade:
- Dewitt Road, Mile 48.90,
 - on all tracks between mile 51.9 and Main and all Hamilton Belt Line trackage.
- 11.0 PUBLIC CROSSINGS AT GRADE
- 11.1 System Special Instruction to Rule 103.1 (c) applies between Brookfield East and Guelph Jct.
- 11.2 Mile 36.74 – Industrial Park Road, siding Smithville. Stop signs.
- 11.3 Mile 56.47 Wentworth St. Northward trains or engines must not foul Wentworth St. public crossing until it can be ascertained by signal indication or information from the RTC that the complete movement will be able to clear this crossing.
- Distance from Wentworth St. to:
- Signal 571W at Walnut 3,350 feet.
 - Signals 575-1 or 575-2 at Park 5,650 feet.
 - Signal 575-3 at Park 5,900 feet.
- 11.4 Mile 76.08 Campbellville Side Road. Southward trains must not occupy crossing until warning devices have been operating for at least 20 seconds.
- 12.0 GENERAL FOOTNOTES
- 12.1 Southward trains required to stop at the north siding switch Brookfield must stop north of the HBD at mile 18.3.
- 12.2 Trillium Railway Feeder Spur switch, located in siding at Brookfield, may be left lined and locked in reverse position.
- 12.3 Train or engine movements must obtain permission from the RTC prior to entering Brookfield siding at the Trillium Railway Feeder Spur switch.
- 12.4 To avoid blocking crossing or unnecessarily activating crossing warning devices at South Brookfield Rd., southward trains must not pass the south siding switch at Brookfield until it has been determined from the CN Stamford Sub RTC that the train will be permitted to continue movement on the CN Stamford Sub to clear the crossing.

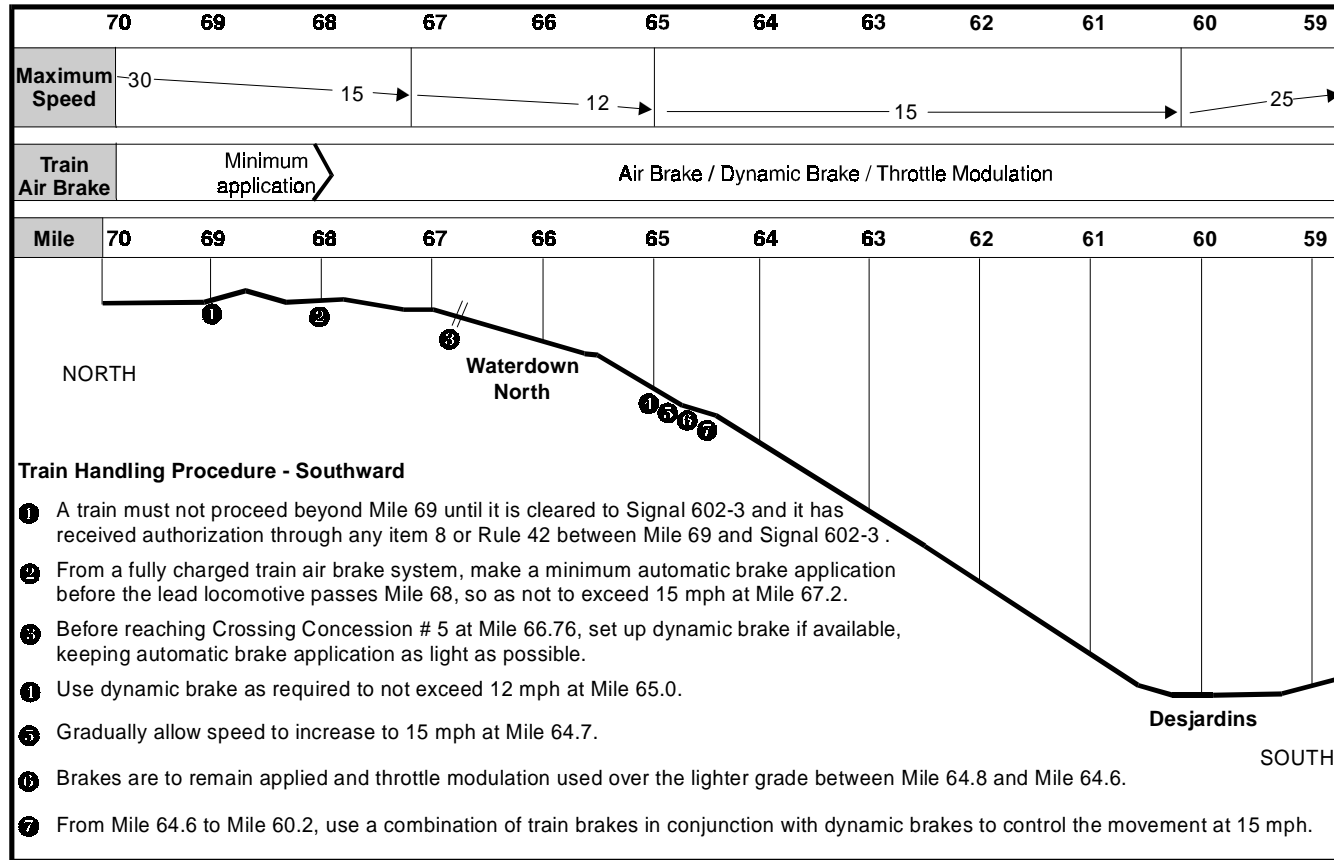
- 12.5 In the application of Rule 105.1 at Kinnear and Welland, the RTC need not issue a GBO to notify trains affected.
- 12.6 Station MILE signs not erected between Main and Walnut.
- 12.7 Equilateral turnouts located at mile 57.77 and mile 58.36.
- 12.8 Automatic reporting units (ARU) located at:
- Kinnear on track 5 east (DKE5),
 - Welland on south end of No 1 stub track (DW1E).
- 12.9 In the application of the hand brake policy, the following indicates the location where the grade is in excess of 1.5% Mile 60.3 to mile 67.0
- 12.10 For information only, GO Train schedules apply as follows:

Northward Trains			Daily except Sat. & Sun.	Southward Trains			
GO 964	GO 962	GO 960	Station	GO 971	GO 975	GO 981	GO 987
0704	0634	0614	Hamilton	1739	1811	1843	1944
-	-	-	Desjardins	-	-	-	-

- 12.11 Avoiding Annoyance to Public
- Idling locomotives must not be left standing in the vicinity of Locomotive "No Parking Signs" :
- at Ottawa St. mile 54.78,
 - at Brick Yard crossing mile 55.1, and
 - at Sherman Ave. mile 55.99.
- 12.12 Dimensional Traffic
- Account greater than standard track centres, dimensional traffic not exceeding W9 placed in Spur at Flamboro, Connecting track at Welland or siding Brookfield will not conflict with train or engine movements operating on the adjacent main track provided that dimensional traffic handled on the main track also does not exceed a classification of W9.
- 12.13 Hamilton Mountain Train Handling Instructions
1. Emergency brake application required at 20 MPH between SNS Waterdown North and Signal 602-3.
- Any southward train which attains a speed of 5 MPH above permissible speed is considered an uncontrolled movement and an emergency brake application must be made. Three immediate actions are required:
- the conductor must fully open the conductor's emergency valve;
 - the locomotive engineer must place the automatic brake handle in the emergency position; and
 - the TIBS emergency brake feature must be activated.
- Note: It is not intended by this instruction to exclude other occasions which may require an emergency brake application.

Continued

HAMILTON SUBDIVISION FOOTNOTES – *Continued*



2. The following instructions (A and B) apply to southward trains in which the trailing tonnage exceeds 6000 tons or the average weight per car exceeds 100 tons.

A. Emergency brake recovery procedure - If an emergency brake application is experienced between SNS Waterdown North and Signal 602-3 and any portion of your train is between these points; do not attempt to recover the emergency PCS until retaining valves or hand brake are set as follows:

- 1) set retaining valves to the high pressure (HP) position on at least 50 percent of the loaded cars; **OR**
- 2) apply hand brakes on at least 50 percent of the cars. The hand brakes must not be released until after the train air brake system is fully charged and a brake pipe reduction has been made to prevent movement while hand brakes are being released.

B. Movement after a planned stop at or between SNS Waterdown North and Signal 602-3

Brakes applied: An attempt to move the train with the train air brake applied must be made using care to avoid a train separation.

Standing Recharge: If a train air brake release is required, and the locomotive brakes are sufficient to prevent train movement, then completely recharge the train air brake system before proceeding.

Running Recharge: If a train air brake release is required, but the locomotive brakes are not sufficient to prevent train movement, then the train air brake must be reapplied at a speed not exceeding 5 MPH. This must be made as per GOI instructions for trains which are not fully charged. (e.g. make an equalizing reservoir reduction of at least 7 psi below the rear air brake pipe pressure.)

3. Pull-by Inspection following an Emergency (Reference GOI Section 5, item 15.0)

When a southward freight train is stopped by an emergency brake application between SNS Waterdown North and Signal 602-3 and a pull-by inspection is required, the train may proceed to a location immediately south of the controlled location at Desjardins to perform the inspection provided:

- the emergency brake application occurred within 15 seconds of initiating a service brake application;
- no unusual slack action is noted during the stop;
- when the brakes are released, the air flow indicator and rear car brake pipe pressure readings indicate no loss of air pressure, and
- the train is not carrying special dangerous commodities.

4. Snow accumulation above top of rail - Between SNS Waterdown North and Signal 602-3 any southward train which encounters heavy snowfall conditions such that there is an estimated accumulation of 3 inches or more above the top of rail must stop and wait until the excess snow has been removed.

Train crews operating in both directions are responsible to:

- help monitor snow conditions so that arrangements can be made to clear snow before there is excessive accumulation; and
- advise the RTC when there is heavy snow falling or high winds causing severe drifting.

Continued

HAMILTON SUBDIVISION FOOTNOTES – *Continued*

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 WELLAND YARD

Yard switches may be left lined and locked in the reversed position.

The provisions of Rule 103 (d) apply at all yard crossings within Welland Yard.

13.2 CASO - DUNNVILLE SPUR

CASO Spur extends westward from Welland Connecting track, mile 22.2 Hamilton Sub; from mile 19.36 (Hewitt Rd.) to mile 30.38, CASO Spur.

Dunnville Spur extends southward from mile 30.38 CASO Spur; from mile 9.44 to mile 18.5 at Port Maitland.

Freight cars over 268,000 lbs. must not be handled unless authorized by a protection notice.

On Dunnville Spur:

- Maximum Speed 10 MPH.
- Movements on the Albright & Wilson Americas track at Port Maitland must be made with single unit. Movements pushed into these tracks must not exceed 20 loads.

On CASO Spur:

- Maximum Speed 15 MPH.
- Rule 103.1(c) does not apply.

13.3 GENERAL REFRACTORIES – SMITHVILLE, MILE 36.67

To eliminate damage to footboards of diesel units when switching, the trailing units in either direction must be isolated and hand brake applied to keep slack stretched.

13.4 KINNEAR YARD

Yard switches may be left lined and locked in the reversed position.

SBU's at Kinnear will be stored outside in a cabinet provided which is located adjacent to the locomotive plug in shack (100 ft. south of yard office) and the battery charger is located in the yard office. This SBU storage facility is equipped with a switch lock and must remain locked at all times.

13.5 HAMILTON BELT LINE

Northward from Kinnear to end of track 3.03 miles.

MAXIMUM SPEED

Mile 0.0 to 1.95 – 10 MPH

All other trackage, including WestingHouse Branch and SOR trackage, restricted to 5 MPH

Enclosed multi-level cars prohibited under overhead bridge mile 1.45.

Freight cars over 268,000 lbs. must not be handled unless authorized by a protection notice.

Power derail located 500 feet south of Cumberland Ave. Red indicator light indicates derail in derailing position, yellow indicator light indicates in non derailing position. Northward movements must occupy track within 40 feet of indicator light for 25 seconds to operate derail.

HAMILTON BELT LINE JOINT TRACKAGE PROCEDURES

- (1) In addition to the requirements of CROR Rule 105, all movements must be made at Caution Speed.
- (2) Before either Southern Ontario Railway (SOR) or CP operate on joint trackage, communication must be initiated between the two railways. The intent of this communication is to ensure that both parties have a clear understanding of the movements to be performed.
 - a) Communication will be accomplished through the use of the locomotive radio and other means when available.
 - b) CP assignment(s) will contact SOR Yard Office to enquire as to the location of SOR personnel. If SOR is working or will be working on joint trackage, the CP crew must contact the SOR crew directly by locomotive radio or other means when available and make appropriate arrangements. SOR Yard Office must advise CP train crew of the location of Engineering Personnel who are on Belt Line joint trackage.
 - c) SOR assignment(s) will contact Welland Yard Office to enquire as to the location of CP assignment(s). If CP crew is working or will be working on joint trackage, the SOR crew will contact the CP crew directly by radio or other means when available and make appropriate arrangements. CP Yard Office must advise SOR train crew of the location of Engineering Personnel who are on Belt Line joint trackage.
 - d) CP train crews will contact the SOR Yard Office at (905) 777-1234 extension 224, prior to departing for the Belt Line. SOR train crews can be contacted on the engine radio CN 04 (AAR 37 37)

(3) MOVEMENTS MUST NOT OCCUR ON JOINT TRACKAGE UNLESS THE ABOVE COMMUNICATION PROCESS IS FULFILLED.

TRACK PROTECTION FOR ENGINEERING PERSONNEL

SOR and/or CP Engineering Personnel while on joint trackage, must adhere to the following procedures:

- (1) In the case of CP maintained trackage, CP Engineering Personnel will contact Welland Yard Office and inform them of location(s) where work will be performed.
- (2) Welland Yard office will inform CP ES personnel of any trains in vicinity and will contact these trains (either CP or SOR) to inform them of engineering work being performed (CP Engineering Personnel can also contact CP trains on their own).
- (3) In the case of SOR maintained trackage, SOR Engineering Personnel will contact SOR Yard Office and inform them of location(s) where work will be performed.
- (4) SOR Yard Office will inform Engineering Personnel of any trains in vicinity and will contact these trains (either SOR or CP) to inform them of engineering work being performed.

PUBLIC CROSSING AT GRADE

Mile 2.10 – Birmingham St. Stop signs.

WESTINGHOUSE BRANCH.

Junction with Belt Line at mile 1.20.

Continued

HAMILTON SUBDIVISION FOOTNOTES – *Continued*

STELCO LEAD

Diesel Units – A maximum of one – 4 axle diesel unit, permitted for switching operations.

Mile 2.20 – Burlington St. Lights governing movements are located on the north and south ends of the pier between the two service roads and display indications as follows:

Light out (normal) Stop

Flashing white light Proceed

Solid white light Apply manual protection and advise the S&C department immediately

Boxes with start and stop buttons are located approximately 85 feet north and south of the crossing, adjacent to each track.

Movements entering track circuit or operation of the start button will cause traffic lights at Burlington St. to assume red indication. When traffic lights turn red crossing protection will operate.

Should movement be delayed, stop button must be pushed to release traffic lights.

In event of power failure, white lights will burn continuously and traffic lights will be inoperative.

RAILWAY CROSSING

- Railway crossing at grade with SOR
- Manually Controlled Interlocking for CP.
- Automatic Interlocking for SOR.
- SOR RTC can be contacted at (705)-472-0046-48

CP Train, Engine and Track Unit
Authorization Chart

TU & Track Work	Apply Rule
TU	838
Track Work	40.3*

Train & Engine	Apply Rule
Stop Signal	608

*Apply the provisions of Rule 40.3 .

In the application of Rule 838: All track units will apply the provisions of Rule 840.

In the application of Rule 608: To obtain route for movements, key controller located on the northward or southward signals must be operated. After switch key has been turned, SOR signals will display Stop and in approximately 30 seconds, signal will clear for movement.

Should movement not take place after signals have been cleared, switch key must be turned to LEFT to cancel and return signals to normal for SOR.

A flagging box is located on the north side of the signal bungalow near the diamond. Rule 611 applies if signal fails to clear.

All movements will stop at the governing signal at the crossing before accepting signal indication to proceed.

BEACH BRANCH.

Junction with Belt Line at mile 1.95 – 1.4 miles.

All movements between Adams Yard and National Steel Car must be made from the west leg of the wye.

Mile 0.21 – Beach Branch

- Railway crossing at grade with SOR
- Automatic Interlocking.
- SOR RTC can be contacted at (705)-472-0046-48

CP Train, Engine and Track Unit
Authorization Chart

TU & Track Work	Apply Rule
TU	840
Track Work	40.3

Train & Engine	Apply Rule
Stop Signal	611

Mile 0.28 – Gage Ave. SSI to Rule 103.1 applies.

Mile 0.81 – Ottawa St. Movements must not foul crossing until protection devices are manually operated by use of control switches located in numbered boxes on either side of the crossing. Switches are operated in pairs i.e. if protection is activated from a No 1 box, then a No 1 box must be used to deactivate the protection.

DOFASCO BAY FRONT LEAD.

Mile 1.21 – Railway crossing at grade, joint trackage with SOR. Non-Interlocked.

FIRESTONE LEAD

Mile 0.4 – Beach Road and Kenilworth Ave. White indicator lights governing movements in both directions located on masts 25 feet west of Kenilworth Ave. When indicator lights flash, protection is operating for Kenilworth Ave. only. Beach Road will operate in normal manner. If lights not operating, apply manual protection and advise the S&C department immediately

Mile 0.86 – Beach Road and Burlington St. Movements must stop and activate protection by push buttons in boxes south of Beach Road and north of Burlington St.

Mile 1.4 – Kenilworth Ave. at National Steel Car. Co. Movement must be protected by a member of crew.

Train and engine movements are restricted from operating on the scale track (AH42) at National Steel Car. Use caution account restricted clearances.

INDUSTRIAL LEAD

Mile 1.39 – Strathearne Ave. Westward movements must stop before fouling crossing.

Mile 1.82 – Parkdale Ave. Movement must be manually protected by member of crew.

Continued

HAMILTON SUBDIVISION FOOTNOTES

13.6 ABERDEEN YARD (Extending from wye connecting switches at Main and Locke.)

Yard switches may be left lined and locked in the reversed position.

Air hoses must be coupled and air brakes working on all movements while switching.

CAMCO WAREHOUSE

Movements over Longwood Road South must be manually protected by member of crew. Whistle signal 14(l) must be sounded approaching Aberdeen Rd. crossing, Camco Warehouse spur access.

13.7 WATERDOWN NORTH INCLUDING BARNES INDUSTRIAL TRACK MILE 66.4

Diesel units equipped with snow plow type pilots are prohibited from entering back track loading dock. Multi-level cars or hi-cube box cars must not be handled adjacent to loading platform account restricted clearance.

Air hoses must be coupled and air brakes working on all movements on passing track Waterdown North.

13.8 GUELPH JCT

Main track at Guelph Jct begins and ends at mile 76.1. Track north of mile 76.1 is other than main track.

Yard switches at Guelph Jct may be left lined and locked in the reversed position.

HAULAGE CAPACITY FACTORS Westward 30%	MONTROSE SUBDIVISION Subdivision No 6524								WESTWARD TRAINS ↓	EASTWARD TRAINS ↑	HAULAGE CAPACITY FACTORS Eastward 30%	
	Train Channel: Standby & (RTC Call In)	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel	Tower Code (RTC-919)	Miles from Niagara Falls	DOB Limits (Toronto West DOB)				Stations	Siding Capacity in Feet	Station Numbers
4.16	CP 82 AAR 47-47 (CP) 6 AAR 21-81	*711	9117	CP 11 AAR 49-49	CP 12 AAR 15-49	*721	2.83 4.0 13.5	2.83 ↕ 13.5	OCS - SINGLE TRACK End Main Track 1.17 MONTROSE 9.5 BROOKFIELD Jct. Hamilton Sub	Yard	3604 3607	5.76

MONTROSE SUBDIVISION FOOTNOTES

2.0 SPEEDS

2.1

Mile	Location	Permissible Speed MPH All Trains & Engines
2.83 to 3.0	Zone	30
3.0 to 13.5	Zone	40

4.0 EQUIPMENT RESTRICTIONS

4.1

Crane and Auxiliary	Restriction
CP 414501 to 414502 CP 414651	20 MPH on bridges 2.91, 3.10, 3.38, 5.61, 5.80
CP 414400 & 414402	30 MPH on bridges 3.10, 3.38, 5.61, 5.80.
CP 414479 & 414480 CP 414503, CP 414650	20 MPH on bridge 3.38. 30 MPH on bridges 3.10, 5.61, 5.80.

4.2

Cars	Restriction
Short cars (less than 44 feet outside length) with a gross weight greater than 220,000 lbs. but not exceeding 268,000 lbs.	30 MPH on bridges 3.10, 5.80 when separated by one car, 44 feet or longer, not exceeding 220,000 lbs. gross weight. 30 MPH on bridges 3.38, 5.61.
Short cars (less than 44 feet outside length) with a gross weight of 220,000 lbs. or less, except empty cars.	20 MPH on bridges 3.10, 5.80.

5.0 DANGEROUS GOODS

5.1 GOI Section 8 Item 5.2 applies at Montrose for westward trains.

5.2 In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity must not exceed 35 MPH.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between *End Main Track*, mile 2.83 and Hamilton Sub Jct switch Brookfield.

10.0 WHISTLE AND BELL REGULATIONS

10.1 Whistle signal 14 (I) is prohibited approaching public crossings at grade between mile 2.83 and mile 5.46, including all crossings on Chippawa Industrial spur.

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 CHIPPAWA INDUSTRIAL SPUR

Southward from mile 2.97 MAXIMUM SPEED 5 MPH.
Six Axle units prohibited and single unit permitted only. System Special Instruction to Rule 103.1 (c) applies. When switching Norton's, wheel chocks provided by Norton must be in place before cutting away from equipment.

13.2 WELLAND TUBE LEAD Northward from mile 13.2.

Movements between Brookfield and CN Netherby interlocking prohibited, unless authorized by Service Area Manager.
System Special Instruction to Rule 103.1 (c) applies.
Stop signs erected at Rusholme Rd. and Hwy 140. Rule 103.1 (d) applies.
Welland Tube Lead - CN Welland Netherby
-Railway crossing at grade with CNR - Stamford Sub mile 16.6.
-Remotely Controlled Interlocking, controlled by CN RTC Toronto.
-CN RTC can be contacted on CN channel 3, CP channel 85, AAR 55-55, Call-in code * 5 440 #. (Emergency Call-in * 0 #)

CP Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule
TU	839
Track Work	49

Train & Engine	Apply Rule
Stop Signal	610

13.3 STEVENSVILLE SPUR extends southward from mile 13.4 to mile 6.6.

System Special Instruction to Rule 103.1 (c) applies.

Cars	Restriction
Freight cars over 268,000 pounds, not exceeding 286,000 pounds, 55 feet or longer	Must not be handled unless authorized by a protection notice.

HAULAGE CAPACITY FACTORS Northward 10%	Train Channel: Standby & (RTC Call In)		Emergency Call In	Maintenance of Way Standby Channel	Utility Channel	Tower Code	Miles from Main St., Galt	DOB Limits (Toronto West DOB)	NORTHWARD TRAINS ↓	WATERLOO SUBDIVISION (Subdivision No 6510)		SOUTHWARD TRAINS ↑	Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Southward 20%
	Tower Code									STATIONS					
.99	CP 5 AAR 81-81	N/A	N/A	CP 19 AAR 93-93	N/A	N/A	0.8 4.0 5.9 10.0 11.2	..... 4.0 ↑ 4.0 ↓ 11.2	OCS- SINGLE TRACK	GALT B	3.2	.....	3230	1.79	
										Mile 4.0 1.9	HAGEY 4.1	PARKWAY 1.2	SOUTH JUNCTION		3836
Rule 105 applies between Galt and mile 4.0															

WATERLOO SUBDIVISION FOOTNOTES

2.0 SPEEDS

2.1

Mile	Location	Permissible Speed MPH
		All Trains & Engines
4.0 to 11.2	Zone	10

4.0 EQUIPMENT RESTRICTIONS

4.1

Diesel Units	Restriction
Six Axle Units	prohibited between mile 3.87 and South Junction and on Samuelson Street yard tracks WG14 through WG18.

4.2

Crane and Auxiliary	Restriction
CP 414479, 414480 CP 414503, 414650 CN 50108	Prohibited on bridge 4.70.
CP414500 to 414502 CP 414651	Prohibited on bridges 4.66, 4.68, 4.70.

4.3

Cars	Restriction
Freight cars over 268,000 pounds, not exceeding 286,000 pounds, 55 feet or longer	Must not be handled unless authorized by a protection notice.

5.0 DANGEROUS GOODS

5.1 GOI Section 8, item 5.2 applies to all movements originating at Galt and South Junction.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between mile 4.0 and mile 11.2.

10.0 WHISTLE AND BELL RESTRICTIONS

10.1 Whistle signal 14 (I) is prohibited approaching public crossings at grade as follows:

- between mile 0.8 and mile 1.55,
- mile 2.93 – Concession Rd.
- mile 3.90 – Laural St.
- mile 3.92 – Lawrence St.
- mile 3.98 – Westminster Rd.
- mile 4.30 – Eagle St.
- mile 7.64 – Riverbank Drive,
- mile 7.94 – Freeport Hospital,
- mile 8.16 – Morrison Road,
- mile 8.35 – River Road,
- mile 8.82 – King Street East,
- mile 9.32 – Pedestrian Crossing,
- and between mile 10.64 and end of track.

11.0 PUBLIC CROSSINGS AT GRADE

11.1 System Special Instruction to Rule 103.1 (c) applies.

11.2 Mile 1.55 – Hespeler Rd. Stop sign erected governing northward movements. Circuit end sign located 400' north of crossing.

11.3 Mile 5.90 – Fountain St. Southward movements must approach public crossing prepared to stop and must not obstruct crossing until automatic crossing protection has been known to be operating for 20 seconds or until manual protection has been provided by a member of the train crew.

STOP Signs and Push Buttons on Toyota Plant spur.

11.4 Mile 6.63 – Maple Grove Road. Stop signs erected. Rule 103.1 (d) applies.

11.5 Mile 7 to Mile 11.2 - Movements must approach public crossings equipped with automatic warning devices prepared to STOP and not obstruct crossings until automatic crossing protection has been known to be operating for 20 seconds or until manual protection has been provided by a member of the crew.

Continued

WATERLOO SUBDIVISION FOOTNOTES - *continued*

12.0 GENERAL FOOTNOTES

12.1 All train and engine movements on the Waterloo Subdivision, will be governed by the brake test requirements as prescribed by GOI Section 13 Item 16.0, Transfer Movements.

In the application of GOI Section 13, Item 16.0, the following applies;

- a) GOI Section 13 Item 16.3 applies between Galt Yard and South Junction mile 11.2
- b) In addition to the requirements of GOI Section 13, Item 16.3, the rear 3 cars must have operative brakes.

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 HESPELER SPUR

Eastward – Mile 4.3 Waterloo subdivision
to end of track 1.3 miles

System Special Instruction to Rule 103.1 (c) applies.

Industrial switching At ACLO On Hespler Spur Mileage 4.3 Waterloo Subdivision account track dynamics, crews required to switch at this location must not enter the customer's siding with more than 1 car. Track dynamics are such that derailment is probable if more than one car is handled with the engines.

13.2 TOYOTA, MILE 6.4

ARU Located on RIP track Hagey.

GOI Section 7 Item 13.2(c) applies when spotting cars at Toyota.

Permanent bridgeplates have been installed between track 1 and 2. Extra caution must be used while operating on these tracks.

When spotting multi-level cars for pre-tripping at Hagey, crews must ensure cars are bunched.

Account deck heights & different door openings, all CN cars being placed must be kept in a block. In addition to keeping CN cars in a block, if being coupled to any other cars in the track, CN cars are to be placed away from the ramp.

Due to the restricted clearance at the Toyota Auto Loading Compound, the following applies:

- a) No tri folding doors are to be spotted in TOY 1;
- b) No less than six cars are to be handled when spotting TOY 1: and,
- c) Employees are prohibited from riding on the sides of cars at Toyota while moving over the paved platform in the loading area.

13.3 MILE 9.5

Movements switching the BF Goodrich facility must contact security BEFORE opening the gates to the plant. Security phone number is 519-894-7801. The security personnel will monitor all movements while switching is taking place in the plant.

Cars spotted at Al's Cartage, in addition to hand brakes, must be secured with track skates.

13.4 HURON PARK SPUR, GEXR Guelph Sub.

All movements are governed by current Goderich Exeter Railway (GEXR) time table.

13.5 CP track extends from mile 11.2 to 11.3 and is designated as other than main track.

Continued

WATERLOO SUBDIVISION FOOTNOTES - *continued*

WATERLOO SUBDIVISION TRAIN HANDLING PROCEDURES:

- 1) These instructions apply to all southward movements. A running brake test as per GOI Section 13, item 12.0 is required prior to passing mile 10.0.

MILE 9.0 to 8.0: - 2.00 % DOWN GRADE.

Before the lead locomotive passes mile 9.3, from a fully charged train air brake system, make a brake pipe reduction of at least 7 PSI and supplement with dynamic brake (DB) to control the movement at a speed not exceeding 10 MPH from mile 9.0 to mile 8.0. Further brake pipe reductions may be necessary to ensure the speed does not exceed 10 MPH.

MILE 6.2 to 4.6: - 2.00 % DOWN GRADE.

Before lead locomotive passes mile 6.5, from a fully charged train air brake system make a brake pipe reduction of at least 7 PSI and supplement with DB to control the movement at a speed not exceeding 10 MPH. Further brake pipe reductions may be required to ensure the speed does not exceed 10 MPH.

- 2) These instructions apply to all northward movements. A running brake test as per GOI Section 13, item 12.0 is required prior to passing mile 6.5.

MILE 7.0 to 8.0: - 2.00 % DOWN GRADE.

Before the lead locomotive passes mile 6.8, from a fully charged train air brake system, make a brake pipe reduction of at least 7 PSI and supplement with DB to control the movement at a speed not exceeding 10 MPH from MILE 7.0 to MILE 8.0.

- 3) Emergency brake application required at 15 MPH between mile 9.0 and mile 7.8, between mile 6.2 and mile 4.6 and between mile 7.0 and mile 8.0.

Any train which attains a speed of 15 MPH is considered an uncontrolled movement and an emergency brake application must be made. Three immediate actions are required:

- the conductor must fully open the conductor's emergency valve;
- the locomotive engineer must place the automatic brake handle in the emergency position; and
- the TIBS emergency brake feature must be activated.

Note: It is not intended by this instruction to exclude those occasions below 15 MPH which may require an emergency brake application.

- 4) The following instructions (A and B) apply to trains in which the average weight per car exceeds 100 tons.

A. Emergency brake recovery procedures

If an emergency brake application is experienced on southward trains between mile 9.0 and mile 8.0 or between mile 6.2 and mile 4.6, or on northward trains between mile 7.0 and mile 8.0, and if any portion of your train is between these points, do not attempt to recover the emergency PCS until retaining valves or hand brakes are set as follows:

- 1) Set retaining valves to the high pressure (HP) position on at least 50 percent of the loaded cars;
OR
- 2) apply hand brakes on at least 50 percent of the cars. The hand brakes must not be released until after the train air brake system is fully charged and a brake pipe reduction has been made to prevent movement while hand brakes are being released.

- B. Movement after a planned stop on southward trains between mile 9.0 and mile 8.0 or between mile 6.2 and mile 4.6, or on northward trains between mile 7.0 and mile 8.0:

WITH BRAKES APPLIED

Any attempt to move the train with the train air brake applied must be made using care to avoid a train separation.

STANDING RECHARGE:

If a train air brake release is required, and the locomotive brakes are sufficient to prevent train movement, then completely recharge the train air brake system before proceeding.

RUNNING RECHARGE:

If a train air brake release is required, but the locomotive brakes are not sufficient to prevent train movement, then the train air brake must be re-applied at a speed not exceeding 5 MPH. This must be made as per GOI instructions for trains which are not fully charged. (e.g. make an equalizing reservoir reduction of at least 7 psi below the rear air brake pipe pressure.)

- 5) Pull-by Inspection following an Emergency (Reference GOI Section 5, item 15.0)

When a northward freight train is stopped by an emergency brake application between mile 7.0 and mile 8.0 and a pull-by inspection is required it must be performed at mile 9.0.

When a southward freight train is stopped by an emergency brake application between mile 9.0 and mile 8.0 or between mile 6.2 and mile 4.6 and a pull-by inspection is required, the train may proceed to mile 6.63 Maple Grove Road, or mile 4.0 Concession Road respectively to perform the inspection provided:

- the emergency brake application occurred within 15 seconds of initiating a service brake application;
- no unusual slack action is noted during the stop;
- when the brakes are released, the air flow indicator and rear car brake pipe pressure readings indicate no loss of air pressure, and
- the train is not carrying special dangerous commodities.

- 6) Snow accumulation above top of rail

Southward trains between mile 9.0 and mile 8.0 or between mile 6.2 and mile 4.6, or northward trains between mile 7.0 and mile 8.0 which encounter heavy snowfall conditions such that there is an estimated accumulation of 3 inches or more above the top of rail must stop and wait until the excess snow has been removed. The excess snow must be removed by machine or by movement of a locomotive consist without loaded cars.

HAULAGE CAPACITY FACTORS Westward 20 %	Train Channel: Standby & (RTC Call In)							Miles from Woodstock	Other than Main Track	DOB Limits	WESTWARD TRAINS	ST. THOMAS SUBDIVISION (Subdivision No 6509)		EASTWARD TRAINS	Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Eastward 20 %
	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel	Tower Code	↓	↑				↓	↑	STATIONS				
3.72	CP 5 AAR 81-81	N/A	N/A	CP 19 AAR 93-93	N/A	N/A	0.0	↓ 0.7	0.7	OCS - SINGLE TRACK ↓ Toronto West DOB ↑ 30.5 WOODSTOCK B	3240	2453	2.52		
2.65							4.0	..... BEACHVILLE .....	.....		3292				
							8.9	..... INGERSOLL .....	.....		3295				
							13.8	..... PUTNAM .....	.....		3296				
DOWN GRADE	24.8	..... BELMONT .....	.....	3300											
	32.0	..... WABASH TRANSFER .....	.....	3303											
	33.6	..... ST. THOMAS	Yard	3305	2.16											

ST. THOMAS SUBDIVISION FOOTNOTES

2.0 SPEEDS

2.1

Mile	Location	Permissible Speed MPH
		All Trains & Engines
0.0 to 0.7	Zone	10
0.7 to 18.2	Zone	25
8.38	Pemberton St.	*15
8.75	Mutual St.	*15
8.9	Thames St.	*15
15.1	Bridge	10
18.2 to 18.4	Zone	10
18.4 to 31.3	Zone	25
31.3 to 33.6	Zone	10

* Until crossing is fully occupied.

4.0 EQUIPMENT RESTRICTIONS

4.1 DIESEL UNITS

6 axle units – Prohibited west of mile 1.0.

4.2

Cars	Restriction
Freight cars over 268,000 pounds, not exceeding 286,000 pounds, 55 feet or longer	Must not be handled unless authorized by a protection notice.

5.0 DANGEROUS GOODS

- 5.1 GOI Section 8, item 5.2 applies at;
 – Woodstock and St. Thomas, for trains originating.
 And applies to westward trains at;
 – Mile 25.2
 And applies to eastward trains at;
 – Mile 8.9.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1 Rules 301-313 apply between signal 07 at Woodstock and begin/end main track sign at mile 30.5.

Continued

ST. THOMAS SUBDIVISION FOOTNOTES – *Continued*

9.0 INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

9.1 Mile 0.77

- Railway crossing at grade with CNR – Dundas Sub mile 50.8.
- Remotely Controlled Interlocking controlled by the CN RTC.
- Interlocking limits extend between CP signals 07 and 08 and CN signals 508N, 508S, 507S and 507N.
- Train, engine and/or track units movements must contact the CN RTC on CN channel 2, AAR 73-73, Call-in code * 5 400 #, to request permission, signal indication or authority to crossing the diamond. To assist in ensuring that Dundas and Hunter Street crossings are not blocked by westward trains waiting to cross the diamond, a white light on a signal mast is located at the south west quadrant of Dundas crossing and will illuminate to indicate to the crew that the train may proceed over crossings and be governed by indication of interlocking signal 07.

CP Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule
TU	839
Track Work	49

Train & Engine	Apply Rule
Stop Signal	610

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).

9.2 Mile 32.3

- Railway crossing at grade with CNR – Talbot Sub, Cayuga Spur, mile 117.8.
- Non interlocked railway crossing at grade.
- Stop signs erected 150 feet from the crossing.

10.0 WHISTLE AND BELL RESTRICTIONS

10.1 Whistle signal 14 (I) is prohibited approaching the following public crossings at grade;

- Pemberton Street mile 8.38
- Mutual Street mile 8.75
- Thames Street mile 8.91

11.0 PUBLIC CROSSINGS AT GRADE

- 11.1 Mile 32.15 – Edward St. STOP Signs for spur track. Circuit end sign located 400 feet east of crossing.
- 11.2 Mile 32.40 – Burwell Rd. Circuit end sign located 250 feet west of crossing.
- 11.3 Mile 32.80 – Talbot St. STOP Sign and Push Button for eastward movements.
- 11.4 System Special Instruction to Rule 103.1 (c) applies between Woodstock and St. Thomas.

12.0 GENERAL FOOTNOTES

12.1 Rule 105.1 does not apply.

12.2 ARU located at St. Thomas.

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 OSR Port Burwell Sub, Ingersoll

CP movements are prohibited unless authorized by OSR except that cars at Ingersoll may be set off or lifted from track W3295. Track W295 may also be used for overflow.

13.2 COLD SPRINGS FARMS, mile 14.0

“TRACK SKATE”, must be applied to prevent uncontrolled movement of cars.

The skate is installed and affixed with a chain to prevent same from unauthorized removal at the West-end of track W3296 (passing track).

Crews placing cars into Cold Springs Farms must move the cars to a location adjacent to the skate and place the skate under the wheel of the West end car.

13.3 Magna connecting tracks, mile 32.4

Movements must stop at STOP SIGNS located at Gaylord Road.

The gate at the entry to the Magna yard must be closed and locked, except when switching.

Time Table No 80 - January 14, 2002

HAULAGE CAPACITY FACTORS Westward 20 %	WINDSOR SUBDIVISION (Subdivision No 6508)							WESTWARD TRAINS ↓	STATIONS	EASTWARD TRAINS ↑	Siding Capacity in Feet	Station Numbers	HAULAGE CAPACITY FACTORS Eastward 20 %
	Train Channel: Standby & (RTC Call In)	Tower Code	Emergency Call In	Maintenance of Way Standby Channel	Utility Channel	Tower Code (RTC-#19)	Miles from London							DOB Limits
1.90						0.0	0.0	CTC OCS - ABS SINGLE TRACK CTC 2-TRACK LONDON D	3250	Down Grade	
3.5	*611	9116	CP 13	CP 14	*621	6.3	Toronto West DOB	 LOBO	7378	3346		
						15.1		 CARADOC	3348		
						18.9		 LONGWOOD	7273	3351		
						29.7		 GLENCOE	6320	3350		
						41.3		 BOTHWELL	6989	3354		
3.7	*612	9116	CP 13	CP 14	*622	49.3	..... THAMESVILLE .....		.....	3355
						55.3	..... KENT BRIDGE		6365	3356		
						57.8	..... ARKWOOD .....		.....	3357
						63.6	..... CHATHAM		Yard	3360		
						67.5	..... RINGOLD		7532	3363		
						75.6	..... JEANNETTE .....		.....	3364
						80.5	..... TILBURY		6869	3365		
						85.7	..... HAYCROFT .....		.....	3366
						90.4	..... ST. JOACHIM .....		.....	3367
						93.5	..... BELLE RIVER	7033	3368			
1.76	*613	9116	CP 13	CP 14	*623	100.6	..... ELMSTEAD .....	.....	3370		
						105.2	..... WALKERVILLE D X	.....	.....		
						108.1	..... WALKERVILLE JCT. X	.....	3371		
						109.8	..... LAKESHORE X	.....	3374		
						112.0	..... COLLEGE AVE. X	.....	.....		
1.76	*614	9116	CP 13	CP 14	*624	114.1	Jct with CN Signalled Connecting Track 2.1 15TH ST. DETROIT (Expressway) X	Yard	1.76		
						115.0	0.9	..... 24TH ST. DETROIT .....	.....	.....	

0.0 SPECIAL FOOTNOTE

0.1 All time table footnotes included within grey shaded areas are not yet in effect until CPR assumes control of the rail traffic control of the CASO Sub between College Ave. and 24th St. Detroit. Until advised by GBO or Operating Bulletin, these limits remain in control of the CN CASO Sub RTC. All movements between College Ave. and 24th St. Detroit continue to be governed by the Canadian National/Canadian Pacific Windsor-Detroit Operating Manual.

WINDSOR SUBDIVISION FOOTNOTES

1.0 HOT BOX DETECTOR SYSTEM See instructions for Hot Box Detector System in GOI Section 5			
Detector Location	Direction	Inspection Point	Set Off Point
Mile 16.6	** Eastward Westward	Before passing east switch Caradoc Before passing signal 195	Caradoc Longwood
Mile 34.5	Eastward Westward	Before passing signal 302 Before passing signal 405	Glencoe Bothwell
Mile 52.3	Eastward ** Westward	Before passing signal 492 Before passing signal 547	Thamesville Kent Bridge
Mile 73.6	** Eastward Westward	Before passing signal 706 Before passing signal 797	Ringold Tilbury
Mile 96.3	Eastward ** Westward	Before passing signal 928 Before passing signal 1007	Belle River Elmstead
* Mile 102.4	Westward	Walkerville	Walkerville Jct

* Only equipped to detect dimensional traffic routed via Windsor-Detroit tunnel. The provisions of GOI Section 5, HBD chart applies.
** GOI Section 8, item 5.1 applies.

Continued

WINDSOR SUBDIVISION FOOTNOTES – *Continued*

2.0 SPEEDS

2.1		Permissible Speed MPH		
Mile	Location	Expedited Freight including RoadRailer and Expressway		Non Expedited Freight #
		Non Restricted ##	Restricted	
0.0 to 0.20	Zone	30	30	30
0.20 to 63.7	Zone	60	50	45
11.8	Railway Crossing at Grade	35	35	35
63.7 to 68.6	Zone	55	50	45
68.6 to 69.07	Zone			
69.07 to 74.0	Zone	60	40	40
74.0 to 76.0	Zone	40	40	40
76.0 to 108.1	Zone	60	50	45
108.1 to 109.8	Zone	35	35	35
109.8 to 109.9	Zone	25	25	25
109.9 to 110.77	Signalled Lead Track			
110.77	On Signalled Lead over public crossing	*15	*15	*15
109.9 to 112.0	Zone	40	40	40
109.9 to 115.0				

Trains designated as "Expedited" (restricted or non restricted) will be so indicated in train consist.
All other trains are considered as Non Expedited.

Non Expedited Freight Trains may be governed by speeds for Restricted Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.

Non Restricted Expedited train is a freight train consisting entirely of loaded and/or empty: container or trailer flat cars, auto frame flat cars, multi-level automobile cars, automobile parts box cars, air repeater cars and/or business cars.
Trains designated as Expedited handling other types of equipment will be governed by speeds for Restricted trains.

* Until Crossing fully occupied

2.2 Movements on northeast and southeast legs of CSX wye, and joint CN-CP Industrial area at Chatham, must not exceed 5 MPH.

3.0 RADIO

3.1 This chart specifies locations and radio channels where CP and CN tracks are 75 feet or less between outside rails of adjacent tracks.

CP		CN - Train Standby Channel CN1 - CP101 - AAR 87-87		
Subdivision	Subdivision	RTC Standby Channel	RTC Standby Code	RTC Emergency Code
Mile	Mile			
Windsor	Strathroy	CN 8 AAR 61-61	* 5 430 #	* 0 #
4.9 5.8	5.2 6.1			

4.0 EQUIPMENT RESTRICTIONS

4.1

Crane and Auxiliary	Restriction
CP414500 to 414502 CP 414651	20 MPH on bridges 0.30, 8.60

4.2 Account curvature six axle diesel units must not be used to switch on tracks serving Motor Wheel, Eaton Springs, Commercial Alcohol and the joint CN-CP Industrial area at Chatham.

5.0 DANGEROUS GOODS

5.1 GOI Section 8, item 5.2 applies to trains originating at Windsor, Chatham and Quebec Street.

5.2

In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying;	Location	Must not exceed MPH
one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity	0.0 to 8.0	35
	96.3 to 112.0	
	96.3 to 113.2	

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply:

- on main track between signals 1115, mile 111.5 Galt Sub., and signal 02, mile 0.1 Windsor Sub.
- on the main track, north track and south track between signal 1045, mile 104.5 and signals 1118N and 1118S College Ave **and signals 2280N and 2280S 24th St Detroit;**
- on signalled lead track between signal 1097, mile 109.7 and signal 1108, mile 110.8;
- on the signalled running track between Signals 1078, 1075 and 1075B at Walkerville Jct.; and,
- on the signalled running track between Signals 1059B and 1062B at Walkerville (west).

Rule 42 does not apply on the signalled running track at Walkerville Jct and Walkerville (west).

At Walkerville Jct, when signals Signal 1075 or Signal 1078 display Restricting Signal, the provisions of 573(b) do not apply.

6.2 **CN CASO Sub RTC controls CTC between signals 2250N and 2250S at College Ave. and CN signals 2245N, 2245S and 2245D at CN Windsor South.**

6.3 **Dual control switch point derails located at College Ave. and 15th St Detroit will automatically restore to the derailling position after a train or engine movement clears the switch.**

Therefore:

- when necessary for a track unit to move over these derails, the derails must be set by hand in the normal position and not restored to power position until after the track unit has cleared the switch; and
- when necessary for a train or engine to apply Rule 564, these switches must always be lined by hand for the route to be used regardless of instructions from the RTC governing the handling of other dual control switches within these controlled locations.

6.4 Westward movements passing Circuit End Sign located 300 feet west of Waterloo Street mile 114.34 Galt Sub., will cause signal 58 located at mile 5.8 Windsor Subdivision to display STOP.

Continued

WINDSOR SUBDIVISION FOOTNOTES – *Continued*

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between mile 0.1 and mile 104.5.

8.0 AUTOMATIC BLOCK SYSTEM

8.1 ABS applies between signal 01 London and signal 1045 Walkerville.

9.0 INTERLOCKINGS, RAILWAY CROSSINGS, DRAWBRIDGES & JUNCTIONS

9.1 Mile 11.8 - Melrose

- Railway crossing at grade and signalled connection with CNR Strathroy Sub at mile 12.2.
- Automatic interlocking extending between CP signals 117 and 118 and CN signals 126N, 126S, 121N and 121S.
- Maximum Speed on CP/CN connecting track 25 MPH.
- When interlocking signals indicate Stop, a member of the crew must communicate with the CN Strathroy Sub RTC. To contact the CN RTC, switch to CN channel 8, CP AAR 61-61, Call-in code * 5 430 #. The CN RTC will respond on CN channel 8.

CP Train, Engine and Track Unit
Authorization Chart

TU & Track Work	Apply Rule	Train & Engine Stop Signal		Apply Rule
		Signal No.	Intended Route	
TU	- 840 after obtaining permission from the CN Strathroy Sub RTC	117 or 118	Over railway crossing at grade	- 611 and 104.2 after obtaining permission & verbal instructions from the CN Strathroy Sub RTC - 509 does not apply.
Track Work	40.3	117	Over CP/CN Connecting Track	- 611 and 104.2 after obtaining permission & verbal instructions from the CN Strathroy Sub RTC - 568 in writing from the CN Strathroy Sub RTC.
		126N	Over CP/CN Connecting Track	- 611 and 104.2 after obtaining permission & verbal instructions from the CN Strathroy Sub RTC - 509 from CP RTC

- In the application of Rule 611 (a) (iii), where lights of the conflicting route(s) are not lighted, the crew member, after opening the knife switch, must wait ten minutes before permitting the train or engine to proceed.
- In the application of Rule 611 paragraph (a) (v), after the movement has occupied the CP/CN connecting track, the knife switch must be closed and the box marked "switches" locked.
- In the application of Rule 104.2, the CN RTC will verbally advise the handling instructions for the dual control switch(es). This information must be repeated to, and acknowledged by, the RTC before being acted on.
- In the application of Rule 840 (a), where lights of the conflicting route(s) are not lighted, the foreman, after opening the knife switch, must wait ten minutes before occupying the interlocking.
- When necessary for a track unit to move over a dual control switch in the reversed position, the switch must be set by hand in the normal position and not restored to power position until after the track unit has cleared the switch.

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).

- In the application of Rule 509(c), when authorized to pass signal 126N, the train must move forward and stop where its leading wheels are 100 feet past signal 117, to wait the required time.

9.2 Mile 63.7 - Chatham

- Railway crossing at grade with CSX Sarnia Sub, mile 18.
- CSXT RTC on CSX channel 2, AAR 14-14.
- Remotely Controlled Interlocking, controlled by CP RTC.
- Interlocking limits extend between CP signals 635, 635B, 635C, 636 and 638 and CSXT signals 54 and 55.
- If signal communication with the RTC fails, interlocking signals may automatically clear for approaching train and engine movements.
- Box marked switches located at southeast corner of crossing.
- When signals 635B or 635C display Rule 430, a member of the crew must first release the electric lock(s) and line switches governed by the signal and thereafter proceed by signal indication.
- When single aspect dwarf signal 636 displays Red, System Special Instruction to Rule 404 applies.

CP and CSX Train, Engine and Track Unit
Authorization Chart

TU & Track Work	Apply Rule	Train & Engine	Apply Rule
TU	- 840 after obtaining verbal permission from the CP RTC	Stop Signal	- 611 * after obtaining verbal permission from the CP RTC
Track Work	40.3	Rule 509	No

* If necessary to reverse direction (to perform switching) within the interlocking, verbal permission must be obtained from the RTC. The RTC must be advised when switching is completed and the knife switch is closed.

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).

9.3 Mile 68.6 - Ringold

- Railway crossing at grade with CNR - Chatham Sub mile 65.8.
- Automatic Interlocking.
- Interlocking limits extend between signals 685 and 688.
- Timing circuits: Westward - mile 66.2 to signal 681; 6 minutes.
- CN RTC can be contacted on CN channel 3, CP channel 85, AAR 55-55, Call-in code * 5 450 #.
- In the application of Rule 611, if unable to contact the CN RTC to ascertain if there are no conflicting trains when the lights in the box are not lit, the train must first wait 5 minutes before applying Rule 611.

CP Train, Engine and Track Unit
Authorization Chart

TU & Track Work	Apply Rule	Train & Engine	Apply Rule
TU	840	Stop Signal	611
Track Work	40.3	Rule 509	No

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).

Continued

WINDSOR SUBDIVISION FOOTNOTES – *Continued*

9.4 Mile 109.9 – Lakeshore

- Railway crossing at grade with ETR.
- Junction with the ETR.
- Remotely Controlled Interlocking, controlled by CP RTC.
- Interlocking limits extend between CP signals 1097, 1098 and 1100 and ETR signals 103 and 110.
- Box marked switches located at southwest corner of crossing.

CP and ETR Train, Engine and Track Unit Authorization Chart

TU & Track Work	Apply Rule	Train & Engine	Apply Rule
TU	839	Stop Signal	*564 or 564.1
Track Work	49 **	except to pass signals 110 & 103	610

- Track units operating as trains will be governed by GOI Section 1, item 1.4 or 1.5 (e).
- * Train or engine movements over the railway crossing at grade must also apply the provisions of Rule 611.
- ** Track work within the interlocking must be protected by separate TOP, reading in part

“4. This is authority to occupy all tracks between within interlocking at Lakeshore.”

When so authorized:

- TOP limits extend to include the entire interlocking limits; and,
- the provisions of Rule 566 and 567.1 apply when joint authority granted with the foreman.

10.0 WHISTLE AND BELL RESTRICTIONS

- 10.1 Whistle signal 14 (I) is prohibited approaching public crossings at grade between
- Mile 109.71 Galt subdivision and Mile 0.17 Windsor Sub,
 - Mile 63.82 and Mile 66.76,
 - Mile 105.87 and Mile 110.26, and
 - Mile 110.34 and Mile 110.77 on signalled lead at Windsor.

11.0 PUBLIC CROSSINGS AT GRADE

- 11.1 Mile 63.82 – Princess St. 2 minute timing circuit between signal 635 and circuit end sign located 150 feet east of crossing.
- 11.2 Mile 64.15 – Adelaide St. 2 minute timing circuit between railway crossing at grade, mile 63.7 and circuit end sign, mile 64.04.
- 11.3 Mile 64.25 – William St. 2 minute timing circuit between crossing, mile 64.13 and circuit end sign, mile 64.04.
- 11.4 Mile 64.31 – & 64.46 – Wellington and Queen Sts. 2 minute timing circuit between mile 64.04 and circuit end sign, mile 64.25.
- 11.5 Mile 64.95 – Inshes Ave. Circuit end sign located 550 feet east of crossing.
- 11.6 Mile 65.11 – Richmond St., – on City Industrial Spur and Canadian Marrietta track, Chatham. STOP Signs. Push Buttons located at crossing. Manual protection must be provided by a member of the crew for movements over Pattson Ave.
- 11.7 Mile 65.41 – Merritt Ave. Circuit end sign located 650 feet east of crossing.

- 11.8 Mile 65.82 – Keil Dr. Rule 103.1 (b) (i) and (ii) applies within 1,700 feet of crossing.
- 11.9 Mile 66.76 – Bloomfield Rd. Circuit end sign located 350 feet east of crossing.
- 11.10 Mile 109.83 – McDougall Ave. Push button to activate crossing protection for movements passing signal 1098 indicating STOP.

12.0 GENERAL FOOTNOTES

- 12.1 All siding switches between London and Walkerville are equipped with auto-normal switches.
- 12.2 In the application of GENERAL RULE “E”, the following tracks are designated as main shop tracks at Windsor: 16, 16A, 17, 18, Diesel Shop 1, 2, Pit 1, 2.
- 12.3 Operating bulletins located at Quebec St. (London) and Windsor Yard office.
- 12.4 Yard switches at Windsor, Walkerville and Walkerville Jct may be left lined and locked in reversed position.
- 12.5 Handbrake Policy

WINDSOR YARD

Cars left standing must be secured with handbrakes applied to the west end cut of cars as follows:

1 to 5 cars 1 hand brake applied to each car.

5 or more cars must have a minimum of 5 hand brakes applied.

WALKERVILLE JUNCTION and CHATHAM YARD

Cars left standing must have hand brakes applied to either end of each cut of cars as follows:

1 to 9 cars 1 hand brake applied.

10 or more cars 3 hand brakes applied.

In the application of GOI Section 14.2 (a), Windsor Shop Track will be included in the EXCEPTION portion and will require at least one hand brake when leaving locomotives at the Diesel Facility Shop Track.

12.6 Avoiding Annoyance to Public

Idling locomotives must not be left standing West of sign mile 111.6 reading:

“NO TRAIN TO PROCEED BEYOND THIS POINT UNTIL A PERMISSIVE SIGNAL IS DISPLAYED TO ENTER THE DETROIT TUNNEL”

Westward trains must not proceed beyond this sign until instructions have been received from the Yard Coordinator at Windsor Yard AND a permissive signal has been displayed to enter the Detroit River Tunnel.

12.7 **The Canada/USA border is located at mile 113.2.**

- 12.8 CP trackage on CN Connecting track between College Ave and mile 224.6 CASO Sub controlled by CN RTC who will issue all necessary authorities and instructions including GBO and TOP.

CN RTC can be contact on CN channel 6 AAR 79 25 tone code *5 424 #.

Continued

WINDSOR SUBDIVISION FOOTNOTES – *Continued*

12.9 DETROIT RIVER TUNNEL (DRT)

1.0. HEIGHT RESTRICTIONS

- 1.1 Fully enclosed multi-levels, high-cube box cars, piggyback traffic and double stack container traffic are prohibited in the south tunnel of the Detroit River Tunnel.
- 1.2 When authorized by protection notice, double stack equipment not exceeding (2) two 8'-6' high by 8'-6' wide containers may be operated in the north tunnel.

2.0 DRAINAGE SYSTEMS

- 2.1 The DRT sump system consist of five independent and separate dual pump systems located at five location as follows:

Sump Pump	Location
No. 1A & 1B	Detroit Portal
No. 2A & 2B	Detroit Fan Shaft
No. 3A	South Tunnel
No. 3B	North Tunnel
No. 4A & 4B	Windsor Fan Shaft
No. 5A & 5B	Windsor Portal

- 2.2 Water levels are monitored on an ongoing basis. During heavy storm, each sump should be watched closely. The failure of one or more pumps, may cause a high water alarm to be activated in the RTC office.
- 2.3 When a high water alarm is activated in the RTC centre, it may indicate a drainage system failure or a track flooded condition. The RTC must immediately prevent all movements from entering the tunnel and advise Signals and Communications Support Centre who will contact Bridges and Building personnel. RTC must maintain protection until the cause of the alarm is known and on site investigation determines that it is safe to resume train movements.

3.0 LIGHTING SYSTEMS

- 3.1 The DRT lighting system consists of four sections of high pressure sodium fixtures; two halves per tunnel. The tunnel lighting system is normally left in OFF position to minimize maintenance and operating costs and to discourage trespassers.
- 3.2 The RTC can, at the request of an employee, turn the lights ON in either tunnel. It should be noted that it takes several minutes for lights to attain full illumination.
- 3.3 In addition to the RTC, Bridge and Building personnel also have the ability to turn lights ON or OFF locally from the Windsor Vent Building or Detroit Vent Building. Each of the four fixture sections can be turn ON separately in the local mode only.

4.0 VENTILATION SYSTEMS

- 4.1 The DRT ventilation system consist of three independent fans, two located in Detroit, one in each of the vent shafts, and one back up fan located in upper room of the Windsor vent shafts.

4.2 Detroit fans:

The normal exhaust mode of each tunnel fan is subject to track occupancy shunting. Each tunnel fan is activated automatically by track circuit and will run for a maximum of 15 minutes. If necessary to maintain ventilation for more than 15 minutes, the fan(s) must be turned back on by the RTC. In the event of an emergency, the RTC can turn off the fans at any time.

4.3 Windsor fan:

This single exhaust fan, controlled by the RTC, is equipped with dual dampers and is considered as a back up fan. It can be operated to vent both tunnels with both dampers in open position. When required to only ventilate one tunnel, the opposite damper can be closed to increase ventilation. However, the damper position can only be controlled manually by service maintenance personnel.

Normally this fan should not be activated by the RTC unless specifically requested to do so by an employee.

- 4.4 All three fans can also be operated locally in manual mode by service maintenance personnel.

- 4.5 The activation of either the Detroit fans or the Windsor fan must not be relied upon to control the direction of air flow within either tunnel.

5.0 EMERGENCY ESCAPE ROUTES

- 5.1 Between the Detroit Portal (US side) and the Detroit Fan Shafts, there are 10 access doors located approximately 200 feet apart, connecting the north and south tunnels.

- 5.2 Between the Windsor Portal (Canadian side) and the Windsor Fan Shaft there are 18 access doors located approximately 200 feet apart, connecting the north and south tunnels.

- 5.3 These access doors connecting the north and south tunnels are indicated by incandescent blue lights.

Note: Fixtures and bulbs above these access doors are subject to frequent vandalism and may not be readily identified.

- 5.4 When using these access doors connecting both tunnels, employees must exercise extreme care when entering the adjacent tunnel and must expect movements in either direction on that track. Use hand rail to provide assistance when using walkways. Walkways have manhole access, thus be vigilant of tripping hazards.

- 5.5 Adjacent to both the Windsor and Detroit fan shafts, there is spiral stairway access to exit both tunnels in an emergency situation. These spiral stairways are located at the access doors connecting the north and south tunnels.

6.0 INTRUDER SECURITY SYSTEM

A tunnel security system is in place to protect against illegal intruders. The system is monitored by US customs in Detroit and by CP Police Communication Centre in Montreal. When an intruder is detected, CP Police will advise the RTC, who will in turn notify all movements within the tunnel and provide protection until notified that all persons are clear of the tunnel.

Continued

WINDSOR SUBDIVISION FOOTNOTES – *Continued*

7.0 EMERGENCY PROCEDURES

In event of Emergency in the Tunnel, the following procedures must be followed:

- 7.1 When a movement is stopped by an emergency application of air brakes entering, or exiting the tunnel, an employee must initiate an emergency call, giving identification and location, stating that the movement is stopped in emergency.
- 7.2 Crew members on movements disabled within the tunnel must immediately contact the RTC Montreal and be governed by instructions received.
- 7.3 Movements disabled within the tunnel and unable to communicate with the RTC must immediately separate the locomotives from the movement and proceed out of tunnel. If locomotives cannot be moved, same must be shut down and employees exit tunnel on foot.
- 7.4 Movements must not be operated through the adjacent tunnel until the situation has been evaluated and it is determined by the RTC that such movement can be made in a safe manner.
- 7.5 In the event a movement is stopped or disabled within the tunnel, the cause for such stop must be determined and repairs, if necessary, made prior to any further movement being commenced. Every precaution must be taken to prevent unintentional movement.
- 7.6 If necessary to perform emergency work under or about such movement air brakes must be maintained as follows:
The locomotive engineer must place the automatic brake valve in the emergency position. Such handle must be left in the emergency position until contact has been made with all members of the crew. If a portion of the train is left standing on the grade, a sufficient number of hand brakes must be applied to the remaining equipment to prevent it from moving.
- 7.7 Should a movement carrying loaded or residue Dangerous Goods/Hazardous Materials become disabled within the tunnel due to an emergency application of the brakes, extreme caution must be exercised. In case of doubt or uncertainty to the presence of hazard, the safe course must be taken and employees must immediately evacuate the tunnel avoiding the hazard area. All documentation pertaining to the movement should accompany the train crew and the RTC must be advised when members of the crew clear the tunnel.
- 7.8 Employees are responsible to notify RTC and obtain the necessary authority prior to entering the tunnel.

12.10 DETROIT RIVER TUNNEL TRAIN HANDLING PROCEDURES:

1.0 WESTWARD MOVEMENTS FOR THE NORTH AND SOUTH TUNNEL

- 1.1 These instructions apply to all westward movements. A running brake test as per GOI Section 13, item 12.0 is required prior to passing mile 108.0.

MILE 111.5 to 113.2 - 1.6% DOWN GRADE.

Before the lead locomotive passes mile 111.5 Windsor Sub, at a speed of approximately 18 MPH, in throttle two or less, from a fully charged train air brake system, make a brake pipe reduction of at least 7 PSI. At 22 MPH if the train is accelerating, a further brake pipe reduction or a gradual increase of dynamic brake will be necessary to ensure that train speed does not exceed 40 MPH. When possible the automatic brake should remain set until the lead locomotive commences the upgrade at approximately mile 113.2 and a reduction in speed occurs to ensure that train speed will not exceed the maximum permissible speed.

1.2 Emergency Brake Application Required:

Emergency brake application required at 45 MPH between Mile 111.5 and 113.2.

Any train which attains a speed of 45 MPH is considered an uncontrolled movement and an emergency brake application must be made.

Three immediate actions are required:

- the conductor must fully open the conductor's emergency valve;
- the locomotive engineer must place the automatic brake handle in emergency position;
- the TIBS emergency brake feature must be activated.

NOTE: It is not intended by this instruction to exclude those occasions below 45 MPH which may require an emergency brake application.

1.3 Emergency Brake Recovery Procedures:

Be governed by Southern Ontario Service Area Job Aid (September 2001) Item 6.0 (Use of Retainers and Hand Brakes), and Item 9.0 Emergency PCS Recovery.

1.4 Pull-By Inspection Following an Emergency (Reference GOI Section 5, Item 15.0)

A pull-by inspection must be made as soon as possible after recovery has been made.

1.5 Snow accumulation above top of rail

Westward trains between Mile 111.5 and the Windsor portal which encounter heavy snowfall conditions such that there is an estimated accumulation of 3 inches or more above the top of rail must stop and wait until the excess snow has been removed. The excess snow must be removed by machine or by movement of a locomotive consist without loaded cars.

Continued

WINDSOR SUBDIVISION FOOTNOTES

2.0 EASTWARD MOVEMENTS FOR THE NORTH AND SOUTH TUNNEL:

2.1 These instructions apply to all eastward movements. A running brake test as per GOI Section 13, Item 12.0 is required prior to passing Mile 2.9 (West Detroit) Michigan Line.

MILE 114.3 To 113.2 - 2.0% DOWN GRADE.

Before the lead locomotive passes the controlled location at 15th St Detroit, at a speed of approximately 18 MPH, in throttle two or less, from a fully charged train air brake system, make a brake pipe reduction of at least 7 PSI. At 22 MPH if the train is accelerating a further brake pipe reduction or gradual increase of dynamic brake may be necessary to ensure that train speed does not exceed 40 MPH. When possible the automatic brake should remain set until the lead locomotive commences the upgrade at approximately mile 113.2 and a reduction in speed occurs to ensure that train speed will not exceed the maximum permissible speed.

2.2 Emergency Brake Application Required:

Emergency brake application required at 45 MPH between Mile 114.3 and 113.2.

Any train which attains a speed of 45 MPH is considered an uncontrolled movement and an emergency brake application must be made.

Three immediate actions are required:

- the conductor must fully open the conductor's emergency valve;
- the locomotive engineer must place the automatic brake valve handle in emergency position;
- the TIBS emergency brake feature must be activated.

NOTE: It is not intended by this instruction to exclude those occasions below 45 MPH which may require an emergency brake application.

2.3 Emergency Brake Recovery Procedures:

Be governed by Southern Ontario Service Area Job Aid (September 2001) Item 6.0 (Use of Retainers and Hand Brakes) and Item 9.0 Emergency PCS Recovery.

2.4 Pull-By Inspection Following an Emergency (Reference GOI Section 5, Item 15.0)

A pull-by inspection must be made as soon as possible after recovery has been made.

2.5 Snow accumulation above top of rail

Eastward trains between Mile 114.3 and the Detroit portal which encounter heavy snowfall conditions such that there is an estimated accumulation of 3 inches or more above the top of rail must stop and wait until the excess snow has been removed. The excess snow must be removed by machine or by movement of a locomotive consist without loaded cars.

13.0 SPURS AND OTHER TRACKS (Rule 105 applies)

13.1 CHATHAM YARD

1. The switch for the North East leg of the wye at Chatham Yard, must be left lined and locked for the North East leg of the wye.
2. Automatic reporting unit (ARU) installed on hydro pole at the switch for track JN4.
3. Set offs must be made in the south yard only at Chatham. Tracks North 1 and North 2 are designated CSX tracks only.

13.2 WINDSOR YARD

Movements must not obstruct Tecumseh Road crossing, mile 3.6, Essex Terminal Railway at Windsor, until automatic protection has been known to be operating for 20 seconds or until manual protection has been provided by a member of the crew.

Due to restricted clearances employees are prohibited from riding the side of equipment between tracks PM7 and PM8 as well as tracks PM8 and PM9.

13.3 EXPRESSWAY TERMINAL DETROIT

Movement within the Expressway Terminal will be under the authority of the Expressway Terminal Supervisor who can be contacted on Expressway radio Channel 4 AAR 41-41.

In order to prevent the unintentional movement of equipment, a minimum of 3 hand brakes are to be applied to Expressway equipment on the east end of each track when equipment is left unattended.

NORFOLK & SOUTHERN SPECIAL INSTRUCTIONS

1. The following procedures are to be followed by all employees while working in the Norfolk & Southern Rail Yard, Detroit as well as Triple Crown Yard, Detroit.
 - Safety Eyewear Policy is the same as Canadian Pacific and must be adhered to.
 - High Visibility Policy for Canadian Pacific is to be followed.
 - When riding equipment employees must ride on the side of the equipment that is adjacent to the switches on the lead tracks to avoid being knocked off by equipment which may be foul of your track.
 - Employees must not entrain or detrain moving equipment.
 - When making a coupling with Road Railer equipment a "Safety Stop" of the movement must be made at a distance of five cars from coupling and again at one car from coupling.
 - When being assisted by Triple Crown employees who may provide rides in vehicles, employees must exit the vehicle to ensure switches are lined for the intended movement prior to moving over them.
 - Triple Crown employees are not allowed to protect shoving movements, provide room in a given track or make a coupling to other equipment, it is the Conductors responsibility to perform these tasks.
2. Securing Unattended Locomotives in NS Oakwood Yard, Detroit

NS Special instructions for securing unattended locomotives require that the Automatic Brake be left in full application, the isolation switch in Start, Stop, Isolate position and a working Hand Brake must be applied to each locomotive.

Enhanced Track Side System II Radio System
- RADIO INSTRUCTIONS -

Point to Train System

Type of call:	Switch to:	Dial:	Listen for: (tone)	Action:
Emergency Call-in to RTC	RTC Call-in Channel	911	"OK" + 8 seconds + "EMERGENCY"	Broadcast: "Emergency, Emergency, Emergency". ** Return to Train Standby Channel. Wait for RTC to respond
Normal Call-in to RTC	RTC Call-in Channel	*(Z)1#	"OK" + 8 seconds + "RINGBACK"	Return to Train Standby Channel. Wait for RTC to respond
Extended Repeater Operation to Utility (1)	RTC Call-in Channel	*(Z)NXXX# (Example 1)	"OK" + 8 seconds + "EXT RPTR CONNECT"	Switch to Train Standby Channel. Voicecall person being called. Switch to RTC Call-in Channel and dial *(Z)# to disconnect.
To access Time Signal in your area	Utility or RTC Call-in Channel	*(Z)TTTT#	"OK" + 8 seconds + voice time signal	Dial *(Z)# to disconnect.

Utility System

Type of call:	Switch to:	Dial:	Listen for: (tone)	Action:
Emergency Call-in to RTC	Utility Channel	911	"OK" + 8 seconds + "EMERGENCY"	Broadcast: "Emergency, Emergency, Emergency". ** Wait for RTC to respond
Normal Call-in to RTC	Utility Channel	*(Z)1#	"OK" + 8 seconds + "RINGBACK"	Wait for RTC to respond
Local Repeater Operation	Utility Channel	*(Z)XXX#	"OK"	Voice call person being called. Dial *(Z)# to disconnect
Extended Repeater Operation to Utility	Utility Channel	*(Z)NXXX# (Example 2)	"OK" + 8 seconds + "EXT RPTR CONNECT"	Voice call person being called. Dial *(Z)# to disconnect.
Extended Repeater Operation to Point to Train	Utility Channel	*(Z)NXXX# (Example 3)	"OK" + 8 seconds + "EXT RPTR CONNECT"	Voice call person being called. Dial *(Z)# to disconnect
Diesel Specialist Calgary	Utility Channel	*(Z)1110#	"OK" + 8 seconds + "RINGBACK"	Wait for Specialist to answer. Dial *(Z)# to disconnect
S&C Support Desk Calgary	Utility Channel	*(Z)1406#	"OK" + 8 seconds + "RINGBACK"	Wait for S&C Support to answer. Dial *(Z)# to disconnect.
Phone Patch (1)	Utility Channel	*(Z)7941# or *(Z)7942#	"OK" Tone + 10 seconds + "Dial Tone"	Dial: 4-1-(area code)-phone number Dial *(Z)# to disconnect
To call an Office Console (Lakehead)	Utility Channel	Console No	"OK" + 8 seconds + "EXT RPTR CONNECT"	Dial Console code. Wait for person to answer. Dial *(Z)# to disconnect.
To access Time Signal in your area	Utility or RTC Call-in Channel	*(Z)TTTT#	"OK" + 8 seconds + voice time signal	Dial *(Z)# to disconnect

** You have 10 seconds to make this broadcast.
(1) Applies east of Thunder Bay.

Continued

Enhanced Track Side System II Radio System - RADIO INSTRUCTIONS -

Notes

Utility and RTC Call-in Channels Console numbers and codes are indicated in Subdivision station column or footnotes.

"(Z)..... denotes Zone Code

"XXX"..... denotes Tower code as indicated in Subdivision station columns (nearest tower or tower you wish to connect to).

"N"..... denotes Node Number

"TTTT".....denotes Time signal device code as follows:

9777 - Pacific Time Zone

9776 - Mountain Time Zone

9775 - Saskatchewan (Central Standard)

9778 - Central Time Zone

7979 - Eastern Time Zone

System Radio Tones

"OK" (2 short beeps).....call has reached radio tower

"RINGBACK" (3 short rings)..... call has reached RTC's consol

"EMERGENCY" (2 second continuous)..... call has reached RTC's consol

"BUSY" (busy signal)..... system is busy, try again

"EXT RPTR CONNECT" (1 second continuous).... ext rptr is enabled for use

"INVALID" (9 short beeps)..... invalid destination called

"CALL FAILED" (hi-lo or bee-bop)..... radio site is inoperative

"DIAL TONE" (Dial tone).....commence dialing

Use of Extended Repeater Operation

EXAMPLE 1 - Point to Train to Utility

Train crew of a train at MacTier wants to speak to the Track Maintenance Supervisor near Britt. (Britt Tower)

1. Switch to: RTC Call-in Channel CP 6 and wait until channel is quiet.
2. Dial: *35343#
3. Wait for the "OK" tone, then after 8 seconds an "EXT RPTR CONNECT" tone.
4. Switch to Train Stand-by Channel CP 5 and voice call the Track Maintenance Supervisor.
5. When conversation is complete, switch to RTC Call-in Channel CP 6 and dial *3# to disconnect.

EXAMPLE 2 - Utility

The Track Maintenance Supervisor at MacTier wants to speak to the Assistant Track Maintenance Supervisor at Britt. (Britt Tower)

1. Switch to Utility Channel CP 15 and wait until channel is quiet.
2. Dial: *35343#
3. Wait for the "OK" tone, then after 8 seconds an "EXT RPTR CONNECT" tone.
4. Voice call the Assistant Track Maintenance Supervisor.
5. When conversation is complete, dial *3# to disconnect.

EXAMPLE 3 - Utility to Point to Train

The Track Maintenance Supervisor at MacTier wants to speak to the crew on a train near Britt. (Britt Tower)

1. Switch to Utility Channel CP 15 and wait until channel is quiet.
2. Dial *35333#
3. Wait for "OK" tone, and after 8 seconds, an "EXT RPTR CONNECT" tone.
4. Voice call the crew on the train.
5. When the conversation is complete, dial *3# to disconnect.

Standard Track Side System II Radio System RADIO INSTRUCTIONS

General Description

The Trackside Radio System has radio base stations situated along the track to provide radio coverage over each territory, and consists of both a point-to-train system and a utility repeater system.

The provisions of CROR Rules 117-127 and GOI Section 4 apply.

The point-to-train system is primarily used for communication between the RTC and train crews. Maintenance of way and supervisory personnel can also use the point-to-train system to call the RTC.

The utility system is used by maintenance and supervisory personnel to communicate with the RTC, the district office, and other console users. The utility repeater base station also provides extended range for mobile and hand-held radios.

Instructions to Train Crews

The RTC will call you on the train standby channel designated for the subdivision. (See subdivision page for the correct train standby channel). Whenever another channel is used, ensure the radio is switched back to the train standby channel designated for the subdivision.

To call the RTC:

- (1) Switch your radio to the RTC call-in channel designated for the subdivision (see subdivision page for the correct train standby channel). Whenever another channel is used, ensure the radio is switched back to the train standby channel designated for the subdivision.
- (2) Using your radio's keypad, enter the RTC call-in channel tower code of the nearest radio tower (See the subdivision page for the tower code of the nearest radio tower).
- (3) Listen for two short beeps (this indicates your call has reached the radio tower), followed by three rings indicating that your call has reached the RTC.
- (4) Switch your radio back to the train standby channel designated for the subdivision and wait for the RTC to answer.

To make an Emergency call to the RTC

- (1) Switch your radio to the RTC call-in channel designated for the subdivision (see subdivision page for the correct RTC call-in channel).
- (2) Using your radio's keypad, enter 911N, where N is the first digit of the tower codes on that subdivision.
- (3) Listen for two short beeps (this indicates your call has reached the radio tower), followed by two second continuous tone indicating that your call has reached the RTC.
- (4) Say "Emergency, Emergency, Emergency" on the RTC call-in channel.
- (5) Switch your radio back to the train standby channel designated for the subdivision and wait for the RTC to answer.

Instructions to Maintenance of Way and Supervisory Personnel

The RTC will call you on the utility channel designated for the subdivision (see subdivision page for the correct utility channel).

Whenever another channel is used, ensure the radio is switched back to the utility channel designated for the subdivision.

Local conversations should be conducted on the maintenance of way standby channel to keep the utility channel available for other uses.

To call the RTC, a console, use the extended repeater function or, make a telephone call:

- (1) Switch your radio to the utility channel designated for the subdivision.(see subdivision page for the correct utility channel).
- (2) Using your radio's keypad, enter the utility channel tower code (including the *) of the nearest radio tower. (see the subdivision page for the tower code of the nearest radio tower.)
- (3) (a) You should hear two short beeps, indicating you have reached the radio tower, followed by a dial tone.
 - (b) If you hear two short beeps followed by a busy signal, this indicates that the line is busy. Please wait two minutes and then try again.
 - (c) If you hear eight fast beeps, the radio tower is in failure mode. Report it to the radio shop as soon as practical.
 - (d) If you do not hear two short beeps, or if you hear any tones other than described in 3a or 3b, try again. If this condition persists, report it to the radio shop as soon as practical.
- (4)(a) To call the RTC assigned to your subdivision, enter 919 on your keypad. You should hear two rings indicating your call has been placed in sequence with other calls made to the RTC. Please wait for the RTC to answer your call.
 - (b) To call another console, enter the dial code, on your keypad, of the console you want to call (see the dial code table following). Wait for the RTC or operator to answer.
 - (c) To use the extended repeater function, enter the tower code (**without** the *) of the other radio tower you wish to connect. Listen for a short duration tone, indicating the other radio tower has connected, and then commence your conversation. After you have finished your conversation, you **MUST** disconnect by entering # plus the three digits of the tower used.

Continued...

Standard Track Side System II Radio System RADIO INSTRUCTIONS

(d) To make a telephone call.

To make a call to the Montreal Area Code 514 region:

- enter 183 or 184 and wait for a second dial tone,
- then enter 1 + Area Code 514 followed the the seven digits of the telephone number you want to reach.

To make a call from the Quebec District to the Toronto area (Area Code 416):

- enter 183 or 184 and wait for a second dial tone,
- then dial the seven digits of the telephone number you want to reach.

To make a local call in Toronto (Area Code 416):

- enter 181 or 182 and wait for a second dial tone,
- then dial the number.

To make a long distance call from Toronto:

- enter 181 or 182 and wait for a second dial tone,
- then the Area Code plus the telephone number.

After you have finished your telephone call, you MUST disconnect by entering # plus the three digits of the Utility Tower Code for the radio tower nearest you. (Long distance telephone charges against CP are applied as if your telephone call originates from Toronto.)

Dial Code Table

Consoles	Dial Code
RTC Belleville	101
RTC Galt CTC	102
RTC Hamiton / MacTier (Toronto Terminals)	103
RTC Windsor	104
RTC Winchester	105
RTC Galt OCS	106
S&C Technicians	107
Québec West RTC	201
Québec North RTC	202
Montreal Terminal RTC	204
Telephone from the Quebec Subdivisions	183 or 184
Telephone Toronto	181 or 182

PARRY SOUND AND CARTIER SUB SPECIAL INSTRUCTIONS

- CTC AUTOMATIC CLEARING AND LOCAL CONTROL INSTRUCTIONS -

Under normal conditions, the RTC will operate switches and control signals as required, in a manner identical to any conventional CTC system.

Automatic Clearing of signals by trains becomes effective when the CTC controlled locations lose the data communication link with the RTC office computer. Under this condition, the signals governing movement at the respective controlled locations revert to automatic clearing which provides for self-clearing of signals by approaching trains on the main track only. This is done on a first come, first serve basis. In order for trains to meet, the switches and signals must be operated from the LOCAL CONTROL PANEL.

LOCAL CONTROL

Before taking any action to operate the Local Control Panel, always attempt to communicate with the RTC and request permission to use same. If communication with the RTC is not possible, automatic clearing feature may be in effect and it may therefore be possible to take local control without the RTC's permission. Local control may also be used for purposes other than automatic clearing of signals.

SWITCHING WITH LOCAL CONTROL

The RTC may transfer the control of switches and signals to a member of a train crew who may, by the proper use of the local Control Panel located at each CTC bungalow, line switches and clear signals at that location to permit the crew to make switching movements on signal indications. This will avoid having to request the RTC to clear signals and line switches for each movement.

RETURN TO TRAIN MOVES USING LOCAL CONTROL

It is also possible at most siding ends to allow a return to train move but only through the Local Control panel. In order for this feature to operate, Local Control must be used to clear all signals during this sequence of events. At all times keep the Local Control Panel in Local mode. (do not push the Remote button). Refer to subdivision Item 6 footnotes for location where this feature is applicable.

CTC LOCATIONS EQUIPPED WITH AUTOMATIC CLEARING AND LOCAL CONTROL

All CTC controlled locations between the west siding switch at Navilus on the Nipigon Sub and the east siding switch Larchwood on the Cartier Sub are equipped for automatic clearing and local control with the exception of the east and west controlled locations at Schreiber, White River, Chapeau and Cartier yards.

INSTRUCTIONS CONCERNING THE OPERATION OF LOCAL CONTROL

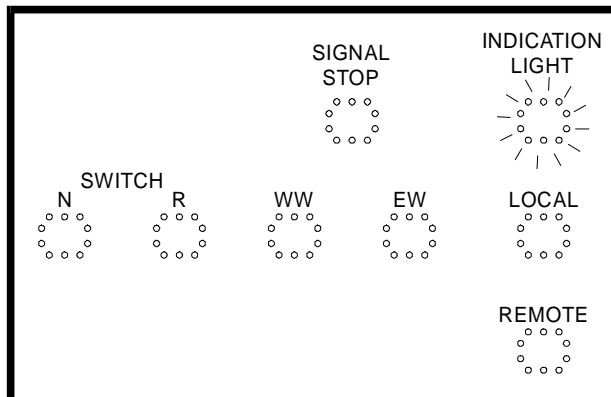
- First: Communicate with the RTC to seek permission to use the Local Control Panel. Normally, the RTC must transmit a signal code request to your location to allow you to use local control. However, in the event that the signal system has reverted to automatic clearing and communication with the RTC is not possible, you may be able to take control if you are unable to communicate with the RTC.
- Second: Push "Local Control" button to acquire transfer of control. The indication lamp should light up when transfer is complete. If the lamp fails to light, the lamp may be burned out. Proceed with the next step after ensuring that the RTC has had enough time to send the local control request command to your location.
- Third: Push "Stop" button to cancel any signal indication that may have been coded in either by the RTC or by the automatic clearing feature. This is a critical step that must be adhered to, to enable the crew to subsequently line switches and clear signals. Stop button must be depressed even if the governing signal indication is verified to display Stop.
NOTE: Under certain circumstances it may be necessary to wait 5 minutes for the timing circuit to run down before applying the next step.
- Fourth: Push "Normal" or "Reverse" switch button to line the switch for route to be used. It is not necessary to push the respective button if the switch is already lined for your desired route. If switch will not operate by power, refer to the NOTE in step three above.
- Fifth: Press "EW" or "WW" signal button to clear block signals in direction movement is to be made. If signal does not clear, apply step 3 and wait 5 minutes.
- Sixth: When movement is complete, press the Remote button to return control to the RTC. Check to see that indication light goes out after pushing the button. The local control panel MUST NOT be left unattended in the local control mode.

When it is necessary to change the position of a switch for the intended route, this must be done prior to selecting the signal button. If the signal button is pushed before the route is lined, it will be necessary to push the STOP button to cancel the signal and subsequently wait for a period of five minutes for the time lock to release.

LEGEND

- Switch position N Refers to normal switch position.
- Switch position R Refers to reversed switch position.
- Signal WW Refers to westward signal, main or siding depending on route selected.
- Signal EW Refers to eastward signal, main or siding depending on route selected.
- Local Signals and switches under control of the train crew.
- Remote Signals under control of RTC or automatic clearing, switches controlled by the RTC.

NOTE: All push buttons must be depressed for a minimum of **2 seconds** to ensure signal appliances have had sufficient time to react.



INSTRUCTIONS IN THE USE OF AUTO-NORMAL SWITCHES

General Instructions

An auto-normal is a locally controlled dual control switch, which will automatically restore to normal position after train or engine movement has cleared the switch track circuit.

NOTE:

- (i) When the auto-normal switch is operated by hand, the rules governing hand operated switches apply.
- (ii) The provisions of Rule 104 (h) apply at auto-normal switches.
- (iii) When weather conditions require, the auto-normal switch heater, where provided, may be operated by pushing the toggle switch marked "HEATER" in the switch control box to the most upward position or the heater may be activated by radio control by the RTC. The switch heater will automatically shut off after a period of time.

Movement of Trains or Engines over Auto-Normal Switches

- (a) When the auto-normal switch is to be operated, a member of the crew must open the switch control box located beside the auto-normal switch and governed by the following;

To Reverse the Switch

- depress the pushbutton marked "REVERSE";
- release it, then close and lock the door.

To Restore Switch to Normal

- depress the pushbutton marked "NORMAL";
- release it, then close and lock the door.

- (i) Due to time delay circuits, pushing these buttons will not activate movement of the switch for approximately 18 seconds after a train or engine movement has cleared the switch track circuit.
- (ii) Block or interlocking signal indication, SWITCH NORMAL LIGHT or SWITCH POSITION INDICATOR will be used to verify that the switch is lined and locked for the desired route. A train or engine movement will not receive a permissive signal indication until the switch control box is closed and locked.
- (iii) The SWITCH NORMAL LIGHT located on a mast above the control box will illuminate when the auto-normal switch is lined and locked in the normal position.
- (iv) Where movement over an auto-normal switch is governed by block or interlocking signal displaying Stop or Stop and Proceed, train or engine movement will be governed in accordance with Item (b), except when the SWITCH NORMAL LIGHT is illuminated or switch is equipped with a SWITCH POSITION INDICATOR, train or engine may proceed in accordance with the indication of the signal.

- (v) Where provided, train or engine movement will be governed by SWITCH POSITION INDICATOR as follows;

Green Indication – Switch set for normal route.

Yellow Indication – Switch set for reversed position.

No Indication – STOP and be governed in accordance with Item (b).

- (vi) Train or engine movements must not be made over an auto-normal switch except by signal indication, illuminated SWITCH NORMAL LIGHT, SWITCH POSITION INDICATOR, or when the the switch is set "by hand" for the route to be used in accordance with Item (b).

- (b) When a train or engine is required to set the switch in the "hand" position, movements over the switch must not be made until;

- (i) the selector lever is placed in "hand" position
- (ii) the hand throw lever is operated until the switch points move in both directions with the movement of the hand throw lever; and
- (iii) the switch is lined by hand for the route to be used. The selector lever must be restored to the "power" position and locked, but not before the movement has occupied the switch points.

Movement of Track Units over Auto-Normal Switches

NOTE: Track Units which will reliably operate signal systems, as listed in GOI Section 1, "TRACK UNIT OPERATED AS A TRAIN OR ENGINE", will be governed by instructions as specified for the MOVEMENT OF TRAINS OR ENGINES OVER AUTO-NORMAL SWITCHES.

When a track unit is required to move over an auto-normal switch in the reversed position, movement over the switch must not be made until;

- (i) the selector lever is placed in "hand" position.
- (ii) the hand throw lever is operated until the switch points move in both directions with the movement of the hand throw lever and;
- (iii) the switch is lined by hand for the route to be used. The selector lever must be restored to the "power" position and locked, but not until the track unit has cleared the switch points.

CLARIFICATIONS ON SUBDIVISION
FOOTNOTES



The following is provided for your guidance only. It does not replace proper observance of all CROR rules, special instructions, GBO, operating bulletins, etc.

Whistle Signal 14(l) Is Prohibited Approaching Public Crossing At Grade Mile...

The locomotive engineer must not whistle as per 14(l). However whistle signals must be sounded for unusual circumstances such as people on the track, notify track forces, etc

Rule 45.1 applies at signalled sidings.

This footnote is to remind employees that in the presence of a signalled siding, flags must be placed on the outside of the main track and on the outside of the signalled siding.

Rule 94.1 applies...

This is to advise crews that they may encounter hand operated main track switches lined and locked in the reversed position, and must operate at a speed that will permit stopping short of a switch not properly lined.

Rule 94.1 is not authority to leave hand operated main track switches in the reversed position. Such authority may only be provided by GBO, clearance or special instructions.

Rule 103.1 (b) (i) and (ii) applies to northward movements within 1250 feet of the crossing.

This footnote clarifies the term "in the vicinity". Therefore all main track movements stopped within 1250 feet of the crossing must approach the crossing at a speed not exceeding 10 MPH from a distance of 300 feet from the crossing.

The provisions of Rule 103.1(c) apply...

This footnote requires movements to approach public crossings at grade without exceeding 10 MPH from a distance of 300 feet from the crossing. Usually 103.1 (c) does not apply in a signalled siding since main track rules would apply. When this requirement is still required on a signalled siding, the footnote reads "The provisions of..."

Rule 105.1 does not apply.

Normally when crew members leave cars in a siding shown in the time table, they must advise the RTC in order to advise other trains by GBO. The footnote "Rule 105.1 does not apply" is to inform crews that they need not advise the RTC when they leave cars in such sidings.

Train or engine must also apply the provisions of Rule 611.

This is in addition to the 564 authority received from the RTC. It requires a member of the crew to open the knife switch before authorizing the train to proceed beyond the STOP signal.

*** GOI Section 8 item 5.1 applies.*

In order to be affected by the application of this footnote, three conditions must apply.

- 1 Your train is handling at least one car of SPECIAL dangerous commodity.
- 2 Your train has just passed an HBD indicated in Time Table footnotes with double asterisks (**).
- 3 Your train does not receive a full and proper inspection by the HBD.

See HBD inspection chart, GOI Section 5 pages 58-59 for inspection exceptions.

If ALL three conditions apply, you must perform, within approx. one mile of the HBD, a pull-by or standing inspection from the front of the train to and including the second car behind the last full carload, containerload, or trailerload of SPECIAL dangerous commodity.

GOI Section 10, item 5.4 applies between...

This applies to trains, engines or track units handling dimensional traffic and to and dimensional track units.

At such location, an employee as indicated in the subdivision footnote, is responsible for the protection of dimensional traffic. BEFORE occupying the main track within such limits, train/engine crews/ and foreman in charge of dimensional TU must first contact such employee, advise of the widest load and specific restrictions, if any, and finally get permission from him for their movement.

Automatic reporting unit (ARU) system is located ...

At these locations, a device is plugged into the MU receptacle of idling diesel units during winter conditions to monitor the unit to ensure it does not unknowingly shut down. If the unit does shut down, a signal is transmitted to Calgary to alert mechanical specialists to ensure it is promptly restarted or drained.

Rule 107 not applicable.

Normally, all trains and engines must approach stations, where a passenger train is discharging or receiving traffic, with extreme caution, alert for persons on or near the track, or who appear about to cross the track. An approaching train must not pass between the passenger train and the station or platform unless the movement is properly protected.

However, at stations where this footnote applies, sufficient protection has been provided with tunnels, underpasses, appropriate fences, barriers, warning signs and/or other devices to ensure persons cannot inadvertently cross the track during the process of detrainning or entraining. Therefore, at locations where this footnote applies, approaching trains are no longer restricted in the application of Rule 107 but must ensure the engine bell is rung as per Rule 13 (ii) and (iii).

*Southern Ontario and Montréal
Service Area Special Instructions*

NEAR MISS PROGRAM

Crews are reminded of the importance of reporting any cases in which a highway vehicle fails to stop at a crossing equipped with automatic signals, gates or which is being flagged; or where the vehicle would be required by law to come to a stop before proceeding over the crossing even if no protection other than crossbucks are present. A supply of cards for the purpose of reporting such instances have been made available at all booking-in offices for your use.

CLEARANCE IN CTC (Not Applicable to the Cartier Sub)

In the application of Rule 81 within CTC, trains and engines may operate without a clearance.

PRE-DEPARTURE CHECK LIST

This check list must be completed and signed by all crew members prior to initial entry to the main track.

In addition, it must be reviewed by all crew members prior to re-entry to the main track.

SEMI-AUTOMATIC SWITCHES

During snow and/or drifting snow or ice conditions, all semi-automatic switches must be manually lined in both directions for the route to be used.

COMMITMENT TO SAFETY



1. Everyone working on our Railway must understand their job and be properly trained to do it.
2. Compliance with rules, procedures and policies is absolutely mandatory.
3. Before we begin work each day, everyone within the group working together must understand what is to be accomplished.
4. We take no short cuts.
5. Productivity won't be put ahead of safety.
6. We must have clear communications.
7. People on the job have to be mentally prepared, rested and physically fit to do the job that day.

"To err is human, to err on the side of safety is professional"

Rules and Regulatory Affairs		
Public files		
Title	Lotus Notes	Merlin
CROR	R&RA database	RB,CROR01
GOI	R&RA database	n/a
V280	R&RA database	n/a
RTC Manual	R&RA database	RTCMAN,CROR01
Rule of the Week	Rule of the Week database	ROW,CROR01
Monthly Operating Bulletins	Monthly Operating Bulletins database	MOB,CROR01
Time Tables	Time Tables database	n/a

Safety Policy Changes & Audits Database	
<p>Safety Policy Changes & Audits on NP...</p>	<p>See this LOTUS NOTES database for changes on Accident Prevention Guidelines (Form 300-3) Accident Prevention Policies (Form 300-4) and Safety Audits.</p>

*Did you find an error in the time table?
 Please send a message to om01287 (Merlin), CLO0006 (Lotus Notes)
 or e-mail to michel_cloutier@cpr.ca*


Time Table No 80 - January 14, 2002

Time required to travel in minutes given a speed and distance																
Miles	5 MPH	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	Miles
1	12	6	4	3	2.4	2	1.7	1.5	1.3	1.2	1	1	.9	.8	.8	1
2	24	12	8	6	4.8	4	3.4	3	2.6	2.4	2.1	2	1.8	1.7	1.6	2
3	36	18	12	9	7.2	6	5.1	4.5	4	3.6	3.2	3	2.7	2.5	2.4	3
4	48	24	16	12	9.6	8	6.8	6	5.3	4.8	4.3	4	3.6	3.4	3.2	4
5	60	30	20	15	12	10	8.5	7.5	6.6	6	5.4	5	4.6	4.2	4	5
6	72	36	24	18	14.4	12	10.2	9	8	7.2	6.5	6	5.5	5.1	4.8	6
7	84	42	28	21	16.8	14	12	10.5	9.3	8.4	7.6	7	6.4	6	5.6	7
8	96	48	32	24	19.2	16	13.7	12	10.6	9.6	8.7	8	7.3	6.8	6.4	8
9	108	54	36	27	21.6	18	15.4	13.5	12	10.8	9.8	9	8.3	7.7	7.2	9
10	120	60	40	30	24	20	17.1	15	13.3	12	10.9	10	9.2	8.5	8	10
11	132	66	44	33	26.4	22	18.8	16.5	14.6	13.2	12	11	10.1	9.4	8.8	11
12	144	72	48	36	28.8	24	20.5	18	16	14.4	13	12	11	10.2	9.6	12
13	156	78	52	39	31.2	26	22.2	19.5	17.3	15.6	14.1	13	12	11.1	10.4	13
14	168	84	56	42	33.6	28	24	21	18.6	16.8	15.2	14	12.9	12	11.2	14
15	180	90	60	45	36	30	25.7	22.5	20	18	16.3	15	13.8	12.8	12	15
16	192	96	64	48	38.4	32	27.4	24	21.3	19.2	17.4	16	14.7	13.7	12.8	16
17	204	102	68	51	40.8	34	29.1	25.5	22.6	20.4	18.5	17	15.6	14.5	13.6	17
18	216	108	72	54	43.2	36	30.8	27	24	21.6	19.6	18	16.6	15.4	14.4	18
19	228	114	76	57	45.6	38	32.5	28.5	25.3	22.8	20.7	19	17.5	16.2	15.2	19
20	240	120	80	60	48	40	34.2	30	26.6	24	21.8	20	18.4	17.1	16	20
21	252	126	84	63	50.4	42	36	31.5	28	25.2	22.9	21	19.3	18	16.8	21
22	264	132	88	66	52.8	44	37.7	33	29.3	26.4	24	22	20.3	18.8	17.6	22
23	276	138	92	69	55.2	46	39.4	34.5	30.6	27.6	25	23	21.2	19.7	18.4	23
24	288	144	96	72	57.6	48	41.1	36	32	28.8	26.1	24	22.1	20.5	19.2	24
25	300	150	100	75	60	50	42.8	37.5	33.3	30	27.2	25	23	21.4	20	25
26	312	156	104	78	62.4	52	44.5	39	34.6	31.2	28.3	26	24	22.2	20.8	26
27	324	162	108	81	64.8	54	46.2	40.5	36	32.4	29.4	27	24.9	23.1	21.6	27
28	336	168	112	84	67.2	56	48	42	37.3	33.6	30.5	28	25.8	24	22.4	28
29	348	174	116	87	69.6	58	49.7	43.5	38.6	34.8	31.6	29	26.7	24.8	23.2	29
30	360	180	120	90	72	60	51.4	45	40	36	32.7	30	27.6	25.7	24	30
31	372	186	124	93	74.4	62	53.1	46.5	41.3	37.2	33.8	31	28.6	26.5	24.8	31
32	384	192	128	96	76.8	64	54.8	48	42.6	38.4	34.9	32	29.5	27.4	25.6	32
33	396	198	132	99	79.2	66	56.5	49.5	44	39.6	36	33	30.4	28.2	26.4	33
34	408	204	136	102	81.6	68	58.2	51	45.3	40.8	37	34	31.3	29.1	27.2	34
35	420	210	140	105	84	70	60	52.5	46.6	42	38.1	35	32.3	30	28	35
36	432	216	144	108	86.4	72	61.7	54	48	43.2	39.2	36	33.2	30.8	28.8	36
37	444	222	148	111	88.8	74	63.4	55.5	49.3	44.4	40.3	37	34.1	31.7	29.6	37
38	456	228	152	114	91.2	76	65.1	57	50.6	45.6	41.4	38	35	32.5	30.4	38
39	468	234	156	117	93.6	78	66.8	58.5	52	46.8	42.5	39	36	33.4	31.2	39
40	480	240	160	120	96	80	68.5	60	53.3	48	43.6	40	36.9	34.2	32	40

Time/mile	MPH	Instructions
12 min 00 sec.	5	<p>NOTE: When the distance is one mile, use the table to your left. For distances between 1 and 40 miles use the table above.</p> <p><u>Large table:</u> 1. In the vertical column to the left (or right) find the distance to travel. 2. Follow this row until it intersects with the average travelling speed. 3. The time required to travel is given. Example: The distance between 2 points is known to be 11 miles. At an average speed of 40 MPH it should take 16.5 minutes to travel. See cells in gray.</p> <p><u>Decimal point:</u> Multiply the decimal by 6 in order to get seconds. Example: 15.4 equals 15 minutes and 24 seconds (4 X 6).</p> <p><u>Small table:</u> 1. Note the time required to travel 1 mile. 2. Compare your time with the left column. 3. The column to the right indicates your speed. Example: It took your train 1 minute and 30 seconds to travel the one mile distance. Your average speed is 40 MPH.</p>
6 min 00 sec.	10	
4 min 00 sec.	15	
3 min 00 sec.	20	
2 min 24 sec.	25	
2 min 00 sec.	30	
1 min 43 sec.	35	
1 min 30 sec.	40	
1 min 20 sec.	45	
1 min 12 sec.	50	
1 min 05 sec.	55	
1 min 00 sec.	60	
55 sec.	65	
51 sec.	70	
48 sec.	75	
45 sec.	80	
42 sec.	85	
40 sec.	90	

SOUTHERN ONTARIO SERVICE AREA

CANADIAN PACIFIC RAILWAY POLICE SERVICE 24 HOUR COMMUNICATIONS CENTRE

TOLL FREE NUMBERS  1-800-716-9132 (Canada and USA), 1-800-551-2553 (Canada only),
Bell Mobility #732 or Rogers AT&T *2277

Please call direct or through the RTC to report near misses
and other incidents which affect the safe operation of the railway.

e-mail:
cpps@telusplanet.net



Employee and Family Assistance Program

In Ontario, your EFAP Referral Agent is Louis Muscat at:

 (416) 754-1775 or 1-800-735-0286

Fax: (416) 754-3105

 **INTERNET**

CANADIAN PACIFIC RAILWAY
<http://www.cpr.ca>

The Railway Association of Canada
<http://www.railcan.ca>