



**WESTERN CANADA REGION**

**PRAIRIE**

**SUB REGION**



**TIME TABLE**

**11**

**EFFECTIVE 0001  
JANUARY 01, 2005**

**Peter Marshall**  
Senior Vice President  
Western Canada Region

**Jim Vena**  
General Manager  
Prairie Sub Region

## TIME TABLE INSTRUCTIONS

This time table is effective 0001 JANUARY 1, 2005.

### TIME ZONE INFORMATION

- Eastern Time:** Kinghorn Sub.  
**Central Time:** All subdivisions west of Armstrong and Thunder Bay that are east of Biggar, Kindersley and North Battleford.  
**Mountain Time:** Blackfoot Sub

### Governed by:

**Standard Time:**

Commencing at 0100 on the last Sunday in October of each year.

**Daylight Saving Time:**

Commencing at 0300 on the first Sunday in April of each year.

### SPEED TABLE

Time per mile	MPH
36 sec . . . . .	100
38 sec . . . . .	95
40 sec . . . . .	90.0
42 sec . . . . .	85.7
45 sec . . . . .	80.0
48 sec . . . . .	75.0
51 sec . . . . .	70.6
55 sec . . . . .	65.5
1 min 5 sec . . . . .	55.4
1 min 12 sec . . . . .	50.0
1 min 20 sec . . . . .	45.0
1 min 30 sec . . . . .	40.0
1 min 43 sec . . . . .	35.0
2 min . . . . .	30.0
2 min 25 sec . . . . .	25.0
3 min . . . . .	20
4 min . . . . .	15
6 min . . . . .	10
12 min . . . . .	5
15 min . . . . .	4
20 min . . . . .	3
30 min . . . . .	2
1 hour . . . . .	1

Cover Photo:

"Entering the Prairie Region" at Fort Frances ON.  
Courtesy JJ Whelan - Manager Operating Practices

# PRAIRIE

## Sub-Region Of The Western Canada Region

<b>LAKEHEAD DIVISION .....</b>	<b>3</b>
ALLANWATER .....	5
FORT FRANCES .....	27
KASHABOWIE .....	23
KINGHORN .....	18
REDDITT .....	10
SPRAGUE .....	37
<b>WINNIPEG DIVISION .....</b>	<b>47</b>
CARBERRY .....	69
CROMER .....	73
GLADSTONE .....	79
LAMPMAN .....	76
LETELLIER .....	62
RIVERS (Wpg to Rivers, inc. Rivers yard) .....	48
<b>SASKATCHEWAN DIVISION .....</b>	<b>83</b>
ABERDEEN .....	141
ASSINIBOINE .....	90
BLACKFOOT .....	157
BLAINE LAKE .....	154
BROOKSBY .....	152
CENTRAL BUTTE .....	123
CITY OF REGINA .....	114
CITY OF SASKATOON .....	135
CONQUEST .....	130
CRAIK .....	116
ELROSE .....	132
GLENAVON .....	119
LEWVAN .....	121
MARGO .....	87
PREECEVILLE .....	92
QUAPPELLE .....	111
RIVERS (Rivers to Melville) .....	48
ROBINHOOD .....	155
ROSETOWN .....	127
ST.BRIEUX .....	145
TISDALE .....	147
TOGO .....	84
TURNBERRY .....	95
TURTLEFORD .....	160
WARMAN .....	137
WATROUS .....	97
YORKTON .....	108



## LAKEHEAD DIVISION

ALLANWATER .....	5
FORT FRANCES .....	27
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KINGHORN .....	18
REDDITT .....	10
SPRAGUE .....	37

## LAKEHEAD DIVISION

Bill Motluk	Superintendent	Winnipeg (204) 231-7730
Terry Houtt	Asst. Superintendent Transportation	Thunder Bay (807) 475-6771
Tom Wincheruk	Asst. Superintendent Engineering	Winnipeg (204) 231-7635
Harvey Harapiak	Trainmaster - ESO	Winnipeg (204) 231-7516
Catherine Poddubny	Trainmaster	Thunder Bay (807) 475-6739
Earl Taylor	Trainmaster	Thunder Bay (807) 475-6739
	Trainmaster	Sioux Lookout (807) 737-2440
Dennis McCarthy	Trainmaster	Fort Frances (807) 274-1923
Ken Haugen	Trainmaster	Fort Frances (807) 274-1923



LAKEHEAD DIVISION - ALLANWATER SUBDIVISION

Time Table No. 11

[ 5 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	ALLANWATER SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓	E ↑						
CTC	1	ARMSTRONG	Y	0.0	6920	0.0		C8 T1 5051	84 4101
		ONAPING		7.4	6335		1.9		
		PASCOPEE		14.7	6350		17.0		
		COLLINS		21.1	6330				
		OGAKI		28.3	6340				
		JACOBS		38.9	6460		34.9		
		KAWA		46.4	7230		48.9		
		ALLANWATER		55.7	6520		59.7		
		HARVEY		65.5	6350		72.2		
		STAUNTON		69.6	6320		83.4		
		SAVANT LAKE		78.6	6550		98.0		
		FOWLER		90.7	6470				
		YCLIFF		100.5	6330				
		ROBINSON		108.8	6450		112.9		
		GHOST RIVER		115.9	6780		125.6		
		ROSNEL		123.7	7020		135.5		
		SUPERIOR		132.5	6650				
Rule 105		SIoux LOOKOUT EAST		137.6			C5 T1 5051	81 4105	
		SIoux LOOKOUT	Y	138.9		138.9			

**SUBDIVISION CONTROL FEATURES**  
 CTC BETWEEN ARMSTRONG AND SIDING WEST SWITCH  
 ARMSTRONG CONTROLLED BY RTC TORONTO.  
 CTC BETWEEN SIDING WEST SWITCH ARMSTRONG AND  
 SIOUX LOOKOUT EAST CONTROLLED BY RTC EDMONTON.  
 RULE 105 AND RULE 105(a) APPLICABLE  
 BETWEEN SIOUX LOOKOUT EAST AND SIOUX LOOKOUT.  
 SWITCHING ZONE BETWEEN ARMSTRONG AND MILE 1.0  
 AND BETWEEN MILE 137.0 AND SIOUX LOOKOUT EAST.  
 SIDING CONTROL TERRITORY.

**ALLANWATER SUBDIVISION FOOTNOTES**

PRAIRIE  
 TIME  
 TABLE

11

- 1 **CANADIAN RAIL OPERATING RULES**
- 1.1 **Siding Control Territory** - Divisional Data Item 1 in effect on entire subdivision.
- 1.2 **Sioux Lookout** - RTC Control on Subdivision Track between Mile 137.6 (CTC Signal 1376) and Mile 0.0 Redditt Sub (extending to CTC Signal 01 CTC begins).  
 The following special instructions applicable:
  - (i) Rule 40.1 - not applicable on subdivision track.
  - (ii) Reduced Speed - in the application of reduced speed, subdivision track will be considered as clear of equipment unless otherwise informed by the RTC.

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

### 1.3 SPECIAL APPLICATIONS

- a) Rule 104 (c) - Sioux Lookout west crossover switch SL21 may be left lined and locked in either position.
- b) Rule 105(a) Armstrong - applicable on tracks KE 60-61-62.
- c) Rule 105.1 - The RTC must be advised when equipment is left on tracks SL21 and SL 22
- d) Rule 564 Armstrong - Authority to pass eastward signal 08 at siding west switch will be issued by RTC HC Toronto.
- e) Rule 566 Armstrong - RTC HC Toronto will issue Authority between signal 07 at siding west switch and signal 2432 at east switch.

## 2 GENERAL FOOTNOTES

### 2.1 Cold Weather Restrictions

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

WIS Sites:

Mile 48.91, 72.24, 98.01, 125.59 and 135.51

Cold Weather Zone:

Mile 97.0 to 107

All trains are restricted to a maximum speed of 35 mph in Cold Weather Zones when the temperature is -25C or colder. Train crews are



to make this determination and be governed by the temperature reading provided by the last working WIS detector, with temperature message capabilities, prior to the involved zone. The restriction remains in effect for the identified zone(s) until in receipt of a WIS message stating the temperature is warmer than -25C. The speed-restricted zones may also be identified by GBO.

**2.2 Stand Alone Dragging Equipment Detector**  
Mile 131.16

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents):  
286,000 lbs.

**4.2 Bridge Mile 133.3** - Because of the presence of "sliding joints", heavy brake applications must be avoided within 500 feet of either side of the bridge and while the bridge is occupied.

**4.3 Armstrong** - maximum speed on wye tracks KE 60-61-62 - 5 mph.

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

**5. SPEEDS**

**5.1 Speed Charts -**

(a) **TOB** - tons per operative brake will be indicated on WOPRT or train journal.

(b) **Zones speed signs** will indicate speeds for passenger and unrestricted freight trains only.

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

**5.2 Subdivision Speed - Westward**

Mile	Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psg
<b>0.0 - 25.6 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>55</b>
0.0 - 0.7	20	20	20	20
19.3 SIGNAL 193		45*	40*	
20.5 SIGNAL 205		45*	40*	
<b>25.6 - 73.3 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
26.5 SIGNAL 263		45*	40*	
53.5 SIGNAL 535		50*	45*	
63.1 SIGNAL 631		50*	50*	
66.5 - 73.3	55	55	55	55
67.9 SIGNAL 677		50*	50*	
<b>73.3 - 138.9 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>55</b>
87.9 SIGNAL 881		45*	40*	
98.0 SIGNAL 979		45*	40*	
106.9 SIGNAL 1069		45*	40*	
111.0 - 111.2	45	45	45	45
129.8 SIGNAL 1299		45*	40*	
131.2 SIGNAL 1311		45*	40*	
134.5 - 135.2	35	35	35	45
137.5 - 138.9	25	25	25	25

**5.3 Subdivision Speed - Eastward**

Mile	Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psg
<b>138.9 - 73.3 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>55</b>
138.9 - 137.5	25	25	25	25
135.5 - 134.5	35	35	35	45
125.6 SIGNAL 1256		45*	40*	
111.2 - 111.0	45	45	45	45
109.6 SIGNAL 1095		40*	40*	
<b>73.3 - 25.6 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
73.3 - 66.5	55	55	55	
72.3 SIGNAL 722		45*	40*	
67.9 SIGNAL 678		50*	45*	
57.9 SIGNAL 580		50*	45*	
48.9 SIGNAL 488		50*	45*	
41.2 SIGNAL 412		50*	45*	
30.7 SIGNAL 306		50*	50*	
<b>25.6 - 0.0 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>55</b>
23.0 SIGNAL 228		45*	40*	
21.8 SIGNAL 218		45*	40*	
16.9 SIGNAL 170		45*	40*	
15.7 SIGNAL 158		45*	40*	
9.2 SIGNAL 92		40*	40*	
8.1 SIGNAL 82			40*	
0.7 - 0.0	20	20	20	20

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Mile 1.1 - Automatic Warning Devices**

Crossing equipped with a “power-off” warning light to indicate that the outside power source has failed and the crossing protection is being operated by temporary battery power. Any employee observing that the lunar blue light is flashing must immediately advise the RTC who will advise S&C.

The “lunar blue” light is mounted on the west side of the crossing warning devices case. It will be visible to eastward crews looking directly at the case or westward crews looking back at the case.

**6.2 Mile 78.26 (Savant Lake Rd.) Automatic Warning Devices**

Rule 103.1(c) not applicable.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

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

- a) 6 Axle Locomotives Prohibited
- b) Maximum Permissible Speed 10 mph

Collins	Ogaki
Jacobs	Allanwater
Staunton	Savant Lake
Fowler	Ycliff
Ghost River	Rosnel

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

LAKEHEAD DIVISION - REDDITT SUBDIVISION

Time Table No. 11

[ 10 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	REDDITT SUBDIVISION	Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
Rule 105	1	SIoux LOOKOUT <sup>Y</sup>	0.0		0.0		C5 T1 5051	82 4161
		PELICAN	6.2	6447				
		HUDSON	12.6	6170		10.9		
		WEBSTER	20.7	6480		23.5	C5 T2 5050	
		SUNSTRUM	31.8	6510		37.3	C4 T2 5050	84 4162
		MILLIDGE	39.4	6565		48.5		
		RICHAN	45.5	7170		63.7		
		NIDDRIE	57.8	6870		80.5		
		MORGAN	65.5	6420		92.9		
		RED LAKE ROAD	71.3			102.9		82 4164
		QUIBELL	74.9	6450		118.7		
		MCINTOSH	83.5	6325		133.9		84 4165
		CANYON	90.2	6540		149.9		
		FAVEL	99.3	6320		162.2		6 4166
		JONES	106.0	6320		177.3		81 4167
		FARLANE	113.4	6320		193.0		
		REDDITT	123.1	6380		205.9		82 4168
		ENA LAKE	129.7	6850		221.3		
	MCNULTY	140.4		232.3				
	2	WADE	143.7		240.0			
		HARDY	149.8		240.4			
		WHITE	159.2	6260				
		OPHIR	167.0	7270				
		DECIMAL	175.0	6330				
		INDIGO	181.8	6300				
		HOCTOR	187.1	6280				
		ELMA	196.8	6620				
		LEWIS	204.3	6300				
		HAZEL	211.7					
	1	NOURSE	217.3	6210				
		ANOLA	229.8	6510				
		DUGALD	238.3	6510				
		TRANSCONA EAST	243.9					
		TRANSCONA	245.7					
PLESSIS RD		246.7						
2	BEACH JCT Connecting Track with CMR	248.5						
	TERMINALS CUT-OFF	251.3						
	WINNIPEG	252.1						
				252.1				

TGBO  
↑  
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DOB

PRAIRIE  
TIME  
TABLE

11

**SUBDIVISION CONTROL FEATURES**  
**CTC BETWEEN MILE 0.1 AND WINNIPEG**  
 CONTROLLED BY RTC EDMONTON.  
**RULE 105 AND RULE 105(a) APPLICABLE**  
 BETWEEN MILE 0.0 AND MILE 0.1.  
**SWITCHING ZONES BETWEEN MILE 0.1 AND MILE 2.0**  
 AND BETWEEN MILE 240.0 AND WINNIPEG.  
**SIDING CONTROL TERRITORY.**

## REDDITT SUBDIVISION FOOTNOTES

### 1 CANADIAN RAIL OPERATING RULES

1.1 **Siding Control Territory** - Divisional Data Item 1 in effect on entire subdivision.

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

The following special instructions applicable:

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

### 1.3 CTC SPECIAL FEATURES

- a) Connecting track with Central Manitoba Railway is signalled track which forms part of Beach Jct. Interlocking northward to interlocking signal 02 Mile 0.2.
- b) CTC Signal 2439 at Mile 243.9 Redditt Sub (Transcona East) equipped with DV Plate CROR Rule 98.1 DV special Instruction applies only to Slow to Clear, and Slow to Stop indications received on this signal. DV application does not apply to Restricting indications received on this signal.

**1.4 SPECIAL APPLICATIONS**

- (a) **Rule A** - Employees operating within Winnipeg Terminal Area must have a copy of the Winnipeg Terminal Operating Manual accessible.
- (b) **Rule 14(I)(iv)** - Applicable at:
- |                   |             |
|-------------------|-------------|
| Ravenhurst Street | Mile 244.07 |
| Plessis Road      | Mile 246.63 |
| Bournais Road     | Mile 247.42 |
| Panet Road        | Mile 249.04 |
- (c) **Rule 103.1(c)** Not applicable at public crossings at grade:  
 Mile 13.5 Hudson Siding  
 Mile 196.66 Elma Siding  
 Mile 237.46 Dugald Siding
- (d) **Rule 104 (c)** - Sioux Lookout west crossover switch SL21 may be left lined and locked in either position.

**2 GENERAL FOOTNOTES****2.1 GENERAL OPERATING INSTRUCTIONS**

- (a) **GOI 3.34** - not applicable between: Mile 238.5 and Mile 243.9 except approaching crossings at Mile 238.5 and Mile 242.6.

**2.2 Wheel Impact Load Detector (WILD)**

Located at Mile 240.4.

**2.3 Spring Switches**

Located at Millidge West, Favel East, Jones West, Ophir West and Sioux Lookout West.

- 2.4 Mile 13.4 to Mile 13.8** - Avoid heavy brake application except in case of emergency and use only light throttle.

- 2.5 Snow Plows** - Movements handling snow plows must not use North Track passing Winnipeg Union Station Train Shed. Snow plows will not clear platform adjacent to North Track.

**2.6 On Line SBU Storage and Replacement Battery Locations**

The following on line locations have been outfitted with secure storage for SBU's and power for SBU battery replacement and charging.

Red Lake Road - East end door of tool house. Identified with SBU sign on door.

Redditt - East end of tool house. Identified by Emergency water and SBU sign.

- 2.7 Emergency Water Stations** - Emergency water available at the following locations:

Amesdale Mile 51 - Inside building east of station sign on north side of main track.

Redditt - East end of tool house. Identified by Emergency water and SBU sign.

Elma - Small building between the tool houses be identified by emergency water sign.

**2.8 Stand Alone Dragging Equipment Detectors**

- Mile 248.5
- Mile 139.25
- Mile 249.04

**2.9 Tunnels**

- Mile 41.3                      325 feet
- Mile 88.2                      525 feet
- Mile 89.7                      525 feet
- Mile 130.4                      556 feet
- Mile 135.3                      613 feet

**3 INTERLOCKINGS**

- 3.1 Railway Crossing at Grade - Beach Jct. Mile 248.5.** Remotely Controlled CNR to connecting track with Central Manitoba Railway. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Rule 839 (a) and (b) not applicable. Foremen **MUST ALWAYS** be authorized by the signalman.  
 Maximum Permissible Speed 40 mph.

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted** (including contents): 286,000 lbs.
- 4.2 Bridge Mile 234.4 and Mile 251.5** - Because of the presence of "sliding joints", heavy brake applications must be avoided within 500 feet of either side of the bridge and while the bridge is occupied.
- 4.3 Sioux Lookout** - All movements on wye restricted to 5 mph. Locomotives equipped with six axles are restricted to single unit movement on wye. Cars in excess of 50 feet in length are restricted to single car movement on wye.

PRAIRIE  
 TIME  
 TABLE

**5. SPEEDS**

**5.1 Speed Charts -**

- (a) **TOB** - tons per operative brake will be indicated on WOPRT or train journal.
- (b) **Zones speed signs** will indicate speeds for passenger and unrestricted freight trains only.
- (c) \* When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

LAKEHEAD DIVISION - REDDITT SUBDIVISION

Time Table No. 11

[ 14 ]

JANUARY 1, 2005

**5.2 Subdivision Speed - Westward**

Mile	Frts under 80 TOB	Frts 80 TOB or more	Frts 100 TOB & 8000 ft or longer	Psgs
<b>0.0 - 2.0 Zone</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>
<b>2.0 - 82.2 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>55</b>
2.0 - 3.9				50
10.9 SIGNAL 109		45*	40*	
14.4 - 15.3				50
27.8 - 28.5	40	40	40	40
31.0 SIGNAL 309		45*	40*	
39.7 - 40.9	40	40	40	50
43.2 SIGNAL 433			45*	
44.6 - 45.3	45	45	45	50
44.9 SIGNAL 449			40*	
56.2 SIGNAL 561		45*	40*	
63.7 SIGNAL 637		45*	40*	
65.0 SIGNAL 649		45*	40*	
73.0 SIGNAL 729		45*	40*	
<b>82.2 - 92.6 Zone</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>45</b>
90.9 - 91.1	30	30	30	30
<b>92.6 - 110.8 Zone</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>50</b>
<b>110.8 - 122.8 Zone</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>45</b>
111.9 - 112.1	30	30	30	30
121.8 - 121.9				40
122.6 - 122.7	35	35	35	35
<b>122.8 - 138.0 Zone</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>50</b>
124.7 - 125.3	40	40	40	40
127.6 SIGNAL 1275			40*	
<b>138.0 - 149.8 Zone</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>
149.8 OVER SWITCH	45	45	45	45
<b>149.8 - 171.8 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>55</b>
157.9 - 158.1	30	30	30	30
170.1 - 170.6	40	40	40	50
<b>171.8 - 183.5 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>70</b>
173.1 SIGNAL 1731		50*	40*	
179.2 SIGNAL 1791			55*	
180.9 - 183.5				60
<b>183.5 - 246.3 Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>70</b>
184.6 SIGNAL 1845		55*	50*	
196.2 OVER BRIDGE	60	60	60	
196.7 - 196.8	60	60	60	60
202.1 SIGNAL 2021		60*	55*	
210.7 SIGNAL 2107		55*	50*	
214.5 SIGNAL 2145		60*	55*	
227.3 SIGNAL 2273		60*	55*	
235.3 SIGNAL 2353		60*	50*	
242.4 SIGNAL 2425		50*	40*	
243.9 - 246.3	60	60	60	60
<b>246.3 - 252.1 Zone</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>50</b>
248.5 INTERLOCKING	40	40	40	40
251.0 SIGNAL 2511A		30*	30*	
251.4 - 252.1	20	20	20	20

PRAIRIE  
TIME  
TABLE



### 5.3 Subdivision Speed - Eastward

Mile	Frts under 80 TOB	Frts 80 TOB or more	Frts 100 TOB & 8000 ft or longer	Psgs
<b>252.1 to 246.3 Zone</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>50</b>
252.1 to 251.4	20	20	20	20
248.5 INTERLOCKING	40	40	40	40
<b>246.3 to 183.5 Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>70</b>
246.3 to 243.9	60	60	60	60
240.1 SIGNAL 2404		55*	50*	
232.3 SIGNAL 2322		55*	50*	
219.6 SIGNAL 2196		55*	50*	
214.5 SIGNAL 2146		60*	55*	
199.9 SIGNAL 2000		60*	55*	
196.8 to 196.7	60	60	60	60
196.2 OVER BRIDGE	60	60	60	
<b>183.5 to 171.8 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>70</b>
183.5 to 180.9				60
177.3 SIGNAL 1772			45*	
<b>171.8 to 149.8 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>55</b>
170.6 to 170.1	40	40	40	50
158.1 to 157.9	30	30	30	30
<b>149.8 to 138.0 Zone</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>
149.8 OVER SWITCH	45	45	45	45
<b>138.0 to 122.8 Zone</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>50</b>
131.3 SIGNAL 1314		40*	40*	
125.3 to 124.7	40	40	40	40
<b>122.8 to 110.8 Zone</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>45</b>
122.7 to 122.6	35	35	35	35
121.9 to 121.8				40
112.1 to 111.9	30	30	30	30
<b>110.8 to 92.6 Zone</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>50</b>
<b>92.6 to 82.2 Zone</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>45</b>
91.1 to 90.9	30	30	30	30
<b>82.2 to 2.0 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>55</b>
77.3 SIGNAL 770		45*	40*	
47.5 SIGNAL 476		45*	40*	
46.4 SIGNAL 464			45*	
45.3 to 44.6	45	45	45	50
40.9 to 39.7	40	40	40	50
33.6 SIGNAL 338		45*	40*	
33.2 SIGNAL 324		45*	40*	
28.5 to 27.8	40	40	40	40
15.3 to 14.4				50
14.8 SIGNAL 148		40*	35*	
13.4 SIGNAL 134		40*	35*	
7.8 SIGNAL 78		45*	40*	
6.6 SIGNAL 66		45*	40*	
3.9 to 2.0				50
<b>2.0 to 0.0 Zone</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>

PRAIRIE  
 TIME  
 TABLE

## 5.4 Conditional Speeds

- (a) **Mile 71.2** (Highway 105) - Eastward movements proceeding at less than 10 mph within 2300 feet of crossing must not exceed 10 mph until crossing fully occupied.
- (b) **Mile 196.7** (Highway 11) - Eastward movements proceeding at less than 10 mph within 2500 feet of crossing must not exceed 10 mph until crossing fully occupied.
- (c) **Mile 244.07** (Ravenhurst Street) - Westward movements on north track must not exceed 25 mph from signal 2439 until crossing is fully occupied.
- (d) **Mile 246.6** (Plessis Road) - Westward siding movements routed through south main track from signal D2465B must not exceed 20 mph until crossing fully occupied.
- (e) **Mile 246.6** (Plessis Road) - Westward siding movements routed through south main track from signal D2465B and proceeding after stopping at this signal must not exceed 20 mph until crossing fully occupied.
- (f) **Mile 246.6** (Plessis Road) - Westward movements proceeding after stopping at signals 2465C and 2565A must not exceed 20 mph until crossing fully occupied.
- (g) **Mile 247.42** - Bournais Road - All movements within 1400 feet of crossing must not exceed 40 mph until crossing is fully occupied.
- (h) **Mile 249.04** - Panet Road - All movements within 1500 feet of crossing must not exceed 40 mph until crossing is fully occupied.

## 6 PUBLIC CROSSINGS AT GRADE

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

**6.3 Mile 230.31 - Anola Siding - Automatic Warning Devices**

Due to sightline restrictions, when cars or trains are occupying the siding and the crossing has been cleared for vehicle traffic, trains passing on the main track must not exceed 20 mph until crossing is fully occupied.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

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

- a) 6 Axle Locomotives Prohibited
- b) Maximum Permissible Speed 10 mph

Webster	White
Sunstrum	Ophir
Morgan	Decimal
Mcintosh	Indigo
Favel	Elma
Jones	Lewis
Redditt	Nourse
	Anola

- c) The following spurs and others tracks are further restricted;

Pelican	5 mph
Quibell	5 mph
Canyon	5 mph
Hocor	Engineering Use Only
Ena Lake	Engineering Use Only

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1** Do not exceed 35 mph between Mile 241.0 and Mile 251.4.

**8.2** Westward movements must be inspected at Mile 240.4.

LAKEHEAD DIVISION - KINGHORN SUBDIVISION

Time Table No. 11

[ 18 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	KINGHORN SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio		
		W ↓									
			E ↑								
Rule 105	1	<b>LONGLAC JCT</b> Y		0.0		1.9 ↑ <b>TGBO</b> ↓ 193.0 ↓ TGBO ↓ 195.5	87.4	C3 T2 64	83 40		
		Jct with Caramat Sub									
OCS		<b>BEHUN</b>		1.9							
		<b>GERALDTON</b>		20.3							
Rule 105		<b>KINGHORN</b>		40.7							81 41
		<b>ZROBACK</b>		47.0						C3 T2 62	
+ OCS		<b>JELlicOE</b> Y		49.7							
		<b>BEARDMORE</b>		51.7							
		<b>ORIENT BAY</b>		70.3						C3 T2 60	84 43
		<b>HOGARTH</b>		91.0	5990						
		<b>NIPIGON</b>		109.7							
		<b>RED ROCK</b>		127.6						C3 T2 58	82 19
		<b>DORION</b>		132.2							
		<b>KOHUT</b>		149.6							
	<b>CURRENT JCT</b>		193.0				C3 T2 56	84 4221			
	Rule 105	Connecting track with CPR Nipigon Sub		195.5				C2 T2 056			
<b>SUBDIVISION CONTROL FEATURES</b> OCS BETWEEN BEHUN AND ZROBACK AND BETWEEN JELlicOE AND KOHUT CONTROLLED BY RTC EDMONTON. RULE 105 AND RULE 105(a) APPLICABLE BETWEEN LONGLAC JCT AND BEHUN, BETWEEN ZROBACK AND JELlicOE AND BETWEEN KOHUT AND CURRENT JCT.											

**KINGHORN SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 40.1** - Thunder Bay Terminal  
Before starting any track work the foreman must get permission for the Yardmaster
- (b) **Rule A** - Train and engine movements entering CPR main track at Current Jct and Mile 128.5 Nipigon Sub will be governed by CPR Time Table, Rules and Instructions.
- (c) **Rule A** - Employees operating within Thunder Bay Terminal must have copy of the Thunder Bay Terminal Manual accessible.
- (d) **Rule 14(I)(iv)** applicable within Thunder Bay City limits between Mile 192.8 Kinghorn Sub and Mile 11.1 Kashabowie Sub.

PRAIRIE  
TIME  
TABLE

11

- (e) **Rule 83.1/83.2 - TGBO/DOB** - All crews reporting for duty at Thunder Bay and Jellicoe must obtain applicable TGBO and/or DOB for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO/DOB may include instructions or restrictions required to operate within non-main track-age.
- (f) **Rule 102** - Mile 99.0 to Mile 102 - Black bar in station column indicates area where Rule 102 application would affect a foreign railway.
- (g) **Rule 103.1(c)** - Not applicable between Kohut and Current Jct.
- (h) **Rule 104(c)** - Following subdivision switches may be left lined and locked in either position:  
Mile 48.77, Mile 50.03 and switch CA31  
Mile 194.76
- (i) **Rule 105** applicable between Current Jct and CPR westward signal 1265B.

## 2 GENERAL FOOTNOTES

- 2.1 **Mile 170 to Current Jct** - Extreme care must be taken in the operation of snow plows, spreaders, derricks, hoists, etc., to see that no part of the mechanism comes in contact with the hydro power line along the right of way or over the track and if at any time wires are found broken from any cause no attempt must be made to repair them, but instead such breakage must be reported as soon as possible to the RTC.
- 2.2 **Current Jct - Thunder Bay North**  
Conductors handling dimensional loads must notify CPR RTC Calgary about such loads when requesting permission to operate on joint track.
- 2.3 **TUNNEL:** Mile 86.8 - 1058 Feet in length.

## 3 INTERLOCKINGS

- 3.1 **Railway Crossing at Grade**  
Mile 132.1 - Crossover Connection at Grade - CPR Nipigon Sub. Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Lights in box located at crossover connection are not provided for CPR movements. Movements must not exceed 15 mph when approaching railway crossing at grade and within 500 feet of the governing interlocking signal.  
Maximum Permissible Speed 35 mph

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents):  
286,000 lbs.

**4.2 Trains handling cars weighing 268,000 lbs or greater:**

Maximum Permissible Speed            10 mph

Over bridges -

    Mile 10.0

    Mile 12.3

    Mile 23.9

Maximum Permissible Speed            20 mph

Over bridges -

    Mile 98.9

    Mile 108.4

    Mile 133.1

    Mile 138.1

Heavy brake application and sudden acceleration must be avoided except in case of emergency.

**4.3 Trains handling cars weighing 268,000 lbs or greater**

Between    Mile 70 and Mile 84

              Mile 154 and Mile 175

Maximum Permissible Speed            25 mph

Heavy brake application and sudden acceleration must be avoided except in case of emergency.

**4.4 CN plows** series 55000-55699 are restricted from using CPR Current River Bridge at Mile 126.5 Nipigon Sub. Movements handling this equipment must make arrangements with CN Traffic Coordinator for an alternate route.

**5 SPEEDS**

**5.1 Subdivision Speed (All Trains)**

<b>0.0 to 1.9 Zone</b>	<b>10</b>
<b>1.9 to 36.0 Zone</b>	<b>30</b>
<b>36.0 to 68.9 Zone</b>	<b>40</b>
47.5 to 51.5	30
<b>68.9 to 167.2 Zone</b>	<b>35</b>
71.3 to 74.4	30
74.4 to 76.0	25
83.0 to 89.1	25
92.1 to 93.9	30
100.7 to 103.9	30
113.4 to 113.8	30
126.4 to 126.8	30
<b>167.2 to 195.5 Zone</b>	<b>30</b>
172.0 to 173.8	20

## 5.2 Conditional Speeds

- (a) **Mile 20.7** (Second St. East) - Movements must not exceed 10 mph until crossing fully occupied.
- (b) **Mile 20.8** (Main Street) - Movements within 1500 feet of crossing must not exceed 30 mph until crossing fully occupied.
- (c) **Mile 132.2** (Highway 628) - Movements within 1500 feet of crossing must not exceed 15 mph until crossing fully occupied.
- (d) **470 yards west of Mile 197.5** (Pearl St.) - Westward movements within 400 feet of crossing must not exceed 10 mph until crossing fully occupied.
- (e) **City of Thunder Bay** - All public crossings at grade between Mile 192.8 and Mile 195.5.  
Movements entering public crossings at grade must not exceed 10 mph until crossing fully occupied.

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 20.8** (Main Street) - Westward movements stopping east of Geraldton must ensure train is left east of the crossing circuit sign, Mile 20.6. When movement resumes, a crew member must provide manual protection of the crossing. If automatic crossing protection does not activate.
- 6.2 **Mile 50.2** (Highway 11) Warning Devices. - Movements backing out of Jellicoe yard must back west of crossing and use push button at crossing.
- 6.3 **Mile 132.2** (Highway 628) Warning Devices. - Eastward movements proceeding at less than 5 mph or stopping west of crossing must operate START push button located on west side of crossing. Eastward movements leaving a portion of their train on main track west of crossing must ensure a portion of train is left between 100 and 300 feet west of crossing. On completion of switching, START push button must be operated.
- 6.4 **470 yards west of Mile 197.5 on Track TC 30** (Pearl Street) - Warning devices. Automatic. Eastward movements - Stop sign West of crossing. Westward movements - STOP and START push buttons provided for westward movements.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1** All tracks other than main or subdivision tracks are restricted to 10 mph.

**7.2** **Norampac Spur** - Mile 132.2 - Track KI 61. Bridge - Maximum Permissible Speed 5 mph.

**7.3** **Jellicoe** - Wye (Track KI 28) - Maximum Permissible Speed 5 mph.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1** Do not exceed 35 mph between Mile 180.8 and Mile 197.5.

**8.2** Westward movements must be inspected at Mile 180.8.



LAKEHEAD DIVISION - KASHABOWIE SUBDIVISION

Time Table No. 11

[ 23 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	KASHABOWIE SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio	
Rule 105 +	1	W ↓	E ↑							
		<b>THUNDER BAY NORTH</b>		1.3		1.3		C2	84	
		<b>ALBA</b>		7.5		TGBO ↑ DOB		T1 5055	4221	
Subdivision track removed between Mile 7.5 and Mile 10.9. Trains will operate via Neebing Yard										
Rule 105	OCS	<b>THUNDER BAY</b>		10.9		10.9		C2	84	
		<b>EVANS</b>		13.4		TGBO ↑ DOB		T1 5055	4221	
		<b>KAKABEKA FALLS</b>		22.6		13.4		C3	81	
		<b>HUME</b>		26.1	6740			T1 5055	4222	
		<b>ANITA</b>		46.6	7148			C3		
		<b>ANNEX</b>		60.3	6435			T2 5054	82	
	CTC	1	<b>KABAIGON</b>		72.6				C4	82
			<b>KASHABOWIE</b>		80.9	6600			T1 5054	84
			<b>HURONIAN</b>		96.1	6546				4223
			<b>QUETICO</b>		105.0					
			<b>KAWENE</b>		120.2	6615				82
			<b>HEMATITE</b>		130.1	6670				4225
			<b>ATIKOKAN</b>		141.4	9770	141.4		C3	84
<b>SUBDIVISION CONTROL FEATURES</b> OCS BETWEEN EVANS AND MILE 45.5 AND CTC BETWEEN MILE 45.5 AND ATIKOKAN CONTROLLED BY RTC EDMONTON. SWITCHING ZONE BETWEEN MILE 139.8 AND ATIKOKAN. RULE 105 AND RULE 105(a) APPLICABLE BETWEEN THUNDER BAY NORTH AND EVANS. SIDING CONTROL TERRITORY.										

**KASHABOWIE SUBDIVISION FOOTNOTES**

- 1 CANADIAN RAIL OPERATING RULES**
  - 1.1 Siding Control Territory** - Divisional Data Item 1 in effect on entire subdivision.  
**Atikokan** - Siding Control Territory - Divisional Data Item 1 not applicable to siding Atikokan.
  - 1.2 CTC SPECIAL FEATURES**  
**Mile 45.5** - Eastward movements before accepting eastward signal 456 or 456D at Anita must also be in possession of OCS Clearance to proceed eastward from Mile 45.5.
  - 1.3 SPECIAL APPLICATIONS**
    - (a) Rule 40.1 -**  
**Thunder Bay** - Before starting any track work the foreman must receive permission from the Yardmaster  
**Atikokan** - Siding - Before starting any track work the foreman must receive permission from the RTC.

PRAIRIE  
TIME  
TABLE

11

- (b) **Rule A** - Employees operating within Thunder Bay Terminal must have copy of the Thunder Bay Terminal Manual accessible.
- (c) **Rule 14(l)(iv)** - applicable within Thunder Bay City limits between Mile 192.8 Kinghorn Sub and Mile 11.1 Kashabowie Sub. Whistle signal 14(l) must be sounded at: Fort William Road Mile 1.9.
- (d) **Rule 83.1/83.2 TGBO/DOB** - All crews reporting for duty must obtain applicable TGBO and/or DOB for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO/DOB may include instructions or restrictions required to operate within non-main trackage.

## 2 GENERAL FOOTNOTES

Nil

## 3 INTERLOCKINGS

### 3.1 Railway Crossing at Grade

**Mile 1.5 Thunder Bay North (CPR Nipigon Sub)** - Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Switches within interlocking limits are dual control. Rule 104.2 (c) applicable. Westward movements must not exceed 15 mph when approaching and within 500 feet of the governing interlocking signal. Movements handling over ten cars must not pass eastward advance signal 26N until indication assures movement through interlocking. Rule 839 (a) and (b) not applicable. Foremen **MUST ALWAYS** be authorized by the signalman.

Maximum Permissible Speed 25 mph.

## 4 EQUIPMENT RESTRICTIONS

**4.1 Heaviest car permitted** (including contents):  
286,000 lbs.

**4.2 Thunder Bay - Track NO82** (Neebing Yard) -  
Six (6) axle units are prohibited

Maximum Permissible Speed 10 mph

**5 SPEEDS**

**5.1 Subdivision Speed (All Trains)**

<b>1.3 to 7.5 Zone</b>	<b>25</b>
<b>10.9 to 13.4 Zone</b>	<b>25</b>
<b>13.4 to 35.7 Zone</b>	<b>40</b>
22.6 to 24.3	35
32.0 to 34.4	35
<b>35.7 to 53.2 Zone</b>	<b>30</b>
<b>53.2 to 141.4 Zone</b>	<b>35</b>
57.8 to 58.6	30
69.9 to 70.2	25
76.0 to 76.3	30
99.2 to 99.7	30
102.5 to 103.7	30
106.9 to 107.5	30
109.3 to 112.8	25
114.8 to 115.3	30
124.3 to 124.9	30
126.3 to 127.4	30
139.4 to 139.5	30
140.2 to 141.4	25

**5.2 Conditional Speeds**

**(a)** At public crossings at grade listed below, the following speeds must not be exceeded within 1000 feet of crossing until crossing fully occupied:

Mile 0.1 (Pearl Street)	10 mph
Mile 1.9 (Fort William Road)	10 mph
Mile 2.2 (Harbour Expressway)	15 mph
Mile 2.5 (Memorial Ave.)	15 mph
Mile 2.8 (Pedestrian Walkway)	15 mph
Mile 3.0 (Vickers St.)	15 mph
Mile 3.2 (Northern Ave.)	15 mph
Mile 3.6 (Cameron St.)	15 mph
Mile 3.7 (Cummings St.)	15 mph
Mile 4.0 (Victoria Ave.)	15 mph
Mile 4.3 (Arthur St.)	15 mph
Mile 4.6 (Isabella Pedestrian)	15 mph

**(b) Mile 12.73** (Rosslyn Road) - Eastward movements from Mile 13.0 Kashabowie Sub must not exceed 10 mph until crossing fully occupied.

**(c) Mile 140.0** (Highway 11B) - Eastward movements within 990 feet of crossing must not exceed 20 mph until crossing fully occupied.

PRAIRIE  
TIME  
TABLE

11

**6 PUBLIC CROSSINGS AT GRADE**

Nil

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 Mile 127.7** - Sapawe - track KA 60. Restricted side clearance on ramp, east of derail.

**8 SPECIAL DANGEROUS COMMODITIES**

- 8.1** Do not exceed 35 mph between Mile 11.0 and Mile 24.0.
- 8.2** Eastward movements must be inspected at Mile 21.1.
- 8.3** Eastward movements unless further inspected between Mile 24.0 and Mile 11.0 must not exceed 15 mph between Mile 11.0 and Mile 1.3.
- 8.4** Westward movements from Kinghorn Sub, unless inspected between Mile 187.0 Kinghorn Sub and Mile 3.0 Kashabowie Sub, must not exceed 15 mph between Mile 3.0 and Neebing.

Method of Control	Number of Tracks	FORT FRANCES SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓	E ↑						
CTC + + + CTC Rule 105	1	ATIKOKAN		0.0	9770	0.0	16.5 27.9 47.9 69.6	C3 T2 5052	84 4031
		ELIZABETH		10.1	6588				
		MATHIEU		32.4	6506				
		TURTLE		45.0	6565				
		FARRINGTON		57.1	6680				
		NICKEL LAKE		70.6	6485				
		ROCKY INLET		80.6	6784				
		DULUTH JCT Y		88.1					
		FORT FRANCES		89.1					
		DEVLIN		101.1	6657				
		BARWICK		116.0	17,300				
		PINEWOOD		131.3	6733				
		ERNST		138.3	10,300				
Rule 105		RAINY RIVER		143.6		143.6	96.4 120.6	C3 T1 5053	84 4033  82 4034
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b>                      CTC BETWEEN ATIKOKAN AND MILE 88.2 AND BETWEEN MILE 90.1 AND MILE 142.8 CONTROLLED BY RTC EDMONTON.                      SWITCHING ZONES BETWEEN ATIKOKAN AND MILE 1.8 BETWEEN MILE 141.0 AND MILE 142.8 AND BETWEEN MILE 162.0 AND MILE 166.5 RAINY SUB CONNECTING TRACK                      RULE 105 AND RULE 105(A) APPLICABLE BETWEEN MILE 88.2 AND MILE 90.1 SIDING CONTROL TERRITORY.</p>									

**FORT FRANCES SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 Siding Control Territory** - Divisional Data Item 1 in effect on entire subdivision.

**Atikokan** - Siding Control Territory - Divisional Data Item 1 not applicable on siding Atikokan

**1.2 Rainy River** - RTC Control on Subdivision Track between Mile 142.8 (CTC Signal 1428) and Mile 0.7 Sprague Sub (extending to CTC Signal 07 CTC begins).

The following special instructions applicable:

- (i) Rule 40.1 - not applicable on subdivision track.
- (ii) Reduced Speed - in the application of reduced speed, subdivision track will be considered as clear of equipment unless otherwise informed by the RTC.

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

### 1.3 CTC SPECIAL FEATURES

#### (a) Mile 115.10 - (Nighswander Rd.) - Barwick Siding

##### CTC - Signal Status Request

Signals 1163 and 1163D may be queried using DTMF pad CN radio channel 1.

Use code 10#16032 for signal 1163

Use code 10#16034 for signal 1163D.

When signals(s) have requested or cancelled by the RTC, a message will be available as to the status of the signal.

This message is provided as an **aid** to avoid movements blocking the public crossing at grade and not as operating authority for movements to proceed past these signals.

### 1.4 SPECIAL APPLICATIONS

#### (a) Rule 40.1 - Atikokan - Siding

Fort Frances - Track 1

Rainy River - Track 1

Before starting any track work the foreman must receive permission from the RTC.

#### (b) Rule 13 and 14(I) - Mile 0.61 (Private Crossing) - Movements over crossing must sound engine whistle Rule 14L and must ring engine bell in compliance with Rule 13.

- (c) **Rule 83.2** - TGBO - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (d) **103.1(c)** - Not applicable at;  
**Mile 10.65** - Elizabeth Siding (Perch Lake Rd.)  
**Mile 90.2** - Fort Frances (McIrvine Rd.)  
**Mile 115.1** - Barwick Siding (Nighswander Rd.)  
**Mile 116.17** - Barwick Siding (Main Street.)
- (e) **Rule 104(c)** - The following switches may be left lined and locked in either position:  
**Fort Frances** - Crossover switch Mile 88.82 and 88.21 - (Switches at both end of these crossovers must be left lined and locked in the same position). All switches other than subdivision switches, which are equipped with locks.  
**Atikokan** - Switch AT91 - Mile 0.3. Movements encountering this switch in the reversed position must (unless such switch is required in the reversed position) restore such switch to normal position.  
**Rainy River** - All switches other than subdivision switches, which are equipped with locks.
- (f) **Rule 104.5** - Self-Restoring Derails: Fort Frances - Track FT 22, Mile 88.82 and Track FT 21, Mile 90.1 DTMF code \*337.
- (g) **Rule 105 (a)** - Applicable on Track 1 Rainy River
- (h) **Rule 105.1** - Rainy River - The RTC must be advised when equipment is left on Track 1.

PRAIRIE  
 TIME  
 TABLE

**2 GENERAL FOOTNOTES**

**2.1 SPRING SWITCHES**

Located at Mathieu West, Turtle East, Farrington West, Nickel Lake West and Rocky Inlet East.

**2.2 Mile 99.8 to Mile 100.2** - Extreme care must be taken in the operation of snow plows, spreaders, derricks, ditchers, hoists, etc. to see that no part of mechanism comes in

contact with hydro power line along the south side of main track.

**2.3 Fort Frances** - Unless authorized by RTC Edmonton, cars must not be left on Tracks FT 21, FT 22, or FT 23.

**2.4 Fort Frances** - Eastward train crews must call the RTC for yarding instructions prior to leaving Devlin.

### 3 INTERLOCKINGS

#### 3.1 Drawbridges

**Bear Pass Narrows - Mile 68.3** - Automatic  
**Rainy Lake - Mile 84.0** - Automatic

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

#### **BRIDGE UP:**

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

#### **BRIDGE DOWN:**

Be governed by the above, except that item 3 will not occur. In the application of Rule 605 paragraph 2, train or engine movements that Stop between the advance signal and the interlocking signal, or occupy the track between the advance signal and the interlocking signal, for more than 5 minutes; **MUST APPROACH THE INTERLOCKING SIGNAL PREPARED TO STOP.** Trains delayed between, the last controlled location and the controlled block signal at the bridge, for one hour or more, must notify RTC to ensure marine traffic is protected.



**TRACK UNIT MOVEMENTS/TRACK WORK  
MOVEMENTS OVER BRIDGE:**

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

**TRACK WORK - BRIDGE UP:**

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

**TRACK WORK - BRIDGE DOWN:**

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

PRAIRIE  
TIME  
TABLE

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted** (including contents):  
286,000 lbs.

**5 SPEEDS****5.1 Subdivision Speed (All Trains)**

<b>0.0 to 12.8 Zone</b>	<b>40</b>
0.0 to 0.8	25
5.0 to 8.9	25
<b>12.8 to 25.4 Zone</b>	<b>30</b>
<b>25.4 to 90.2 Zone</b>	<b>40</b>
53.4 to 53.8	30
58.9 to 65.7	30
65.7 to 69.3	30
73.1 to 79.7	30
83.5 to 84.4	30
<b>90.2 to 142.7 Zone</b>	<b>50</b>
114 BARWICK SIDING	25
107.6 to 110.0	45
138.3 ERNST SIDING	25
<b>142.7 to 143.6 Zone</b>	<b>30</b>

**5.2 Conditional Speeds**

- (a) **Mile 143.3** (Little St.) - Movements must not exceed 10 mph until crossing fully occupied.
- (b) **Mile 143.4** (Government Road) - Movements within 500 feet of crossing must not exceed 10 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 Fort Frances Yard** - Track FT10 - Movements over Fifth Street, Wright Ave. and Faires Ave must be manually protected.
- 6.2 Mile 10.65** (Perch Lake Road) - Eastward trains proceeding after stopping at signal 108 not to exceed 15 mph until crossing fully occupied. Westward trains stopping east of crossing at signal 107 or 107D, to stop clear of crossing circuit signal located 100 feet east of crossing.
- 6.3 Mile 90.2** (McIrvine Road) -Warning devices. Westward movements stopping at signals 901 or 901D shall stop clear of crossing circuit signs located 200 feet east of crossing. Westward movements proceeding at less than 10 mph within 800 feet of crossing must not obstruct crossing until automatic protection has been operating for at least 20 seconds.
- 6.4 Mile 115.1** (Nighswander Road) - Automatic Warning devices. Westward movements on main or siding track stopping east of crossing must stop clear of crossing circuit signs located approximately 300 feet east of crossing. Eastward movements entering the crossing from Siding Barwick backtrack must not occupy the crossing until warning devices have been operating for at least 20 seconds.

- 6.5 Mile 116.17 (Main Street) - Automatic:** - Westward trains on main track stopping east of crossing for signal 1163, must stop clear of crossing circuit sign located approximately 300 feet east of crossing. Westward trains on siding stopping east of crossing for signal 1163D must stop clear of crossing circuit sign located approximately 100 feet east of crossing. Eastward train proceeding after a stop at signal 1164 must not exceed 20 mph until crossing is fully occupied.
- 6.6 Mile 116.45 (Highway No. 11) - Automatic -** Eastward train stopping at signal 1164 must stop clear of crossing circuit sign located approximately 300 feet west of crossing. Westward trains on main track, after stopping east of crossing Mile 116.17 (Main Street) for signal 1163 must not exceed 20 mph until crossing is fully occupied.
- 6.7 Mile 143.4 (Government Road)- Two tracks -** Engines or cars must not be left standing between crossing circuit signs.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

- 7.1 Marmion Lake Spur AT 91 - Mile 0.3 -** Extends northward 9.1 miles.

**Mile 0.0 to 8.7. - Operating Instructions**

**Method of Control** - OCS between Mile 0.0 and Mile 8.7 controlled by Edmonton RTC.

**TGBO** - Applicable between Mile 0.0 and Mile 8.7. If it becomes necessary to contact the RTC, when telephone access is not available, a call may be made on the Atikokan radio tower and the CTC RTC will transfer the call to the OCS desk.

**Rule 105** - Not applicable.

**Rule 40.1** - Not applicable.

**Speeds**

<b>Mile</b>	<b>MPH</b>
0.0 to 8.7	20
8.7 to 9.1	15
All other tracks	10

**Rule 13 and 14(I)** applicable at Private Crossing at Grade Mile 0.06.

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

- (a) Loop** - All movements must enter east leg of loop track account unloading must be done in a counter clockwise direction.
- (b) Restricted Clearance** - Account restricted clearance UNITS WITH BAY WINDOWS are not permitted through the indexer and

dumper shed. Awnings on all units in consist must be in closed position prior to entering thaw shed.

- (c) **Speed** - MLGS trackage -10 mph, through shed 2 mph.
- (d) **Shed** - Unless authorized by MLGS staff, entry into shed is not permitted.
- (e) **Rule 112** - Unless left in the care of MLGS staff, trains must be secured as per Rule 112.
- (f) **Assistance** - If any problem encountered, train crew will advise the RTC, who will contact Hydro control room for assistance.
- (g) **Switch point derail:** Mile 8.7 Marmion Lake Spur. For use of MLGS personnel during unloading operations. Normal position of derail is in non-derailing position.
- (h) **Departure From Ontario Hydro** - When dumping completed and train released to CN, crews may entrain. When CN crew has taken control of train they must ensure that cars are clear of the dumper house before moving and that derail located at Mile 8.7, Marmion Lake Spur (approximately 300 feet in front of engine) has been placed in NON-DERAILING POSITION prior to departing MLGS. NOTE: Bad Order Track-Spur (Track AT 89) located approximately 20 car lengths beyond exit of dumper shed on loop (Track AT 91).
- (i) **Maximum Permissible Motorized Axles** Locomotive consist may be increased to 30 motorized axles and tonnage increased to that which can be handled by 24 motorized axles.

**7.2 Mile 22.6 - Flanders** - Track FF 07 - Rule 103(f) applicable on crossing.

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

**Method of Control** - CTC between Mile 167.0 and Mile 166.5 (Duluth Jct) controlled by RTC Edmonton. Rule 105 and Rule 105 (a) applicable between Mile 166.5 and Mile 162.0.

Maximum Permissible Speed      10 mph.

**Interlocking-** Drawbridge - Rainy Lake Mile 165.4, Rainy Sub.

**Maximum Permissible Speed**

Mile 162.0 - 165.4	10 mph
Mile 165.4 - 166.5	25 mph

**Non-Interlocked Drawbridge** - Mile 165.4 DW&P connecting track. Controlled by CN RTC Pokegama. Train crews must contact CN RTC Pokegama on Channel 2 for movement

authorization over drawbridge and yarding instructions at Ranier.

No movement may be made over Ranier Drawbridge without permission of the Rainy Sub. Dispatcher. When advised by the dispatcher that the bridge is properly lined, OK to proceed past the Stop sign without stopping.

**Equipment Restrictions** - Heaviest car permitted (including contents): 286,000 lbs.

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

**CUSTOMS INFORMATION AND REQUIREMENTS**

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

- a) US Social Security Card
- b) Birth Certificate
- c) Valid driver's license, or
- d) Passport

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

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

1. Inbound crew will arrive the Southbound train by pulling all occupied locomotives past the VACIS emitter/detector tower set up between the Ranier station and bridge. Note: To comply with U.S. Customs policy, all personnel and belongings must be located on lead unit before arriving U.S. Customs stations at Ranier.
2. Inbound crew will report to United States Customs and Border Patrol (CBP) in the Ranier Station office as normal. Inbound crew will board train. CBP inspector may do a manual inspection of the locomotive consist.
3. Once in the locomotive the inbound will receive radio instruction from the CBP inspector to pull ahead and maintain a

speed between 5-10 mph for the entire length of the train past the emitter/detector tower.

4. Inbound crew will pull tail end clear of the road crossing immediately adjacent to the Ranier station. Within a few minutes of the train clearing the VACIS the CBP inspector will notify the Fedex agent and outbound crew to either release the train from the border or give further instruction to set off in the Ranier yard. Procedure for setting off will not change from present practice.

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

#### 7.4 Mile 116.0 - Barwick - Voyageur Panel

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

#### 7.5 Unless otherwise permitted by a Engineering Supervisor the following restrictions apply to the spurs and other tracks at these locations;

- a) Maximum Permissible Speed 10 mph  
Fort Frances - All movements operating on other than subdivision track, main or Track 1.  
Rocky Inlet  
Devlin  
Emo - Mile 109.5 Track FF 54  
Barwick  
Rainy River - All movements at Rainy River operating on **other than** subdivision track.

- b) The following spurs and others tracks are further restricted;

Fort Frances Track FT 10 - 6 mph  
Single Unit Operation

Pinewood 5 mph - 6 Axle Units Prohibited

#### 8 SPECIAL DANGEROUS COMMODITIES

Nil

LAKEHEAD DIVISION - SPRAGUE SUBDIVISION

Time Table No. 11

[ 37 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	SPRAGUE SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓	↑ E						
Rule 105  CTC	1	RAINY RIVER		0.0		0.0		C3 T1 5053	81 4211
		BAUDETTE		1.6	6857				
		PITT		8.5	6948				
		WILLIAMS		17.8	6700		12.8		
		BLUEBERRY		22.9	10,303		28.2		
		SWIFT		31.7	6674				
		WARROAD		38.4					
		LONGWORTH		43.6					
		INTERNATIONAL BDRY		45.0			49.6		
		MIDDLEBRO		46.3	10,378				
		SPRAGUE		56.9	9690				
		VASSAR		69.3	13,529				
		CARRICK		83.1	6611		71.4		
		BAYNHAM		94.3	10,320				
		BEDFORD		99.6			97.0		
		LA BROQUERIE		113.0	6633				
		GIROUX		119.2	10,581		120.7		
		DUFRESNE		130.9	6690				
LORETTE		138.2	6627		133.1				
NAVIN		145.2		145.2					
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b>                      CTC BETWEEN MILE 0.7 AND NAVIN CONTROLLED BY RTC EDMONTON.                      RULE 105 AND RULE 105(a) APPLICABLE BETWEEN RAINY RIVER AND MILE 0.7.                      SWITCHING ZONE BETWEEN MILE 0.7 AND MILE 3.0 AND BETWEEN MILE 142.0 AND NAVIN.                      SIDING CONTROL TERRITORY.</p>									

**SPRAGUE SUBDIVISION FOOTNOTES**

- 1 CANADIAN RAIL OPERATING RULES**
- 1.1 Siding Control Territory** - Divisional Data Item 1 in effect on entire subdivision.
- 1.2 Rainy River** - RTC Control on Subdivision Track between Mile 142.8 (CTC Signal 1428) Fort Frances Sub and Mile 0.7 (extending to CTC Signal 07 CTC begins).  
 The following special instructions applicable:
  - (i) Rule 40.1 - not applicable on subdivision track.
  - (ii) Reduced Speed - in the application of reduced speed, subdivision track will be considered as clear of equipment unless otherwise informed by the RTC.

PRAIRIE  
TIME  
TABLE

11

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

### 1.3 CTC Special Features

#### (a) Mile 68.68 - (Beaudry Ave.) - Vassar Siding

##### CTC - Signal Status Request

Signals 680 and 680D may be queried using DTMF pad CN radio channel 1.

Use code 10#68032 for signal 680

Use code 10#68034 for signal 680D.

When signals(s) have been requested or cancelled by the RTC, a message will be available as to the status of the signal.

This message is provided as an **aid** to avoid movements blocking the public crossing at grade and not as operating authority for movements to proceed past these signals.

PRAIRIE  
TIME  
TABLE

### 1.4 SPECIAL APPLICATIONS

- a) **Rule A** - Employees operating within Winnipeg Terminal Area must have copy of the Winnipeg Terminal Operating Manual accessible.
- b) **Rule 13** - The engine bell must be rung for all public crossings at grade within the USA.

11



- c) **Rule 19** - In the application of this rule, the US Federal Railway Administration has exempted the requirement for a lighted or flashing marker on those portions of the Sprague Subdivision within the United States.
- d) **Rule 40.1** - Rainy River - Track 1  
Before starting any track work the foreman must receive permission from the RTC
- e) **Rule 13 and 14(l)** - Mile 0.61 (Private Crossing) - Movements over crossing must sound engine whistle Rule 14(l) and must ring engine bell in compliance with Rule 13.
- f) **Rule 83.2** - TGBO - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.  
Exception : Not applicable to movements confined to Symington Terminal operations.
- g) **Rule 90** - In addition to the requirements of this rule, a member of the crew on WESTBOUND trains must initiate a radio broadcast approaching Canada Customs.
- h) **Rule 103.1(c)** - Not applicable at:  
Mile 7.9 Pitt Siding (Sanborn Rd.)  
Mile 18.52 Williams Siding  
Mile 68.68 Vassar Siding (Beaudry Rd.)  
Mile 118.22 Giroux Siding (Pr Rd 311)
- i) **Rule 104(c)** - The following switches may be left lined and locked in either position:  
**Rainy River** - All switches other than subdivision switches, which are equipped with locks.
- j) **Rule 104.5** - Self Restoring Derails -  
Navin - Mile 145.2 - DTMF code \*339
- k) **Rule 105 (a)** - Applicable on Track 1 Rainy River.  
**Rule 105.1** - The RTC must be advised when equipment is left on Track 1 Rainy River.

**2 GENERAL FOOTNOTES****2.1 Baudette / International Boundry**

**Trains Operating into US Territory:** All train and engine crew personnel must be cleared by the United States Immigration Service before working in or through the United States. Such

employees should have in their possession one of the following;

- a) US Social Security Card
- b) Birth Certificate, or
- c) Valid driver's licence.
- d) Passport

Train crews should be prepared to spot their trains at border locations for customs inspection when requested.

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

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

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

Conductors engaged in pick-up or set-out service in the United States will be required to complete Customs Form CN 9514-revised 12/97, for delivery to Canada and United States customs as per instructions on form CN 9514-revised 12/97.

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

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

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

Auxiliary and work trains must stop for Customs and Immigration Inspection at both of-

fices when entering and again when leaving the United States. Employee in charge of auxiliaries, road repair cars, etc. must have a list of contents indicating their value.

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

Gangs when moving through the United States on other than in-transit trains may have personnel remain in their cars and be admitted after inspection at the port of entry if they satisfy the following requirements:

- a) They are Canadian citizens, or
- b) They are British Subjects residing in Canada, or
- c) They are of another nationality but have documents properly visaed for travel through the United States.

Advance notification must be given for inspection at the port of entry if these employees are to remain with their cars. The person in charge of the gang must have all employees ready for inspection before arrival at the port of entry and a roster indicating names and addresses of personnel in the gang.

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

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

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

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

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

### **Crossing U.S. Borders**

#### **1. Westbound Trains - Baudette**

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

#### **2. Eastbound Trains - International Boundary, Mile 45 Sprague Sub.**

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

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

#### **2.2 On-Line SBU Storage and Replacement Battery Locations**

The following on line locations have been outfitted with secure storage for SBU's and power for SBU battery replacement and charging.

**Middlebro** - West end Signal Bungalow.

#### **2.3 Emergency Water Stations**

Emergency water available at the following locations:

**Rainy River** - Booking In Room

**Woodridge** - Tool House

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted** (including contents):  
286,000 lbs.

**5 SPEEDS****5.1 Subdivision Speed**

<b>Mile</b>	<b>MPH</b>
<b>0.0 to 1.8 Zone</b>	<b>30</b>
<b>1.8 to 142.4 Zone</b>	<b>60</b>
22.9 BLUEBERRY SIDING	25
44.8 to 46.3	20
46.3 Middlebro Siding	25
56.9 Sprague Siding	25
69.3 Vassar Siding	25
94.8 Baynham Siding	25
118.8 Giroux Siding	25
<b>142.4 to 145.2 Zone</b>	<b>50</b>

**5.2 Conditional Speeds****(a) Westward Movements**

Freight trains exceeding 100 TOB

**Mile 109.5 signal 1095 55\*****Mile 127.5 signal 1275 55\***

NOTE:

- (i) TOB - tons per operative brake will be indicated on Work Order (WOPRT) or Train Journal.
- (ii) \* When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than Clear to Stop.

- (b) Mile 0.7 (PTH # 600) - Automatic -**  
Movements within 500 feet of crossing must not exceed 10 mph until crossing fully occupied.

- (c) Mile 0.7** Westward movements passing signal 07 must not exceed 20 mph unless such signal indicates CLEAR.

- (d) Mile 1.2** Eastward movements passing signal 12 must not exceed 20 mph unless such signal indicates CLEAR.

- (e) Mile 1.7 (Highway 26) Automatic**  
Movements within 600 feet of the crossing must not exceed 15 mph until crossing fully occupied.

- (f) **Mile 2.5** (Trunk Highway 72) - Westward movements within 600 feet of crossing must not exceed 15 mph until crossing fully occupied.
- (g) **Mile 48.56** (N-S Access Rd) Movements must not exceed 40 mph until crossing fully **occupied**.
- (h) **Mile 57.81** (Hwy #308) - Westward movements leaving Sprague siding must not exceed 15 mph until crossing fully occupied.
- (i) **Mile 112.24** (N-S Rd. Allowance) - Sprague Sub - Due to sightline restrictions when there are cars or train in La Broquerie Siding, westward movements must not exceed 20 mph until crossing fully occupied.
- (j) **Mile 113.33** (Fournier Street) - Due to sightline restrictions when there are cars or train in La Broquerie Siding, westward movements must not exceed 20 mph until crossing fully occupied.
- (k) **Mile 138.72** (Station Road) Due to sightline restrictions when there are cars or train in Lorette Siding, westward movements must not exceed 20 mph until crossing fully occupied.

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 143.4** Fort Frances Sub. (Government Road) - two tracks. Locomotives or cars must not be left standing between crossing circuit signs.
- 6.2 **Push Buttons** - When necessary to cut trains, the crossing protection at the following sidings requires use of STOP and START push buttons to activate the crossing protection:
  - Mile 2.5** (Trunk Highway 72) Automatic Warning Devices.
  - Mile 17.6** (Township Road) Automatic Warning Devices.
  - Mile 25.1** (First St.) Automatic Warning Devices.
  - Mile 32.1** (Township Road) Automatic Warning Devices.
- 6.3 **Mile 68.7** (Vassar Access Road) Track SO 21 - Automatic Warning Devices. Stop signs both sides of crossing.
- 6.4 **Mile 118.22** (Provincial Road #311) Automatic Warning Devices:
  - Eastward movements stopping at signal 1182 or 1182D must stop clear of crossing circuit signs located approximately 300 feet west of crossing.

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

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

- a) 6 Axle Locomotives Prohibited  
b) Maximum Permissible Speed 10 mph

Pitt

Williams (Locomotive restriction  
Not Applicable)

Swift

Badger Mile 77.4 SO25

Sprague (Locomotive restriction  
Not Applicable)

Vassar

Carrick

Woodridge Mile 88.7 Trk SO35, SO37

Giroux (Locomotive restrictions  
Not Applicable)

Dufresne (Locomotive restriction  
Not Applicable)

- c) The following spurs and others tracks are further restricted;

Baudette 5 mph

La Broquerie 5 mph

## 8 SPECIAL DANGEROUS COMMODITIES

8.1 Do not exceed 35 mph between Mile 140.0 and Mile 145.2.

8.2 Westward movements must be inspected at Mile 133.1

Notes:

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**WINNIPEG DIVISION**

**CARBERRY** ..... 69

**CROMER** ..... 73

**GLADSTONE** ..... 79

**LAMPMAN** ..... 76

**LETELLIER** ..... 62

**RIVERS** ....(Winnipeg to Rivers including Rivers Yard) ..... 48

**WINNIPEG DIVISION**

<b>Tom Bourgonje</b>	<b>General Superintendent</b>	<b>Winnipeg</b> <b>(204) 231-7537</b>
<b>Sean Crick</b>	<b>Asst. Superintendent Transportation</b>	<b>Winnipeg</b> <b>(204) 231-7889</b>
<b>Bill McGirr</b>	<b>Asst. Superintendent Transportation</b>	<b>Winnipeg</b> <b>(204) 231-7889</b>
<b>Deb Souchereau</b>	<b>Asst. Superintendent Transportation</b>	<b>Winnipeg</b> <b>(204) 231-7889</b>
<b>Ron Smith</b>	<b>Asst. Superintendent Transportation</b>	<b>Winnipeg</b> <b>(204) 231-7523</b>
<b>Brian Lukiw</b>	<b>Asst. Superintendent Intermodal</b>	<b>Winnipeg</b> <b>(204) 231-7978</b>
<b>Chris Yeroschak</b>	<b>Asst. Superintendent Engineering</b>	<b>Winnipeg</b> <b>(204) 231-7758</b>
<b>Kevin Lane</b>	<b>Asst. Superintendent Engineering</b>	<b>Winnipeg</b> <b>(204) 231-7619</b>
<b>Wayne Desiatnyk</b>	<b>Trainmaster</b>	<b>Winnipeg</b> <b>(204) 231-7544</b>
<b>Arnold Veldhuisen</b>	<b>Trainmaster</b>	<b>Brandon</b> <b>(204) 727-3076</b>
<b>Terminal Supervisors</b>		<b>Symington</b> <b>(204) 231-7531</b>
<b>Pam Cory</b>	<b>Jamie Boychuk</b>	
<b>Norm Marion</b>	<b>Tony Olinyk</b>	
<b>Cam Tygat</b>		
<b>Terminal Trainmasters</b>		<b>Symington</b> <b>Mobile - (204) 781-0428</b>
<b>Craig Bohne</b>	<b>Rob Malazdrewich</b>	
<b>Trevor Patterson</b>	<b>Mark Pellerin</b>	
<b>Tom Petersen</b>	<b>Doug Pretula</b>	
<b>Miles Rutherford</b>		

Method of Control	Number of Tracks	RIVERS SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓	↑ E						
CTC	+	2	WINNIPEG	0.0		0.0		C8 T2 5049	81 4215
			SUBWAY	1.2					
			WOODWARD AVE	1.5					
			PORTAGE JCT	2.6					
			Jct with Letellier Sub						
			WAVERLEY ST	3.9					
			Jct with BNSF						
	ST.JAMES JCT	4.8							
	CARMAN JCT	8.3							
	Jct with Central Manitoba Railway								
	DIAMOND	14.3			14.4				
	+	3	EAST ELIE	32.0			20.4	C2 T2 5045	82 4091
			WEST ELIE	33.2			34.9		
			NATTRESS	50.4			45.9		
	+	2	EAST TOWER	54.1					81 4092
			P.LA PRAIRIE	55.3					
			KEARNS	55.7					
	Jct with Gladstone Sub								
	1	+	WEST TOWER	56.1			60.2		
			BLOOM	64.3	12276		74.5		
			CAYE	72.0	6669		88.8		
			DEER	78.3	6575		103.1		
			EXIRA	85.2	12300				
			FIRDALE	91.8	6653				
			GREGG	100.6	6659				
			PETREL JCT Y	104.7					
			Jct with Carberry Sub						
HARTE			107.8	12284					
INGELOW			114.2	6642					
JUSTICE			122.7	6700					
BRANDON NORTH			128.6						
KNOX			130.2	12300					
LEVINE	137.6	6665							
RIVERS Y	143.2	9020							
MYRA	149.2	12511							
OAKNER	159.4	6536							
STENBERG	168.9								
MINIOTA	180.1								
UNO	186.9	6831							
1	+	WATTSVIEW ①	198.9	12492		196.0			
		ST.LAZARE	204.0						
		ROCANVILLE Y	207.6						
2	+	LATIMER	209.5			208.2		81 4152	
		WELBY	218.6			222.8			
1	+	SPY HILL	225.8	6755		232.4			
		CODE	237.2	12331		242.3			
		YARBO Y	239.0	7051		255.8			
		ZENETA	245.1	6994		271.0			
		ATWATER	252.8	16583					
		BANGOR	258.3	6758					
2	+	WALDRON	266.4	6783					
		CANA	272.1						
YTC		CANA JCT Y	279.1			279.2			
		Jct with Yorkton Sub							
		MELVILLE	280.3						

PRAIRIE  
TIME  
TABLE

11

SUBDIVISION CONTROL FEATURES  
 CTC BETWEEN WINNIPEG AND MILE 279.2 CONTROLLED BY RTC EDMONTON.  
 YTC BETWEEN MILE 279.2 AND MELVILLE CONTROLLED BY YARD COORDINATOR MELVILLE.  
 SWITCHING ZONES MILE 0.0 - 14.4, MILE 141.5 - 146.0 AND MILE 275.0 - 279.2.  
 SIDING CONTROL TERRITORY.

## RIVERS SUBDIVISION FOOTNOTES

### 1 CANADIAN RAIL OPERATING RULES

1.1 **Siding Control Territory** - Siding Control Territory Divisional Data Item 1 in effect on entire subdivision.

**Rivers Siding** - Siding Control Territory - Divisional Data Item 1 not applicable to siding Rivers.

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

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

1.2 ① **Wattsvew** - Signalled Siding.

### 1.3 CTC SPECIAL FEATURES

#### (a) CTC Signal Status Request

**Mile 49.65** (West Curtis School Road) - Nattress Siding

Signals 503N and 503S may be queried through use of the DTMF pad on CN radio channel 1.

Use code 10#50032 for signal 503N.

Use code 10#50034 for signal 503S.

**Mile 150.33** (North - South Municipal Road) - Myra Siding.

Signals 1509 and 1509D may be queried through use of the DTMF pad on CN radio channel 1.

Use code 10#51032 for signal 1509.

Use code 10#51034 for signal 1509D.

**Mile 252.28** - (Access Road) - Atwater

Signals 2531 and 2531D may be queried through use of the DTMF pad on CN radio channel 1.

Use code 10#58031 for signal 2531

Use code 10#58032 for signal 2531D.

The message received at the above locations is provided as an **aid** to avoid movements blocking the public crossing at grade and not as operating authority for movements to proceed past these signals.

#### (b) **Mile 55.8 (Kearns) DV Plate Signal 558**

CTC Signal 558 at Mile 55.8 Rivers Sub (Kearns) is equipped with DV plate. Rule 98.1 Special Instruction applies only to Slow to Clear and Slow to Stop indications received on this signal. DV speed is not permitted when Signal 588 displays a Restricting indication.

## 1.4 SPECIAL APPLICATIONS

- (a) **Rule A** - Employees operating within Winnipeg Terminal Area must have copy of the Winnipeg Terminal Operating Manual accessible.
- (b) **Rule 14(I)(iv)** - applicable at:  
Canada Cement spur - Mile 0.18 (Wilkes Ave.)  
K&W Intermodal lead - (Wilkes Ave.)  
All crossings between Mile 3.89 and Mile 9.78  
Mile 29.42 (Isoboard Road), Elie, MB.  
Mile 41.80 - Oakville (2nd Street)  
Mile 42.09 (Highway No 13)  
Mile 45.16 (Provincial Road 606 - Newton Access), Newton, MB.  
Mile 45.94 (Highway #331) Newton, MB  
All crossings between Mile 54.22 and Mile 55.81
- (c) **Rule 103(c) - Exemption. Mile 86.8.**  
CN has received a CROR Rule 103(c) exemption from Transport Canada at public crossing Mile 86.8. For operations consisting of train meets and overtakes at this crossing, Transport Canada has permitted, in conjunction with the municipality, blockage of up to one hour. After this, provisions of CROR Rule 103 (c) will apply. When crossing will be blocked, crew must contact RTC to determine how long they will be in the siding. RTC must be notified prior to crossing being cut. Crossing must be cut in the event of emergency vehicle(s) requiring passage.
- (d) **Rule 103.1(c)** - Not applicable at public crossings:  
Mile 64.31 Siding Bloom  
Mile 86.79 Siding Exira  
Mile 142.96 Rivers Yard Track RZ41  
Mile 245.66 Siding Zeneta  
Atwater - Siding - All crossings.
- (e) **Rule 103(f)** - applicable at the following crossings at P. La Prairie :  
Mile 54.34 - Trenton Ave.- Track RG25  
Mile 55.99 - Trenton Ave.- Track RG25  
Mile 54.36 - Jeff Ave.- Track RG25  
Mile 54.46 - 14th Street N.E. Track RG25  
Mile 55.12 - 3rd Street N.E.  
Mile 55.81 - 8th Street N.W.
- (f) **Rule 112 - Knox** - Tracks RV81, RV82, RV83, and RV 84, loaded cars must be secured with double the number of handbrakes indicated in Rule 112 handbrake chart. If unable to determine

whether cars are loaded or empty, they must be regarded as loaded cars. Due to the severe grade the customer applies handbrakes throughout the cut of cars. When lifting, ensure a thorough inspection is conducted.

**(g) Rule 573(d)(ii) - Switching Signals:**

Waverly Street D37, D38A  
Portage Jct D25C, D26B  
Woodward D17A, D18A  
Subway D11, D12

**2 GENERAL FOOTNOTES**

**2.1 Melville - YARD TRAFFIC CONTROL (YTC)**

Mile 279.2 Rivers Sub - Mile 1.1 Watrous Sub  
Employees operating within Melville YTC limits must have a copy of Melville Yard Traffic Control Operating Manual No. 4 accessible. Prior to fouling Track MX 01 (east yard lead) and/or west lead, all movements must contact the East Yard Crew on CH 6, or be relieved of that requirement by the Melville Traffic Coordinator. Westward trains at Waldron Mile 266.4 Rivers sub, to contact Melville Traffic Coordinator on CH 3 for yarding instructions. Eastward trains at Goodeve Mile 18.8 Watrous sub must contact Melville Traffic Coordinator on CH 3 for yarding instructions. Exception: Crews arriving and departing Tracks MT01, MT02 and MT03 need not communicate with the yard crew.

**2.2 Wheel Impact Load Detector (WILD) - Mile 50.4.**

**2.3 Winnipeg Union Station Train Shed - Movements handling snow plows must not use North track passing shed account plows will not clear platform adjacent to north track.**

**2.4 P. La Prairie**

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

**2.5 Emergency Watering Facilities**

Rivers crew hostel, Gregg and Portage Yard, engineering tool house. These locations are directly accessible by train crews. Water taps are located inside of the tool house. Miniota, St.Lazare and Yarbo, watering facilities available with assistance from Engineering personnel.

## 2.6 Stand Alone Dragging Equipment Detectors

Mile 1.21  
Mile 48.37  
Mile 52.20

## 3 INTERLOCKINGS

### 3.1 Railway Crossing at Grade

**Mile 4.7** - St. James Jct - (CPR La Riviere Sub.)  
Two tracks. Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Rule 610 (a) (iii) applicable. No knife switch. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman.

Maximum Permissible Speed - 35 mph.

### 3.2 Railway Crossing at Grade

**Mile 14.3** - Diamond - (CPR Glenboro Sub.) Two tracks. Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Authority to pass signals 143N and 143S, governing westward movements, will be issued by RTC Rivers Sub. Authority to pass signals 144N and 144S, governing eastward movements, will be issued by RTC Winnipeg Terminal. Rule 610 (a) (iii) applicable. No knife switch. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman.

Maximum Permissible Speed - 40 mph.

### 3.3 Railway Crossing at Grade

**Mile 56.2** - West Tower - (CPR Carberry Sub.)  
Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Rule 610 (a) (iii) applicable. No knife switch. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman.

Maximum Permissible Speed - 30 mph.

### 3.4 Railway Crossing at Grade

**Mile 237.2** - Code - (CPR Yarbo Sub.) Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. No knife switch. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman.

Maximum Permissible Speed - 35 mph.

#### **4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents)  
286,000 lbs.

**4.2 Mile 142.3** (Bridge) - Because of the presence of "sliding joints", heavy brake applications must be avoided within 500 feet of either side of the bridge and while bridge is occupied.

#### **5 SPEEDS**

##### **5.1 Speed Charts -**

- (a) TOB - tons per operative brake will be indicated on WOPRT or train journal.
- (b) Zones speed signs will indicate speeds for passenger and unrestricted freight trains only.
- (c) \* When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

## 5.2 Subdivision Speed - Westward

Mile	Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psgr
<b>0.0 - 8.3 Zone</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>
0.0 - 0.6	20	20	20	20
0.6 - 2.6	20	20	20	
2.6 PEMBINA STREET UNDERPASS (CURVE)	25	25	25	25
2.6 - 5.0	35	35	35	
4.7 INTERLOCKING	35	35	35	35
<b>8.3 - 49.5 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>80</b>
8.3 - 9.8	45	45	45	45
14.3 INTERLOCKING	40	40	40	40
15.9 - 16.2				65
31.6 - 33.6				60
33.2 No 2 TRACK - WEST ELIE	40	40	40	40
44.5 - 49.5				60
<b>49.5 - 56.2 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>60</b>
49.5 - 51.0	45	45	45	45
54.0 - 56.2	30	30	30	30
56.2 INTERLOCKING	30	30	30	30
<b>56.2 - 165.0 Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
64.3 BLOOM SIDING	25	25	25	25
85.2 EXIRA SIDING	25	25	25	25
93.1 - 98.1	55	55	55	55
98.1 - 102	60	60	60	80
107.8 HARTE SIDING	25	25	25	25
114.2 INGELOW SIDING	25	25	25	25
122.7 JUSTICE SIDING	25	25	25	25
130.2 KNOX SIDING	25	25	25	25
137.6 LEVINE SIDING	25	25	25	25
140.8 - 142.9	40	40	40	45
148.2 - 148.6	50	50	50	50
149.2 MYRA SIDING	25	25	25	25
159.4 OAKNER SIDING	25	25	25	25
<b>165.0 - 209.0 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>80</b>
173.5 - 174.0				70
180.2 - 192.2	40	40	40	45
192.2 - 203.0				70
198.9 WATTSVIEW SIDING	30	30	30	30
201.8 SIGNAL 2019			55*	
203.0 - 209.5	40	40	40	50
<b>209.5 - 218.6 Zone south track</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>70</b>
<b>209.5 - 218.6 Zone north track</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>55</b>
<b>218.6 - 279.2 Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
225.8 SPYHILL SIDING	25	25	25	25
232.8 - 234.5	50	50	50	55
234.0 CODE SIDING	25	25	25	25
234.5 - 237.2	60	60	60	80
237.2 INTERLOCKING	35	35	35	35
252.8 ATWATER SIDING	25	25	25	25
258.8 BANGOR SIDING	25	25	25	25
266.4 WALDRON SIDING	25	25	25	25



**5.3 Subdivision Speed - Eastward**

Mile	Frts under 80 TOB	Frts 80 TOB or more	Frts 100 TOB & 8000 ft or longer	Psgr
<b>279.2 - 218.6 Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
266.4 WALDRON SIDING	25	25	25	25
258.3 BANGOR SIDING	25	25	25	25
252.8 ATWATER SIDING	25	25	25	25
238.3 SIGNAL 2384			60*	
237.2 INTERLOCKING	35	35	35	35
237.2 - 234.5	60	60	60	80
234.0 CODE SIDING	25	25	25	25
234.5 - 232.8	50	50	50	55
225.8 SPYHILL SIDING	25	25	25	25
<b>218.6 - 209.5 Zone north track</b>	<b>45</b>	<b>45</b>	<b>45</b>	<b>55</b>
<b>218.6 - 209.5 Zone south track</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>70</b>
<b>209.5 - 165.0 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>80</b>
209.5 - 203.0	40	40	40	50
203.0 - 192.2				70
198.9 WATTSVIEW SIDING	30	30	30	30
192.2 - 180.2	40	40	40	45
174.0 - 173.5				70
<b>165.0 - 56.2 Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
159.4 OAKNER SIDING	25	25	25	25
149.2 MYRA SIDING	25	25	25	25
148.6 - 148.2	50	50	50	50
142.9 - 140.8	40	40	40	45
137.6 LEVINE SIDING	25	25	25	25
130.2 KNOX SIDING	25	25	25	25
122.7 JUSTICE SIDING	25	25	25	25
114.2 INGELOW SIDING	25	25	25	25
107.8 HARTE SIDING	25	25	25	25
102 - 98.1	60	60	60	80
98.1 - 93.1	50	50	50	55
85.2 EXIRA SIDING	25	25	25	25
64.3 BLOOM SIDING	25	25	25	25
<b>56.2 - 49.5 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>60</b>
56.2 INTERLOCKING	30	30	30	30
51.0 - 49.5	45	45	45	45
<b>49.5 - 8.3 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>80</b>
49.5 - 44.5				60
33.6 - 31.6				60
33.2 NO 2 TRACK WEST ELIE	40	40	40	40
16.2 - 15.9				65
14.3 INTERLOCKING	40	40	40	40
9.8 - 8.3	45	45	45	45
<b>8.3 - 0.0 Zone</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>40</b>
5.0 - 2.6	35	35	35	
4.8 SIGNAL 48A			30*	
4.7 INTERLOCKING	35	35	35	35
2.6 PEMBINA STREET UNDERPASS (CURVE)	25	25	25	25
2.6 - 0.6	20	20	20	
0.6 - 0.0	20	20	20	20

PRAIRIE  
 TIME  
 TABLE

### 5.4 Conditional Speeds

- (a) **P. La Prairie to Mile 8.3** - Trains handling pulpwood loaded crossways in open-top cars must not exceed 40 mph.
- (b) **Mile 3.9** (Waverly Street) - Westward main track movements proceeding at less than 10 mph within 2000 feet of crossing must not exceed 10 mph until crossing fully occupied. Main track movements over crossing from switching lead to Fort Garry Spur must not exceed 10 mph within 500 feet of crossing until crossing fully occupied. Westward movements on switching lead within 200 feet of crossing must not exceed 5 mph until crossing fully occupied.
- (c) **Mile 4.8 Eastward BNSF** - Movements approaching the Jct and when passing the governing advance signal must not exceed 15 mph.
- (d) **Mile 13.8** - Eastward movements from Mile 14.3 (interlocking) must not exceed 50 mph until crossing is fully occupied.
- (e) **Mile 53.6** (Trans-Canada Highway) - Eastward movements proceeding at less than 10 mph within 2600 feet of crossing must not exceed 10 mph until crossing fully occupied.
- (f) **Mile 54.22** (Stevens Ave) Eastward movements must not exceed 30 mph until crossing fully occupied.
- (g) **Mile 55.12** (Main St.) Eastward movements must not exceed 30 mph until crossing fully occupied.
- (h) **Mile 55.71** - Westward movements passing signals 557S and 557N unless such signals indicate CLEAR must not exceed 20 mph.
- (i) **Mile 55.81** (8th St.) Eastward movements must not exceed 30 mph until crossing fully occupied.
- (j) **Mile 56.28** - Eastward movements passing signal 562 unless such signal indicates CLEAR must not exceed 20 mph.
- (k) **Mile 56.69** (18th Street) - Westward movements within 1500 of crossing must not exceed 30 mph until crossing fully occupied.
- (l) **Mile 72.49** (N-S Access Rd) - Westward movements must not exceed 40 mph until crossing fully occupied, unless siding at Caye is seen or known to be clear.

- (m) **Mile 77.56** - Eastward movements must not exceed 40 mph until crossing fully occupied, unless siding at Deer is seen or known to be clear.
- (n) **Mile 100.14** - (Town of Gregg)  
Eastward movements must not exceed 30 mph until crossing fully occupied.
- (o) **Mile 113.4** - (Hwy #464) Ingelow Siding -  
Movements must not exceed 15 mph until crossing fully occupied.
- (p) **Mile 114.44** (N-S Access Rd) - Westward movements must not exceed 30 mph until crossing fully occupied, unless siding at Ingelow is seen or known to be clear.
- (q) **Mile 122.62** - (Hwy #468) Justice Siding  
Movements must not exceed 15 mph until crossing fully occupied.
- (r) **Mile 148.53** (E-W Rd Allowance) -  
Eastward movements must not exceed 40 mph until crossing fully occupied, unless siding at Myra is seen or known to be clear.
- (s) **Mile 172.4** (Highway 24) - Westward movements from track RS05 must not exceed 30 mph until crossing fully occupied.
- (t) **Mile 187.7** - Siding Uno - Westward trains receiving a MEDIUM TO CLEAR signal indication may increase speed to medium speed when lead locomotive has passed signal. Maximum speed through the diverging route at the EAST switch at UNO is 15 mph.
- (u) **Mile 198.9** Wattsview Siding - Trains receiving a Limited to Clear signal indication to depart from the siding may increase speed to Limited Speed once the lead locomotive has passed the signal.
- (v) **Mile 238.61** (North and South Road) -  
Westward movements proceeding after stopping at signal 2383 must not exceed 45 mph until crossing fully occupied.
- (w) **Mile 239.70** (N-S Rd RM 181) -  
Westward movements must not exceed 30 mph until crossing fully occupied, unless siding at Yarbo is seen or known to be clear.
- (x) **Mile 257.79** (N-S Acces Rd) - Eastward movements must not exceed 20 mph until crossing fully occupied, unless siding at Bangor is seen or known to be clear.

- (y) **Mile 272.1** (Municipal Road) - Eastward movements proceeding after stopping at signal 2722N or 2722S must not exceed 15 mph until crossing fully occupied.

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 5.2** (Kenaston Blvd.) (WIT Lead D10) Warning Devices. Crossing is set up to detect any train or equipment movement within 710 feet of the crossing. After 25 seconds, when the train or equipment has stopped, warning devices will discontinue operating. There is a minimum distance where the crossing will not recover and is marked by ties with green paint and an adjacent post with a Bill Box attached.
- 6.2 **Mile 30.6** (Prov. Road 248) Tracks RV 14. Automatic Warning Devices. Stop sign east of crossing for westward movements.
- 6.3 **Mile 34.9** (Municipal Road) Tracks RV 24 and RV 26. Automatic Warning Devices. Stop signs both sides of crossing. Stop/start control device east of crossing.
- 6.4 **Mile 41.8** (Second St.) Track RV 27. Automatic Warning devices. Stop signs both sides of crossing.
- 6.5 **Mile 53.6** (Highway No. 1A) - Westward movements approaching a stop and proceed indication at this location must remain stopped until a more permissive indication is received. If a permissive indication is not received, movement must contact the RTC for instructions. Movements upon receiving permission to proceed must be governed by Rule 103.1 (b).
- 6.6 **Mile 54.22** (Stevens Avenue) Main Track. Automatic Warning Devices. Westward train movement proceeding after stopping at signal 541N and 541S must not exceed 15 mph until crossing fully occupied.
- 6.7 **Mile 54.3 and Mile 54.9.** (Trenton Ave) Track RG 25 (Lead track east and west end) . Movements over these crossings must be manually protected.
- 6.8 **Mile 55.1** (Main St.) Main Tracks. Automatic warning devices. Movements proceeding at less than 5 mph within 1300 feet of crossing must stop prior to fouling public crossing and a member of the crew must protect by operating start control device. Start Control Devices located at Station and on both sides of crossing.  
Track RG 09 (Main St.). Do not exceed 5 mph within 300 feet of crossing until crossing fully occupied.

- 6.9 Mile 144.60** (Highway 25) Automatic Crossing Protection. Eastward train movements stopping at signal 1446 must stop clear of the crossing circuit sign located approximately 230 feet west of crossing.
- 6.10 Mile 159.83** (Highway 21) Automatic Crossing Protection. Eastward train movements stopping at signal 1558 must stop clear of the crossing circuit sign located approximately 230 feet west of crossing.
- 6.11 Mile 226.08** (Highway 8) Automatic Crossing Protection. Eastward train movements stopping at signal 2260 must stop clear of the crossing circuit sign located approximately 120 feet west of crossing.
- 6.12 Mile 272.10** (Municipal Road) Automatic Crossing Protection. Westward movements stopping at signal 2721 must stop clear of the crossing circuit sign located approximately 160 feet east of crossing.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 Cutarm Mile 234.9**

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

**Speed** - Track RS39 - 5 mph.

Equipment Restriction - IMC Spur -Track - K2

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

**7.2 Maximum Speed** - 5 mph must not be exceeded on:

- Track RV15 at Elie
- Track RG24 at P.la Prairie
- Track RG25 at P. la Prairie
- Track RS07 at Minota
- Track RS10 at Uno
- Track RS13 at St. Lazare
- Track RS28 at Welby
- Track RS31 at Spyhill
- Track RS32 at Gerald
- Track RS56 at Yarbo
- Track RS65 at Zeneta
- Track RS67 at Atwater
- Track RS69 at Bangor
- Track RS71 at Waldron
- Track RV01 at Mile 10.6
- Track RV08 at Dacotah
- Track RV 10 and RV11 Elie (Isoboard)
- Track RV14 at Elie
- Track RV30 at Oakville
- Tracks RV24 and RV26 at Benard
- Track RV39 at Newton
- Track RV48 at Caye

Track RV51 at Exira  
Track RV53 at Firdale  
Track RV57 at Gregg  
Track RV67 at Harte  
Track RV72 at Ingelow  
Track RV75 at Justice  
Track RV78 at Knox  
Track RZ21 at Rivers  
Track RZ60 at Rivers  
Track RZ75 at Rivers (Wye)

**7.3 Maximum Speed** - 10 mph must not be exceeded on: Tracks RV42, RV44, RV45, and RV46 at Bloom

**7.4 P.C.S. Rocanville** - Mile 207.6 - Extends 9.7 miles south of track, off tail of wye.

**Method of Control** - OCS between Mile 0.0 and Mile 9.7 controlled by Edmonton RTC.

**TGBO:** Applicable between Mile 0.0 and Mile 9.7.

**Rule 105** - Not applicable.

**Rule 40.1** - Not applicable.

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

**Speed** - Eastward movements must not exceed 10 mph between Mile 0.0 and Mile 1.0

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

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

1. Go to CN Channel 3 and voice call either the load-out office or security. They will then call their switcher and advise them of your requirements.
2. Go to CN Channel 81 and press tone 1. Wait 5 seconds for the beeps to finish, then enter 16\*. This will speed dial the PCS Rocanville switchboard. When the secretary answers, ask for either Ext. 222 (security) or Ext. 283 (loadout). They will advise the switcher of your requirements. When the call is completed, press # to hang up.

3. On CN Channel 3, voice call Melville Yard. They will then call PCS Rocanville and ask for Ext. 222 (security) or Ext. 283 (loadout). They will advise the switcher of your requirements. 1 and 2 should be used first, then 3 as a backup if unable to contact the mine directly within a reasonable time frame.

**7.5 AGRIMUM - Rule 104.5**

**Derails** - In the application of Rule 104.5 the following instructions apply to derails in tracks RV41 and RV45 (Bloom). The east end derail is located 100 feet east of the road crossing, and the west derail is located 200 feet west of the east end switch track RV45. These derails are in place to prevent a movement from entering this portion of track while the customer is unloading product. In addition to the CN switch lock, this derail will be equipped with a private lock that will be removed by industry personnel when it is okay for CN to enter this track. Should a crew find a private lock on the derail between the hours of 0730 and 1630 a member of the crew will communicate with an Agrium employee at the unloading shed who will remove private lock from derail. Removal of the industry lock does not relieve CN employees from the application of Rule 113(b) prior to coupling onto the cars on any track. Cars may be left on track RV41 (Bloom) beyond the location of these derails.

**8 SPECIAL DANGEROUS COMMODITIES**

- 8.1 Bloom** - Track RV 42 - designated storage track for dangerous goods.  
**Melville** - Track MR 01 - designated storage track for dangerous goods.
- 8.2** Do not exceed 35 mph between Mile 0.6 and 17.0.
- 8.3** Eastward movements must be inspected at Mile 20.4.
- 8.4** Eastward movements unless further inspected between Mile 16.0 and 0.0 Rivers Sub. must not exceed 15 mph between Mile 252.1 and 248.6 Redditt Sub.
- 8.5** Westward trains unless inspected at Mile 45.9 must not exceed 35 mph between Mile 53.0 and 54.0 and between Mile 56.4 and 57.0.
- 8.6** Eastward trains unless inspected at Mile 74.5, must not exceed 35 mph between Mile 57.0 and 56.4 and between Mile 54.0 and 53.0.

WINNIPEG DIVISION - LETELLIER SUBDIVISION

Time Table No. 11

[ 62 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	LETELLIER SUBDIVISION	Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		N ↓						
		↑ S						
Rule 105	1	<b>EMERSON</b>	63.4		60.0 ↑ TGBO DOB ↓ 38.4		C8 T1 70	Coverage by cellular telephone
		Y	62.1					
OCS		<b>HOBBS</b>	60.0					
		<b>LETELLIER</b>	53.0					
		<b>ST.JEAN BAPTISTE</b>	43.7					
		<b>LUMB</b>	38.4					
Rule 105		Jct with SMR						
		Y	<b>MORRIS</b>	37.4				
OCS		<b>ANDREWS</b>	36.2		36.2 ↑ TGBO DOB ↓ 7.0			
		<b>STE.AGATHE</b>	20.8					
		<b>ST.NORBERT</b>	6.2					
		<b>SPARKS</b>	2.0		7.0 ↑ TGBO DOB ↓ 2.0			
Rule 105			Y	<b>PORTAGE JCT</b>	0.0			
	Jct with Rivers Sub							
<b>SUBDIVISION CONTROL FEATURES</b> OCS BETWEEN <b>SPARKS</b> AND <b>ANDREWS</b> AND BETWEEN <b>LUMB</b> AND <b>HOBBS</b> CONTROLLED BY RTC EDMONTON. RULE 105 AND RULE 105(a) APPLICABLE BETWEEN <b>PORTAGE JCT</b> AND <b>SPARKS, ANDREWS</b> AND <b>LUMB, AND HOBBS</b> AND <b>EMERSON</b> .								

**LETELLIER SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule A** - Employees operating within Winnipeg Terminal Area must have copy of the Winnipeg Terminal Operating Manual accessible.
- (b) **Rule 14(l)(iv)** - Applicable between Mile 0.38 and Mile 6.31
- (c) **Rule 103.1(c)** - Not applicable between Mile 0.0 and Mile 2.0 and between Mile 36.2 and Mile 38.4

**2 GENERAL FOOTNOTES**

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

PRAIRIE  
TIME  
TABLE

11



## 2.2 Trains Operating into US Territory

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

- a) US Social Security Card
- b) Birth Certificate
- c) Valid driver's license, or
- d) Passport

### **VACIS - (Vehicle and Cargo Inspection System) - Noyes, MN**

Vehicle and Cargo Inspection System (VACIS) located approximately 100 feet south of BN Station. VACIS system is activated for the scanning of Southbound trains. CBP inspectors will notify inbound crews, upon arrival at Noyes, if the cars on that train will be VACIS inspected.

VACIS scanning involves the use of extremely low levels of gamma radiation to penetrate the cars and associated lading on a train and create an immediate image for the CBP inspector at the site. Radiation source used is extremely low in intensity, providing virtually no exposure outside of the direct beam. Direct exposure to the beam, which is not permitted in safe operation of VACIS, is the equivalent to 1/2000<sup>th</sup> of typical dental x-ray. VACIS will not be used to screen employees or other known occupants of trains and at no time will any known occupant of a train be exposed to radiation.

The VACIS unit will be operated by CBP inspectors at Noyes who will be in contact with CN crews to ensure proper and safe operations at all times. The VACIS machine has three levels of operation as indicated by three lights on the VACIS machine itself:

**Green Flashing Light** - Indicates that the VACIS machine is not operating. The gamma source is closed.

**Yellow Flashing Light** - Indicates that the VACIS machine is not operating and the gamma source is closed. The VACIS is, however, ready for operation and may be activated by the CBP inspector once safe operation is confirmed.

**Red Flashing Light** - Indicates that the gamma source is open and VACIS screening is taking place. In this case a gamma beam exists between the source in the concrete block enclosure and the detector tower on the other side of the track.

**Procedures for southbound trains at Noyes MN, VACIS screening will be as follows:**

1. US Customs will advise crew when train is authorized to enter VACIS.
2. Conductor will **NOT** be required to stay with Customs officer when train is inspected by the VACIS.
3. Train must maintain a speed of 5 - 7 mph when passing through the VACIS scanner.
4. If Customs requires that a car be further inspected, they will stop the train on Channel #1.

All other instructions remain in effect.

**Customs** - Conductors are required to call the BNSF International Service Support (1-800-345-2311) via cell phone and advise when the train is approximately one hour from the Border. The BN connecting train ID will, in most cases, be LMIN 640-1-\_\_ (indicates date of train). However, this should be confirmed with BN each day. The BN train ID is used as reference by US customs. The BNSF International Support Service will immediately contact US Customs (1-701-825-6813, Ext. 238) with the pending arrival.

To simplify the yarding process at Emerson and Noyes, the Conductor has the authority to make a split at any location on the train. The BNSF International Service Support must be advised within one hour of arrival at the Border where the split will occur so the appropriate documentation can be arranged with the US Customs.

When the BNSF clerk is not on duty, the Conductor will have access to the BNSF station, which will be locked with a CN Switch Lock. If the US Customs are not present when the train arrives, the Conductor will immediately contact US Customs.

When US Customs gives the train authority to enter US, and the BNSF clerk is not on duty, the Conductor will be required to stand with the US Customs and perform a roll-by of the train. CN crews may be directed to stop the train if US Customs requires to inspect a car. The Conductor will not be required to open any doors or set out any cars. Any car that requires further inspection will be yarded at Noyes. On completion of yarding the train, the crew will fax a copy of the train list identifying any cars that US Customs have identified as requiring further inspection and the track ID where the train was setout, to BNSF Field Support that will be clearly identi-

fied on the speed dial on the fax machine.

CN Conductors will contact the BNSF clerk when on duty on Channel 1 or by telephone at (218) 823-6443 upon arriving Emerson to obtain permission to cross into the US. The Conductor will also be responsible to deliver a copy of the manifest to the Customs and Immigration Officer and advise names of crew members.

### **Trains Entering Canada from US.**

Prior to crossing the border into Canada, the CN conductor must call CN's Transborder Group (TBG) by telephone 800-267-9779 prompts 1,2 and 6 to receive Customs authorized train release. When the conductor calls the TBG he/she must remain on the line with the TBG representative while he/she dials in the Canada Customs inspector at Emerson to obtain train release. Both the TBG representative and the conductor will log the Canada Customs inspector's badge number and name. Once the train is released by Canada Customs, the conductor must remain on the telephone line while the TBG representative dials in the US Customs inspector for permission to take the train out of the US. Both the TBG representative and the conductor will log the US Customs inspector's badge number and name.

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

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

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

- 2.3 Yarding Instructions** - Movements from Letellier sub destined Fort Rouge must contact Symington Traffic Coordinator or Winnipeg Terminal RTC for yarding instructions. Contact must be initiated prior to departing St. Norbert.

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS****4.1 Heaviest car permitted** (including contents):  
286,000 lbs.**4.2 Morris** - Track LE38 Cargill. GE locomotives in series 2400, 2500, and 2600 must not operate on track LE38 Cargill elevator Morris.**5 SPEEDS****5.1 Subdivision Speed (All Trains)**

Mile	MPH
<b>0.0 to 2.3 Zone</b>	<b>20</b>
<b>2.3 to 62.1 Zone</b>	<b>25</b>
62.1 to 63.4	15

**5.2 Conditional Speeds****(a) Morris Wye** 10 mph.**(b) Mile 37.5** (Boyne Avenue) - Southward movements must not exceed 10 mph until crossing fully occupied.**(c) Mile 38.50** (Highway No. 75) - Southward movements within 1100 feet of crossing must not exceed 20 mph until crossing is fully occupied.**(d) Mile 63.1** (Bridge) - Except in an emergency, braking or acceleration must not be made on bridge. Switching movements must be kept to a minimum. Locomotives and/or cars must not be left on bridge. Maximum permissible speed 10 mph.**6 PUBLIC CROSSINGS AT GRADE****6.1 Mile 20.4** (Prov. Road 305) Track LE 07 - Automatic Warning Devices. Stop signs both sides of crossing.**6.2 Mile 37.5–Boyne Ave. Crossing- Town of Morris** - Stop signs have been erected for all movements out of the Morris Yard and the North leg of the Wye.

After activating the crossing protection at Boyne Avenue, movements must stop and wait 20 seconds before fouling the crossing. Light engine movements out of the yard making a reverse movement back to their train must completely foul the crossing prior to the movement returning to train.

Southward trains are restricted to 10 mph and crossing activation device is located 415 feet north of Boyne Avenue crossing. All CROR Rule 103 provisions are in effect and any cars left on main line are to be left north of crossing circuit sign.

- 6.3 Mile 38.50** (Highway 75) Automatic Warning Devices. In the application of Rule 103(g) both crossings must be protected.
- 6.4 Mile 43.8** (Prov. Road 217) Track LE 41 - Automatic Warning Devices. Stop sign north of crossing for southward movements.
- 6.5 Mile 53.0** (Municipal Road) Track LE 61 - Automatic Warning Devices. Stop signs both sides of crossing.
- 6.6 Mile 53.1** (Prov. Road 201) Track LE 61 - Automatic Warning Devices. Stop signs both sides of crossing. Cars or locomotives must not be left standing within 200 feet of the travelled portion of the roadway.

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- 7.1 Morris** - Tracks LE27 - N.M. Patterson Grain and LE38 Cargill, both connect with CP Railway. CN crews must not enter CP Railway trackage without authorization.
- 7.2 Emerson** - Maximum permissible speed on tracks LE 76, 77 and 78 and RD 47,48 and 49 - 10 mph.
- 7.3 Miami Spur** - Mile 37.4 - 2.01 miles.

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

**Maximum speed** between Mile 0.0 to 0.3 - 10 mph. Trains beyond Mile 2.01 are governed by Southern Manitoba Railway timetables, rules and regulations.

**Interlockings** - Mile 0.2 - Railway Crossing at Grade With CPR La Riviere Sub. Manual Interlocking -Rule 608 applicable.CN Rail movements must stop at governing interlocking signal and operate push button control device located on mast adjacent to respective interlocking signal. In the event signal does not clear, open knife switch, wait 5 minutes, occupy crossing, close switch. Track units must stop at governing signal, open flagging switch, wait 5 minutes, proceed through interlocking and close switch.

## 7.4 Emerson Extension

**Mile 63.4** - Extends east 1.4 miles. Mile 0.3 - Switch is in normal position when set for BNSF connection track.

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

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

## 8 SPECIAL DANGEROUS COMMODITIES

- 8.1 Do not exceed 35 mph between Mile 2.3 and Mile 8.0.
- 8.2 Northward movements must be inspected at Mile 12.4.

Method of Control	Number of Tracks	CARBERRY SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓	E ↑						
Rule 105	OCS +	PETREL JCT Y		0.0		1.6 ↑ TGBO ↓ 32.0		C3 T2 5046	84 4093
		PETREL		1.6					
		CARBERRY		8.7					
		SHILO		25.8					
		ASHBY		32.0					
Rule 105		BRANDON EAST Y		39.7					
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b>                      OCS BETWEEN PETREL AND ASHBY CONTROLLED BY RTC EDMONTON.                      RULE 105 AND RULE 105(A) APPLICABLE BETWEEN PETREL JCT AND PETREL AND BETWEEN ASHBY AND BRANDON EAST.</p>									

**CARBERRY SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 83.2** - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main line. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Rule 103.1(c)** - Not applicable between Mile 32.0 and Mile 37.0. Exception: Mile 35.27 (Highway 344). Westward movements within 400 feet until crossing fully occupied  
Maximum Permissible Speed 10 mph..
- (c) **Rule 104(c)** - Brandon East - All switches in BB and BC yards, when equipped with a lock, may be left lined and locked in either position except West wye switch BC81.
- (d) **Rule 104.5** - Derails - Mile 38.42 - Self-restoring derail equipped with a flashing light, located between BC02 and 17th Street East public crossing at grade. Instructions for use are as follows:  
Normal condition, a red target will indicate that derail is in the derailing position.

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

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

Within 40 seconds after train movement has been completed, derail will self-restore to the derailing position and the following broadcast message will be transmitted over channel #1 and repeated.

“DERAIL CARBERRY SUB BRANDON RESTORED TO DERAILING POSITION”.

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

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

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

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

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

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



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

**2 GENERAL FOOTNOTES**

**2.1 Designated Locomotive tie-up tracks**

Brandon - BB 01 and BB 02.

**3 INTERLOCKINGS**

**3.1 Railway Crossing at Grade**

Mile 9.0 (CPR Carberry Sub.) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Westward movements occupying approach to interlocking west of east switch longer than 3 minutes will cause interlocking signal to display a STOP indication but when movement is within 200 feet of the interlocking signal it will indicate PROCEED providing no movement approaching on conflicting routes. Eastward movements occupying approach to interlocking longer than 8 minutes will cause interlocking signal to display a STOP indication. When movement ready to proceed through interlocking a member of the crew must turn key switch to START position and interlocking signal will then indicate PROCEED if there is no conflicting movement. "Key switch" located on mast adjacent to interlocking signal 93.

Maximum Permissible Speed - 30 mph.

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents): 268,000 lbs.

**Exception:** Trains handling cars exceeding 220,000 lbs between Mile 17.0 and Mile 20.0 must not exceed 15 mph.

PRAIRIE  
 TIME  
 TABLE

**4.2 Mile 13.0 to Brandon:** Only locomotives in groups A, B, D, F, and G permitted.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 13.0 Zone</b>	<b>40</b>
0.2 to 0.4	15
5.4 to 6.0	25
8.2 to 8.4	30
12.7 to 13.0	15
<b>13.0 to 37.0 Zone</b>	<b>25</b>

**5.2 Conditional Speeds**

- (a) **Mile 8.6** (Prov. Rd 351) Within 1200 feet of crossing, movements must not exceed 20 mph until crossing fully occupied.
- (b) **Mile 2.3 Cromer Sub to Mile 38.2 Carberry Sub** - Do not exceed 10 mph entering public crossings at grade until crossing fully occupied.
- (c) **Mile 35.27** (Highway 344) Westward movement within 400 feet of crossing must not exceed 10 mph until crossing fully occupied.
- (d) **Mile 36.62** (Highway 110) Movements must not exceed 15 mph entering public crossing at grade until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 **Mile 8.6** (Prov. Rd 351) Track CB 21 - Automatic Warning Devices. Stop signs both sides of crossing.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

Nil

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

Method of Control	Number of Tracks	CROMER SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓	↑ E						
Rule 105	1	<b>BRANDON WEST</b>		0.0		2.3 ↑ TGBO ↓ 128.6	53.8	C3 T2 5046	82 4094 NGR
OCS +		<b>POOLE</b>		2.3					
		<b>ALGAR</b>		32.4					
		<b>CROMER</b>		60.1					
		<b>SUTTON</b>		73.0					
Rule 105		<b>MARYFIELD</b> Jct with Lampman Sub		75.8					
OCS				Y 76.5					
		<b>REGINALD</b>		78.0					
		<b>FAIRLIGHT</b>		83.0					
		<b>LANGBANK</b>		113.0					
		<b>EASTKIP</b>		127.0					
Rule 105		<b>KIPLING</b> Y		128.6					
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b>                      OCS BETWEEN POOLE AND SUTTON AND BETWEEN REGINALD AND EASTKIP CONTROLLED BY RTC EDMONTON.                      RULE 105 AND RULE 105(a) APPLICABLE BETWEEN BRANDON WEST AND POOLE, SUTTON AND REGINALD, AND EASTKIP AND KIPLING.</p>									

**CROMER SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 103.1(c)** - Not applicable between Mile 0.0 to Mile 2.3, Mile 73.0 to Mile 78.0 and Mile 127.0 to Mile 186.6.
- (b) **Rule 104(c)** - the following switches may be left lined and locked in either position:
  - Brandon West** - All switches in BB and BC yards except West wye switch BC81
  - Maryfield** - Jct switch (Lampman Sub.) - Mile 75.83
  - Kipling** - All switches between Mile 127.0 and Mile 128.6

**2 GENERAL FOOTNOTES**

**2.1 Designated Locomotive tie-up tracks**

**Brandon - BB01-BB 02 Kipling - CO 87**

**2.2 Brandon West** - Cromer Sub. begins at west switch of crossover immediately east of 1st Street.

**2.3 Hot Box & Dragging Equipment Detectors Mile 53.8** - Hot box detector is stand-alone (not remotely monitored). The RTC must be advised when a "NOT WORKING" or "NO Message" indication has been received from the talker.

### 3 INTERLOCKINGS

#### 3.1 Railway Crossing at Grade

Mile 11.3 (CPR Estevan Sub.) - Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Maximum Permissible Speed - 25 mph.

### 4 EQUIPMENT RESTRICTIONS

**4.1 Heaviest car permitted** (including contents): 268,000 lbs.

**4.2 Locomotive Restrictions** - Only locomotives in groups A, B, D, F, G and H permitted.

### 5 SPEEDS

#### 5.1 Subdivision Speed

Mile	MPH
0.0 to 127.0 Zone	25

#### 5.2 Conditional Speeds

(a) **Mile 2.3 Cromer Sub to Mile 38.2 Carberry Sub** - Movements must not exceed 10 mph entering all public crossings at grade, including pedestrian crossing at Mile 2.6, until crossings are fully occupied.

(b) **Mile 0.1 (First St.)** - Eastward movements must not exceed 5 mph until crossing fully occupied.

### 6 PUBLIC CROSSINGS AT GRADE

**6.1 Mile 0.1 (First St. Brandon)** Warning Devices Automatic: Stop signs both sides of crossing for other than eastward movements on subdivision track.

**6.2 Mile 60.1 (Prov. Rd 256) Track CO 17.** Warning Devices Automatic: Stop signs both sides of crossing.

**6.3 Mile 83.1** (Access Road) Tracks CO 48 and CO 49. Warning Devices Automatic: Stop signs both sides of crossing. Stop and start push buttons provided west of crossing for use only when train or cars left on main track.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

Nil

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

Method of Control	Number of Tracks	LAMPMAN SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio	
		W ↓	E ↑							
Rule 105	1	<b>MARYFIELD</b> Jct with Cromer Sub		0.0		0.0	26.6	C3 T1 5046	82 17	
OCS +		<b>WESTFIELD</b>		2.0		TGBO ↑ ↓				
		<b>PARKMAN</b>		19.9						
		<b>CARLYLE</b>		37.2						
		<b>WILLMAR</b>		52.4						
		<b>LAMPMAN</b>		67.3						
		<b>MINARD JCT</b> Jct with Lewvan Sub		67.9						
+		<b>BRUINS</b>		82.0		82.0				7 18
Rule 105		<b>BIENFAIT</b>		86.4						
<b>SUBDIVISION CONTROL FEATURES</b> <b>OCS BETWEEN WESTFIELD AND BRUINS</b> CONTROLLED BY RTC EDMONTON. <b>RULES 105 AND 105(a) APPLICABLE</b> BETWEEN <b>MARYFIELD</b> AND <b>WESTFIELD</b> AND BETWEEN <b>BRUINS</b> AND <b>BIENFAIT</b> .										

**LAMPMAN SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 103.1(c)** - Not applicable between Mile 0.0 to Mile 2.0 and Mile 82.0 to Mile 86.4.
- (b) **Rule 104(c)** - the following switches may be left lined and locked in either position:  
Bienfait - Switch LA 36 at Mile 84.52

**2 GENERAL FOOTNOTES**

- 2.1 Hot Box & Dragging Equipment Detector Mile 26.6** - Hot box detector is a stand-alone detector (not remotely monitored). The RTC must be advised when a "NOT WORKING" or "NO Message" indication has been received from the talker.

**3 INTERLOCKINGS**

**3.1 Railway Crossing at Grade Mile 83.9 - (CPR Estevan Sub.) Automatic.**

If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Movements must not exceed 15 mph when passing the governing advance signal. Eastward movements occupying approach to interlocking longer than 3 minutes will cause interlocking sig-

nal to display a STOP indication but when movement is within 270 feet of this signal it will indicate PROCEED providing no movement approaching on conflicting routes. Maximum Permissible Speed 15 mph.

**3.2 Railway Crossing at Grade: Mile 84.7 - (CPR Wye Loop) Manual.** Rule 608 applicable. Movements must not exceed 10 mph approaching and within 500 feet of governing interlocking signals. At interlocking signal unlock manual control box located adjacent to signal, push button marked "CLEAR" and be governed by signal indication. If PROCEED indication is not accepted within 3 minutes, signal will revert to STOP. If signal does not clear, open knife switch, wait 5 minutes, occupy crossing, close switch. Track units must stop at governing signal, open knife switch, wait 5 minutes, proceed through interlocking and close switch. Maximum Permissible Speed 15 mph.

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted** (including contents): 268,000 lbs.
- 4.2 Locomotive Restrictions** - Only locomotives in groups A, B, D, F, and G permitted.

**5 SPEEDS**

**5.1 Subdivision Speeds**

Mile	MPH
<b>0.0 to 84.0 Zone</b>	<b>25</b>

**5.2 Conditional Speeds**

- (a) Mile 0.0** (Jct. switch) - Movements must not exceed 10 mph over switch.
- (b) Mile 67.8** (Highway 361) - Within 400 feet of crossing movements must not exceed 10 mph until crossing fully occupied.
- (c) Mile 83.9** (Highway 18) - Within 500 feet of crossing movements must not exceed 15 mph until crossing fully occupied.

PRAIRIE  
 TIME  
 TABLE

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Rusty Rails** - Due to the possibility of rusty rail conditions, trains must not enter public crossings at grade at Mile 85.32 and Mile 86.37 until automatic crossing protection has been in operation for at least 20 seconds or crossing is manually protected.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

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

**7.2 Northgate Spur Mile 67.3**

Extends 39.4 miles off Lampman Sub at Lampman.

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

**8 SPECIAL DANGEROUS COMMODITIES**

Nil



Method of Control	Number of Tracks	GLADSTONE SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio	
		W ↓	E ↑							
+ CTC  OCS +  Rule 105	1	Jct with Rivers Sub <b>KEARNS</b>		0.0		0.0		C3 T1 36	81 4092	
		<b>DELTA JCT</b>		0.6						
		<b>RIGNOLD</b>		9.9						
		<b>BEAVER</b>		18.6	6740			15.5		
		<b>GOLDEN STREAM</b>		31.2	6580					
		<b>GLADSTONE</b>		36.5						
		<b>PLUMAS</b>		50.3	6708					
		<b>GLENELLA</b>		63.8						
		<b>GLENCAIRN</b>		72.5	6800				74.5	
		<b>CUTTS</b>		82.9	6690					
		<b>LAURIER</b>		92.4						
		<b>OCHRE RIVER</b>		109.3	6786				101.9	
		<b>WOROBEY</b>		119.0						
		<b>DAUPHIN</b>		121.7				121.7		C3 T1
<b>SUBDIVISION CONTROL FEATURES</b> CTC BETWEEN KEARNS AND DELTA JCT AND OCS BETWEEN DELTA JCT AND WOROBEY CONTROLLED BY RTC EDMONTON. RULE 105 AND RULE 105(a) APPLICABLE BETWEEN WOROBEY AND DAUPHIN.										

## GLADSTONE SUBDIVISION FOOTNOTES

- 1 CANADIAN RAIL OPERATING RULES
  - 1.1 SPECIAL APPLICATIONS
    - (a) Rule 103.1(c) - Not Applicable between Mile 119.0 and Mile 121.7
    - (b) Rule 83.2 - Dauphin - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
    - (c) Rule 14(I)(iv) - Applicable at 8th Street N.W. Mile 0.01.
  
- 2 GENERAL FOOTNOTES
  - 2.1 Dauphin - All passenger trains will use station tracks between main track switch east of station and main track switch west of station.

### 3 INTERLOCKINGS

#### 3.1 Railway Crossing at Grade

**Mile 0.4** Kearns - (CPR Carberry Sub.) Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman.

Maximum Permissible Speed 35 mph.

#### 3.2 Railway Crossing at Grade

**Mile 37.4** - Gladstone - (CPR Minnedosa Sub.) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Eastward freight trains must not exceed 30 mph when passing the governing advance signal.

Maximum Permissible Speed 35 mph.

### 4 EQUIPMENT RESTRICTIONS

**4.1 Heaviest car permitted** (including contents):  
286,000 lbs.

### 5. SPEEDS

#### 5.1 Subdivision Speed

Mile	MPH	
	FRT	PSGR
<b>0.0 to 35.0 Zone</b>	<b>40</b>	<b>60</b>
0.4 (interlocking)	25	30
0.6 - 1.2	25	30
<b>35.0 to 72.0 Zone</b>	<b>25</b>	<b>30</b>
<b>72.0 to 91.8 Zone</b>	<b>30</b>	<b>40</b>
<b>91.8 to 121.7 Zone</b>	<b>40</b>	<b>60</b>

#### 5.2 Conditional Speeds

(a) **Mile 0.1** (Eighth St.) - Westward movements within 900 feet of crossing must not exceed 20 mph until crossing fully occupied.

(b) **Mile 0.1** (Eighth St.) - Eastward movements within 1300 feet of crossing must not exceed 30 mph until crossing fully occupied.

(c) **Mile 0.6** - Eastward movements must approach signal 06 Gladstone Sub not exceeding 20 mph until or unless such signal can be observed as displaying a more favourable indication than CLEAR TO STOP.

(d) **Mile 0.85** (18th St.) - Westward movements within 1700 feet of crossing must not exceed 35 mph until crossing fully occupied.

- (e) **Mile 35.9 to Mile 37.1** - Movements must not exceed 10 mph at all crossings until such crossing are fully occupied.
- (f) **Mile 108.3** (Bridge) - Trains handling snow-plows must stop, ensure wings are closed, then proceed under close observation (to ensure sufficient clearance).  
Maximum speed 5 mph.
- (g) **Mile 121.1** (Mountain Road) - Movements within 1700 feet of crossing must not exceed 40 mph until crossing fully occupied.
- (h) **Mile 121.6** (Main St.) - Movements must not exceed 10 mph, until crossing fully occupied.

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 121.1** (Mountain Road) Track DD 07 - Automatic Warning Devices. Stop sign located east of crossing for westward movements. Eastward movements must not exceed 5 mph within 220 feet of crossing until crossing fully occupied.

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Nil

## 8 SPECIAL DANGEROUS COMMODITIES

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



## SASKATCHEWAN DIVISION

ABERDEEN .....	141
ASSINIBOINE .....	90
BLACKFOOT .....	157
BLAINE LAKE .....	154
BROOKSBY .....	152
CENTRAL BUTTE .....	123
CITY OF REGINA .....	114
CITY OF SASKATOON .....	135
CONQUEST .....	130
CRAIK .....	116
ELROSE .....	132
GLENAVON .....	119
LEWVAN .....	121
MARGO .....	87
PREECEVILLE .....	92
QUAPPELLE .....	111
RIVERS (Melville to Rivers) .....	48
ROBINHOOD .....	155
ROSETOWN .....	127
ST.BRIEUX .....	145
TISDALE .....	147
TOGO .....	84
TURNBERRY .....	95
TURTLEFORD .....	160
WARMAN .....	137
WATROUS .....	97
YORKTON .....	108

## SASKATCHEWAN DIVISION

Jlm Newton	Superintendent	Saskatoon (306) 956-5462
Barry Cox	Asst. Superintendent Transportation	Melville (306) 728-1739
Tony Chartier	Asst. Superintendent Engineering	Saskatoon (306) 956-5542
Kevin Lane	Asst. Superintendent Engineering	Winnipeg (204) 231-7619
Dale Patterson	Trainmaster - ESO	Saskatoon (306) 956-5687
Bob Daniels	Trainmaster	Saskatoon (306) 956-5677
Marc Arnaud	Trainmaster	Saskatoon (306) 956-5626
Bill Crichton	Terminal Trainmaster	Saskatoon (306) 956-5661
Richard Evans	Terminal Trainmaster	Saskatoon (306) 956-5661
Len Roy	Terminal Trainmaster	Saskatoon (306) 956-5661
Craig Stav	Trainmaster	Melville (306) 728-1732
Al Sieben	Trainmaster	Melville (306) 728-1835
Larry Johnson	Trainmaster	North Battleford (306) 446-4730 Humboldt (306) 682-8550
Jeff Wood	Trainmaster	Regina (306) 566-4351
Howard Moline	Trainmaster	Canora (306) 563-4611 Dauphin (306) 563-4611

Method of Control	Number of Tracks	TOGO SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio		
		W ↓	E ↑								
Rule 105	1	DAUPHIN		Y 0.0		0.0 ↑ TGBO ↓ 124.9	18.0	C3 T1	Coverage by cellular telephone		
OCS		HARRINGTON			4.5					C2 T2 45	
		GILBERT PLAINS			20.0			4230			
		MEHARRY			37.0			6727			
		ROBLIN		Y	62.6			6200		C2 T2 47	
		TOGO			79.5			6360			
		RUNNYMEDE			88.0			2380			
		Rule 105	KAMSACK					100.9		6590	C2 T2 49
			MIKADO					117.5		1800	
			RINK					122.5			
			CANORA		Y 124.9						
<p><b>SUBDIVISION CONTROL FEATURES</b>                      OCS BETWEEN HARRINGTON AND RINK CONTROLLED BY RTC EDMONTON.                      RULE 105 AND RULE 105(a) APPLICABLE BETWEEN DAUPHIN AND HARRINGTON AND BETWEEN RINK AND CANORA.</p>											

**TOGO SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) The following is applicable at:  
**Dauphin** - Mile 0.0 to Mile 4.5 and at  
**Canora** - Mile 120.6 to Mile 122.5 Togo Sub;  
**Rule 103.1(c)** - Not Applicable.
- (b) **Rule 83.2** - All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (c) **Rule 104(c)** - The following subdivision switches may be left lined and locked in either position:  
**Dauphin** - Subdivision switches on track DD70 (east and west).

**2 GENERAL FOOTNOTES**

**2.1 Designated Locomotive tie-up tracks**

Canora - CZ 60.

**2.2 Dauphin** - All passenger trains will use station tracks between main track switch east of station and main track switch west of station.

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents):  
286,000 lbs.

**4.2 Dauphin Yard** - Track DD 27. Due to extreme curvature, do not exceed 5 mph. Locomotives in Group H not permitted.

**5. SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH	
	FRT	PSGR
<b>0.0 - 9.9 Zone</b>	<b>35</b>	<b>50</b>
8.4 - 8.8 (bridge)	35	40
<b>9.9 - 50.7 Zone</b>	<b>25</b>	<b>40</b>
<b>50.7 - 60.0 Zone</b>	<b>35</b>	<b>45</b>
<b>60.0 - 87.9 Zone</b>	<b>35</b>	<b>40</b>
85.3 - 85.830	30	30
<b>87.9 - 101.5 Zone</b>	<b>30</b>	<b>40</b>
<b>101.5 - 122.5 Zone</b>	<b>40</b>	<b>45</b>
<b>122.5 - 124.9 Zone</b>	<b>25</b>	<b>45</b>

**5.2 Conditional Speeds**

(a) **Mile 0.1** (Second St.) - Movements over crossing must not exceed 10 mph until crossing fully occupied.

(b) **Mile 0.5** (Highway 5 and 10)

**Main Track:** Eastward movements within 400 feet of crossing must not exceed 5 mph until crossing fully occupied. Westward movements within 800 feet of crossing must not exceed 15 mph until crossing fully occupied.

**Track DD70:** Circuit crossing sign is located 175 feet east of crossing. Westward movements 175 feet east of crossing must not exceed 3 mph until crossing fully occupied .

(c) **Mile 0.6** (Keays St.)

**Main Track:** Eastward movements within 400 feet of crossing must not exceed 5 mph until crossing fully occupied. Westward movements within 1000 feet of crossing must not exceed 15 mph until crossing fully occupied.

**Track DD70:** Westward movements approaching from crossing Mile 0.5 (Highway 5 and 10) must not exceed 3 mph until crossing fully occupied.

- (d) **Mile 62.6** (Main St.) - Eastward movements from siding or after switching west of Main St. within 800 feet of crossing must not exceed 25 mph until crossing fully occupied.
- (e) **Mile 94.46** - Movements over crossing must not exceed 30 mph until crossing fully occupied.
- (f) **Mile 99.30** - Movements over crossing must not exceed 30 mph until crossing fully occupied.
- (g) **Mile 121.5** - Movements over crossing must not exceed 30 mph until crossing fully occupied.
- (h) **Mile 124.7** (Highway 9) - Movements within 400 feet of crossing must not exceed 10 mph until crossing fully occupied.

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 0.5** (Highway 5 and 10) Track DD70 - Automatic Warning Devices. Eastward movements must not obstruct the crossing until the warning devices have been operating for at least 20 seconds.
- 6.2 **Mile 0.6** (Keays Street) Track DD27 - Automatic Warning Devices. Stop sign east of public crossing at grade (Provincial Road 362). Eastward movements must not obstruct the crossing until the warning devices have been operating for at least 20 seconds.
- 6.3 **Mile 0.6** (Keays Street) Track DD70 - Automatic Warning Devices. Stop sign located west of crossing. Westward movements must not obstruct the crossing until the warning devices have been operating at least 20 seconds.
- 6.4 **Mile 29.5** (Main St.) Track TJ70 - Automatic Warning Devices. Stop signs both sides of crossing.
- 6.5 **Mile 62.5** (Highway 5) Track TJ 26 - Automatic Warning Devices. Stop signs both sides of crossing.
- 6.6 **Mile 62.6** (Main St.) Track TJ 26 - Automatic Warning Devices. Stop signs both sides of crossing.

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Nil

## 8 SPECIAL DANGEROUS COMMODITIES

Nil



Method of Control	Number of Tracks	MARGO SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio		
		W ↓	E ↑								
Rule 105  + OCS +  Rule 105	1	<b>CANORA</b> Y		0.0		0.0 ↑ TGBO ↓ 122.4		C3 T1 44	81 86		
		Jct with Assiniboine Sub									
		Jct with Yorkton Sub									
		<b>MARGO JCT</b>			0.4						
		<b>FOX</b>			4.0						
		<b>BUCHANAN</b>			14.5						
		<b>INVERMAY</b>			33.1		6630			C3 T1 46	82 88
		<b>MARGO</b>			41.4						
		<b>WADENA</b>			62.7		6150			C4 T2 48	81 89
		<b>QUILL LAKE</b>			84.0						
		<b>WATSON</b>			96.2		6630			C4 T1 50	82 90
		<b>ST.GREGOR</b>			109.7						
<b>MUENSTER</b>			117.0								
<b>MCINNES JCT</b> Jct with St. Brieux Sub			121.4								
<b>HUMBOLDT</b>			122.4								
<b>SUBDIVISION CONTROL FEATURES</b> OCS BETWEEN FOX AND MUENSTER CONTROLLED BY RTC EDMONTON. RULE 105 AND RULE 105(a) APPLICABLE BETWEEN CANORA AND FOX AND BETWEEN MUENSTER AND HUMBOLDT.											

**MARGO SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 83.2** - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage
- (b) **Rule 103.1(c)** - Not Applicable at;  
**Canora** - Mile 0.0 to Mile 4.0,  
**Humboldt** - Mile 117.0 to Mile 122.4.
- (c) **Rule 104(c)** - The following subdivision switches may be left lined and locked in either position:  
**Canora** - CZ32 (west) Mile 2.2.  
**McInnes Jct** - Switch Mile 121.4  
**Humboldt** - Switches to track HM01 East and West ends.

- (d) **Rule 112(ii)** - Humboldt Yard - Track HM00 to HM10 - The minimum handbrake chart must be applied to a maximum of 3 handbrakes.

**2 GENERAL FOOTNOTES**

- 2.1 Designated Locomotive tie-up tracks:**  
Canora -CZ 60.

**3 INTERLOCKINGS**

**3.1 Railway Crossing at Grade**

Mile 61.9 - Wadena - (CPR Tisdale Sub.) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Eastward and westward movements occupying approach to interlocking longer than four minutes will cause interlocking signal to indicate STOP but when eastward movement is within 2000 feet and westward movement within 500 feet of interlocking signal it will indicate proceed providing no movement on conflicting routes. Maximum Permissible Speed - 35 mph.

**3.2 Railway Crossing at Grade**

Mile 96.5 - Watson - (CPR Melfort Sub.) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Westward movements occupying approach to interlocking longer than two minutes will cause interlocking signal to indicate STOP but when movement is within 340 feet of interlocking signal it will indicate proceed providing no movement on conflicting routes.

Maximum Permissible Speed - 30 mph.

**3.3 NON-INTERLOCKINGS**

**Railway Crossing at Grade**

Mile 0.3. Non-Interlocked Railway Crossing at Grade

Maximum Permissible Speed - 15 mph.

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted** (including contents):  
286,000 lbs.

**5. SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 40.0 Zone</b>	<b>30</b>
0.3 (non-interlocking)	15
<b>40.0 to 79.0 Zone</b>	<b>40</b>
61.9 (interlocking)	35
<b>79.0 to 122.4 Zone</b>	<b>30</b>

## 5.2 Conditional Speeds

- (a) **Mile 2.3** (Highway 5) - Westward movements within 1100 feet of crossing must not exceed 25 mph until crossing fully.
- (b) **Mile 96.4** (Highway 6) - Westward movements proceeding at less than 10 mph within 1500 feet of crossing must not exceed 5 mph until crossing fully occupied.
- (c) **Mile 121.3 (RM Rd 370) to Mile 122.3 (Main Street) Humboldt** - Movements must not exceed 10 mph until crossing(s) fully occupied.
- (d) **Mile 122.3** - Humboldt (Main Street) Eastward movements within 150 feet of crossing must not exceed 5 mph until crossing fully occupied.

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 62.8** (Main St.) Track MA 81 - Automatic Warning Devices. Stop signs both sides of crossing. Cars must be kept clear of the street line on either side of crossing.
- 6.2 **Mile 84.0** (Main St.) Track MH 17 - Automatic Warning Devices. Stop signs both sides of crossing. Cars must not be left spotted on elevator track less than 50 feet from the centre line of this crossing.
- 6.3 **Mile 122.3** (Main St.) - Eastward movements stopping at station must stop clear of crossing circuit sign.

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Nil

## 8 SPECIAL DANGEROUS COMMODITIES

- 8.1 **Humboldt** - Track HM 08 is designated as a storage track for dangerous goods. Placarded cars must be stored at west end away from fueling area.

Method of Control	Number of Tracks	ASSINIBOINE SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio	
		N ↓	S ↑							
Rule 105	1	<b>CANORA</b> Y		0.0		0.0		C2 T1 54	81 86	
		Jct with Margo Sub								
OCS		<b>FERRIER</b>			3.5		TGBO			84 95
		<b>AMSTERDAM</b>			7.8					
		<b>TADMORE</b>			14.1					
		Jct with Preeceville Sub								
		<b>STURGIS JCT</b> Y			21.2					
		<b>LILIAN</b>			23.5					
		<b>LADY LAKE</b>			29.5	4040			C3 T1 51	
		<b>USHERVILLE</b>			44.7	4400				
		<b>RESERVE</b>			63.1	4090			C3 T1 56	82 94
		<b>CLEMENCEAU</b>			78.1	4130				
Rule 105	<b>VARNEY</b>			89.6			C4 T2 38			
	<b>MUTCHLER</b>			92.2		92.2				
		Jct with Tisdale Sub								
<p><b>SUBDIVISION CONTROL FEATURES</b>                      OCS BETWEEN FERRIER AND VARNEY                      CONTROLLED BY RTC EDMONTON.                      RULE 105 AND RULE 105(a) APPLICABLE                      BETWEEN CANORA AND FERRIER                      AND BETWEEN VARNEY AND MUTCHLER.</p>										

**ASSINIBOINE SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 103.1(c)** - Not applicable at .  
Canora - Mile 0.0 to Mile 3.5;
- (b) **Rule 83.2** - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.

**2 GENERAL FOOTNOTES**

**2.1 Designated Locomotive tie-up tracks:**  
Canora CZ 60.

**2.2 Cabooseless trains** that require a pull-by or walking inspection of their train by crew members when operating North between Canora and Mutchler will perform such inspections at, or before leaving Mile 63.56 (Private Crossing) North of Reserve.

**3 NON-INTERLOCKINGS**

**3.1 Railway Crossing at Grade**

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

Maximum Permissible Speed - 15 mph.

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents): 286,000 lbs. Trains handling cars 268,000 lbs or greater must not exceed the following speeds:

Mile	MPH
Mile 2 (bridge)	30
Mile 3.20 (bridge)	30
Mile 14.40 (bridge)	30
Mile 15.50 (bridge)	30

In addition, trains handling cars in excess of 268,000 lbs must not exceed the following speeds:

Mile 0.0 to 19.0	35
Mile 19.0 to 72.0	25
Mile 72.0 to 91.9	35
Mile 91.9 to 92.2	15

**5. SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH	
	FRT	PSGR
<b>0.0 to 2.0 Zone</b>	<b>15</b>	<b>15</b>
<b>2.0 to 19.0 Zone</b>	<b>40</b>	<b>50</b>
<b>19.0 to 26.0 Zone</b>	<b>25</b>	<b>25</b>
<b>26.0 to 91.9 Zone</b>	<b>40</b>	<b>40</b>
<b>91.9 to 92.2 Zone</b>	<b>15</b>	<b>15</b>

**5.2 Conditional Speeds**

(a) **Mile 1.1** (E-W Rd RM 304) - Movements must not exceed 10 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

Nil

**7 SPECIAL INSTRUCTIONS APPLICABLE TO SPURS AND OTHER TRACKS**

**7.1 Lilian Spur** - Mile 23.5 - Extends 5.3 miles westward from Lilian. Spur mileages: 67.4 to 72.7.

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

**Equipment Restrictions** - Heaviest car permitted (including contents) - 263,000 lbs.

**Maximum speed** on all other trackage off this spur 10 mph.

Transportation Radio - C2 T1 54.

Engineering Radio	67.4 - 68.8	81-86
	68.8 - 72.7	84-95

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

SASKATCHEWAN DIVISION - PREECEVILLE SUBDIVISION

Time Table No. 11

[ 92 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	PREECEVILLE SUBDIVISION	Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
<b>OCS</b>	<b>1</b>	W ↓	E ↑					
		Connection with Swan River Spur <b>THUNDERHILL JCT</b>		0.0		0.1 ↑ <b>TGBO</b> ↓ 65.3	C3 T1 58	82 24
		<b>BENITO</b>		18.9			C3 T1 45	
		<b>NORQUAY</b>		45.2				
		<b>STURGIS JCT</b> Y Jct with Assiniboine Sub		65.3			C2 T1 54	81 86
<b>SUBDIVISION CONTROL FEATURES</b> <b>OCS BETWEEN THUNDERHILL JCT AND STURGIS JCT</b> CONTROLLED BY RTC EDMONTON. <b>RULE 105 AND RULE 105(a) APPLICABLE BETWEEN MILE 0.0</b> <b>AND THUNDERHILL JCT.</b>								

**PREECEVILLE SUBDIVISION FOOTNOTES**

- 1 CANADIAN RAIL OPERATING RULES**
  - 1.1 SPECIAL APPLICATIONS**
    - (a) **Rule 104 (a)** - Sturgis Jct Switch is in normal position when set for Assiniboine Sub.
- 2 GENERAL FOOTNOTES**

Nil
- 3 INTERLOCKINGS**

Nil
- 4 EQUIPMENT RESTRICTIONS**
  - 4.1 Heaviest car permitted** (including contents):  
268,000 lbs.
  - 4.2 Locomotive Restrictions:** Only locomotives in groups A, B, D and G permitted.
- 5. SPEEDS**
  - 5.1 SUBDIVISION SPEED**

<b>Mile</b>	<b>MPH</b>
<b>0.0 to 65.1 Zone</b>	<b>25</b>
24.2 (bridge)	10
<b>65.1 to 65.3 Zone</b>	<b>10</b>
  - 5.2 Conditional Speeds:** Other than main or subdivision track - 10 mph.

PRAIRIE  
TIME  
TABLE

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Mile 6.5** (Prov. Road 609) Track PR 01 - Automatic Warning Devices. Stop signs both sides of crossing.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 Swan River Spur Mile 0.0**

Extends 13.3 miles south and 1.7 miles north of Thunderhill Jct.

**TGBO** applicable.

Rule 105 (a) applicable.

Rule 40.1 applicable.

**Equipment Restrictions** - Heaviest car permitted (including contents) - 268,000 lbs.

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

Exception - Group G locomotives - Mile 91.6 (Bridge) must not exceed 10 mph.

**Speeds** - Mile 83.5 to 98.5 - Maximum Permissible

Speed 15 mph. All other tracks 10 mph.

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

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

**Engineering Radio** - 82 /24

**7.2 Erwood Spur Mile 98.5** - Extends 7.1 miles off Swan River Spur. Mile 0.0 to Mile 7.1

**Rule 104.5(c)** - Mile 5 Erwood Spur equipped with EXCEPTION derail.

**TGBO** applicable.

**Rule 105(a)** applicable.

**Rule 40.1** applicable.

**Equipment Restrictions** - Heaviest car permitted (including contents) - 268,000 lbs.

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

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

**Speeds** - Mile 0.0 to Mile 7.1 maximum permissible speed 15 mph.

All other tracks 10 mph.

**PUBLIC CROSSINGS AT GRADE**

**Mile 0.2** (Main St.) movements within 500 feet of crossing until crossing fully occupied - Maximum Permissible Speed - 10 mph.

**Transportation Radio:** Mile 0.0 to 7.1 - C 3 T1 58

**Engineering Radio:** 82/24

**8 SPECIAL DANGEROUS COMMODITIES**

Nil



Method of Control	Number of Tracks	TURNBERRY SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio	
		N ↓								
			S ↑							
Rule 105	1	HUDSON BAY Y		0.0		0.0 ↑ TGBO ↓ 83.4		C4 T2 38	82 94	
		RELITZ		1.8						
OCS		OTOSQUEN		35.2	4510				C4 T2 65	81 98
		TURNBERRY		50.6	7790					
		WESTRAY		68.3						
		THE PAS SOUTH		83.4					C2 T1 21	
		Connection with Hudson Bay Railway								
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b>  <b>OCS BETWEEN RELITZ AND THE PAS SOUTH</b>  CONTROLLED BY RTC EDMONTON.  <b>RULE 105 AND RULE 105(a) APPLICABLE BETWEEN</b>  <b>HUDSON BAY AND RELITZ.</b>  TRAINS AND ENGINES OPERATING NORTH OF THE PAS SOUTH  ARE GOVERNED BY HUDSON BAY RAILWAY TIME TABLE,  RULES AND REGULATIONS.</p>										

**TURNBERRY SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 83.2** - All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Rule 104.5(c)** - Exception Derails - Siding Otosquen

**2 GENERAL FOOTNOTES**

- 2.1 Hudson Bay** - Wye north switch is in normal position when set for west leg of wye. Southward passenger trains will pull down west leg of wye and back into station. Conductors will report arrival and departure times from the north wye switch to RTC Edmonton.
- 2.2 Mile 28.3** - Caboosless trains that require a pull-by or walking inspection of their train by crew members when operating in either direction between Hudson Bay and The Pas will perform such inspections at, or before leaving, Mile 28.3 (Chemong Crossing).

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted (including contents):**

Mile 0.0 to Relitz - 286,000 lbs

Relitz to Mile 83.4 - 268,000 lbs

**5. SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 0.4 Zone</b>	<b>10</b>
<b>0.4 to 83.4 Zone</b>	<b>40</b>

**5.2** Speed on other than main or subdivision track - 10 mph.

**6 PUBLIC CROSSINGS AT GRADE**

Nil

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 HBR - The Pas Terminal Subdivision - Mile 0.0 to Mile 4.7**

In addition to CROR Rules, operating crews entering Hudson Bay Railway territory at mileage 83.4 CN Turnberry Sub will be governed by and must comply with the following:

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

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

**OPERATING SIGNS**

Cautionary Limits Sign - Identified as a large yellow square.

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

**CROR Rule 34**

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

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

SASKATCHEWAN DIVISION - WATROUS SUBDIVISION

Time Table No. 11

[ 97 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	WATROUS SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio	
		W ↓	E ↑							
YTC	1	MELVILLE		0.0		1.1				
CTC	2	BAILEY		3.3		↑ TGBO ↓		C2 T1 5021	84 2571	
	1	FENWOOD		12.1	6742		16.5			
		GOODEVE		18.8	13865		45.6			
		HUBBARD		28.4	6725					
		JASMIN		42.4	12300					
		LEROSS		52.7	6726					
		TOUCHWOOD		65.6	12758					71.2
		QUINTON		77.6	6808					93.2
		RAYMORE		82.9	12300					
		BOOTH		87.3	7919					
		TATE		97.2	6695					
		NOKOMIS		106.5						120.1
		McGREGOR		108.2	12300					
		UNDORA		114.1	6909					147.5
	2	BERRY		122.2						
	KITELLA		Y	123.9	163.2					
	WATROUS		Y	129.0						
	XENA			135.5	178.3					
	YOUNG			143.0	182.3					
	ZELMA			151.6	186.3					
	ALLAN		Y	158.8	190.3					
	BRADWELL			167.2	194.3					
	CLAVET			174.3	198.3					
	Jct with Craik Sub NEWCROSS			185.8	202.3					
	RIVERVIEW			189.4	206.3					
	Jct with Warman Sub CHAPPELL JCT		Y	190.9	210.3					
	SASKATOON			191.6	214.3					
	SASKATOON YARD		Y	191.9	218.3					
ROSKIN JCT Jct with Rosetown Sub			193.8	222.3						
FARLEY EAST			194.3	226.3						
FARLEY WEST			195.8	230.3						
WESTOVER			197.6	234.3						
GASPER			204.9	238.3						
HAWOODS			207.3	242.3						
JUNIATA			217.5	246.3						
LENEY			227.6	250.3						
NEOLA			240.5	254.3						
BIGGAR		Y	247.3	258.3						
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b></p> <p align="center">CTC BETWEEN MILE 1.1 AND BIGGAR CONTROLLED BY RTC EDMONTON.</p> <p align="center">YTC BETWEEN MILE 0.0 AND MILE 1.1 CONTROLLED BY YARD COORDINATOR MELVILLE.</p> <p align="center">SWITCHING ZONES MILE 1.1 - 3.6, MILE 122.2 - 130.5 AND MILE 244.0 - 247.3</p> <p align="center">SIDING CONTROL TERRITORY.</p>										

PRAIRIE  
TIME  
TABLE

11

## WATROUS SUBDIVISION FOOTNOTES

### 1 CANADIAN RAIL OPERATING RULES

#### 1.1 SPECIAL APPLICATIONS

(a) **Siding Control Territory** - Siding Control Territory Divisional Data Item 1 in effect on entire subdivision

**Biggar** - Siding Control Territory - Divisional Data Item 1 not applicable on siding Biggar.

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

**Rule 40.1** - Before starting any track work the foreman must receive permission from the RTC.

#### 1.2 SPECIAL APPLICATIONS

(a) **Rule A**

**Saskatoon** - Employees operating within Saskatoon Terminal must have copy of the current Saskatoon Terminal Manual accessible.

**Melville** - Employees operating within Melville Terminal must have copy of the current Melville Terminal Manual accessible.

(b) **Rule 14(I)(iv)** - Applicable at:

Mile 187.25 (Clarence Ave.)

Mile 188.4 (Lorne Ave.)

Mile 190.7 (Dundonald Ave.)

(c) **Rule 103(c)** - Exemption.

**Mile 82.39** (N-S Rd RM 278) - Siding Raymore

**Mile 123.44** (N-S Rd RM 310) - Multi-Track Watrous Sub.

**Mile 124.61** (N-S Rd RM 310) - Multi-Track Watrous Sub

**Mile 216.85** (Hwy 14) - Siding Juniata

CN has received a CROR Rule 103 (c) exemption from Transport Canada at the above mentioned public crossing at grade.

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

- (d) **Rule 103.1(c)** - Not Applicable on Sidings: Goodeve, Raymore, Allan, and Juniata Leney.  
**Mile 188.35** (Lorne Ave.) Siding Riverview.
- (e) **Rule 104.2 Local Control Dual Control Switch** - Located at Cargill West, Mile 178.5.
- (f) **Rule 112(ii):**  
**Saskatoon**  
Tracks SC04 to SC33 inclusive need not have hand brakes applied.  
**Melville**  
Tracks MA01 to MA10 and MR01 to MR07, the minimum handbrake chart must be applied to a maximum of 3 handbrakes.  
Tracks MR10, MR11 and MR12, the minimum handbrake chart must be applied to a maximum of 5 handbrakes.  
**Watrous**  
Tracks WT01 to WT10, the minimum handbrake chart must be applied to a maximum of 3 handbrakes.

## 2 GENERAL FOOTNOTES

### 2.1 Melville - YARD TRAFFIC CONTROL (YTC)

Mile 279.2 Rivers Sub - Mile 1.1 Watrous Sub  
Employees operating within Melville YTC limits must have a copy of Melville Yard Traffic Control Operating Manual No. 4 accessible. Prior to fouling Track MX 01 (east yard lead) and/or west lead, all movements must contact the East Yard Crew on CH 6, or be relieved of that requirement by the Melville Traffic Coordinator.

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

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

- 2.2 **Mile 189.7 - Bridge:** Air brake applications must not be on bridge made except in case of emergency. Trains handling 24 foot ore cars must not exceed 10 mph while cars are on bridge.

- 2.3 **Saskatoon Yard** - Westward trains at Clavet, Mile 174.3 and eastward trains at Hawoods, Mile 207.3, must advise Saskatoon Yard Office, prior to entering Saskatoon Yard.

Unless otherwise directed by the traffic coordinator Saskatoon Yard, all freight trains and yard transfer movements entering Saskatoon Yard via Chappell Jct. are to use the SD41 Lead for movement purposes.

**2.4 Biggar** - Trains approaching must notify outgoing crews of arrival times on Channel 4. Radio in crew hostel to be left on Channel 4 after use.

## **2.5 Stand Alone Dragging Equipment Detectors**

Mile 188.36

Mile 190.86

## **3 INTERLOCKINGS**

### **3.1 Railway Crossing at Grade**

**Mile 106.5** - (CPR Lanigan Sub.) Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman. Maximum Permissible Speed 30 mph.

### **3.2 Railway Crossing at Grade**

**Mile 197.6** - (CP Rail Duval Sub.) Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman. Maximum Permissible Speed 40 mph.

### **3.3 Railway Crossing at Grade**

**Mile 204.9** - (CPR Cominco Sub.) Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman. Maximum Permissible Speed 40 mph.

## **4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents): 286,000 lbs.

**4.2 Bridge Mile 189.7** - Because of the presence of "sliding joints", heavy brake applications must be avoided within 500 feet of either side of the bridge and while the bridge is occupied.

**5 SPEEDS****5.1 Speed Charts -**

- (a) TOB - tons per operative brake will be indicated on WOPRT or train journal.
- (b) Zones speed signs will indicate speeds for passenger and unrestricted freight trains only.
- (c) \* When a speed is indicated for a signal location, it is applicable approaching that signal until it can be determined that such signal is displaying a more favorable indication than CLEAR TO STOP.

**5.2 Subdivision Speed - Westward**

Mile	Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psgr
<b>1.1 - 122.0 Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
12.1 FENWOOD SIDING	25	25	25	25
18.8 GOODEVE SIDING	25	25	25	25
28.5 HUBBARD SIDING	25	25	25	25
42.4 JASMIN SIDING	25	25	25	25
50.2 SIGNAL 501			55*	
55.3 - 55.6	55	55	55	65
65.6 TOUCHWOOD SIDING	25	25	25	25
66.8 - 72.8	50	50	50	60
82.9 RAYMORE SIDING	25	25	25	25
85.0 - 91.7	50	50	50	55
106.5 INTERLOCKING	30	30	30	30
108.2 MCGREGOR SIDING	25	25	25	25
<b>122.0 - 186.0 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>80</b>
127.7 - 127.8				60
149.6 SIGNAL 1495			50*	
184.1 SIGNAL 1841		55*	50*	
158.8 ALLAN SIDING	25	25	25	25
185.8 RIVERVIEW SIDING	30	30	30	30
<b>186.0 - 188.0 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
<b>188.0 - 189.0 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>
<b>189.0 - 194.0 Zone</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>
<b>194.0 - 200.0 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>65</b>
197.6 INTERLOCKING	40	40	40	40
<b>200.0 - 235.5 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>80</b>
204.9 INTERLOCKING	40	40	40	40
210.0 - 211.7	50	50	50	55
217.5 JUNIATA SIDING	25	25	25	25
227.6 LENNEY SIDING	25	25	25	25
<b>235.5 - 247.3 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>75</b>
235.5 - 237.7				55
241.0 - 242.6				50
244.4 - 244.8				55

### 5.3 Subdivision Speed - Eastward

Mile	Frt under 80 TOB	Frt 80 TOB or more	Frt 100 TOB & 8000 ft or longer	Psg
<b>247.3 - 235.5 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>75</b>
244.8 - 244.4				55
242.6 - 241.0				50
237.7 - 235.5				55
<b>235.5 - 200.0 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>80</b>
227.6 Leney Siding	25	25	25	25
217.5 JUNIATA SIDING	25	25	25	25
211.7 - 210.0	50	50	50	55
204.9 INTERLOCKING	40	40	40	40
<b>200.0 - 194.0 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>65</b>
197.6 INTERLOCKING	40	40	40	40
<b>194.0 - 189.0 Zone</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>
185.8 RIVERVIEW SIDING	30	30	30	30
<b>189.0 - 194.0 Zone</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>
<b>188.0 - 189.0 Zone</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>
<b>186.0 - 188.0 Zone</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
158.8 ALLAN SIDING	25	25	25	25
137.9 SIGNAL 1378			50*	
127.8 - 127.7				60
<b>122.0 - 1.1 Zone</b>	<b>65</b>	<b>65</b>	<b>65</b>	<b>80</b>
116.6 SIGNAL 1166			50*	
108.2 MCGREGOR SIDING	25	25	25	25
106.5 INTERLOCKING	30	30	30	30
91.7 - 85.0	50	50	50	55
82.9 RAYMORE SIDING	25	25	25	25
72.8 - 66.8	50	50	50	60
65.6 TOUCHWOOD SIDING	25	25	25	25
55.6 - 55.3	55	55	55	65
42.4 JASMIN SIDING	25	25	25	25
28.5 HUBBARD SIDING	25	25	25	25
18.8 GOODEVE SIDING	25	25	25	25
12.1 FENWOOD SIDING	25	25	25	25
5.7 SIGNAL 56			55*	

### 5.4 Conditional Speeds

- (a) **Mile 44.34** - (N-S Rd. RM #246)  
Westward trains within 900 feet of crossing must not exceed 60 mph until crossing fully occupied.
- (b) **Mile 47.36** - (N-S Rd. Kelliher) All trains within 2700 feet of crossing must not exceed 60 mph until crossing fully occupied.
- (c) **Mile 51.7** (Hwy 35 - Leross) Passenger trains within 2900 feet of crossing must not exceed 65 mph until crossing is fully occupied.
- (d) **Mile 78.3** (Hwy. 15) - Westward movements proceeding at less than 30 mph within 4000 feet of crossing must not exceed 30 mph until crossing fully occupied.



- (e) **Mile 83.45** (Hwy 6 - Raymore) - Eastward Passenger trains within 2900 feet of crossing must not exceed 65 mph until crossing is fully occupied.
- (f) **Mile 93.85** (Hwy. 15, Semans) - Passenger trains within 2900 feet of crossing must not exceed 65 mph until crossing is fully occupied.
- (g) **Mile 106.0** (Hwy. 20) - Eastward movements from interlocking Mile 106.5 must not exceed 30 mph until crossing fully occupied. Westward movements must not exceed 40 mph until crossing fully occupied.
- (h) **Mile 127.9** (Hwy. 2) - Eastward movements from south lead Track 1 must not exceed 5 mph until crossing fully occupied.

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 52.17** (Grid Road) Track WS 20. Automatic Warning Devices. Stop signs both sides of crossing.
- 6.2 **Mile 72.65** (Access Road) Track WS 23. Automatic Warning Devices. Stop signs for westward movements east of crossing.
- 6.3 **Mile 142.7** (Grand Ave.) Young - Siding. Automatic Warning Devices. STOP AND START push button provided west of crossing for use when necessary to cut trains.
- 6.4 **Mile 158.51 Allan Siding** - To facilitate those locations where highway crossings may be blocked for extended periods of time due to train meets/overtakes etc. when either of the signals listed have been requested or cancelled by the RTC, a message will be available as to the status of the signal. This message is provided as an **aid** to avoid movements blocking the public crossing at grade and not as operating authority for movements to proceed past these signals. Crews will use the following DTMF code function to interrogate the signal talker to determine "Signal Status" at the signal sites listed. All radio transmissions will occur on CN Channel 1.  
 Control Signal 1586 Watrous Sub  
 DTMF Use Code 10#58031  
 Control Signal 1586D Watrous Sub  
 DTMF Use Code 10#58032
- 6.5 **Mile 159.31** (Access Road) Track WS68. Automatic Warning Devices. Stop signs both sides of crossing.

**6.6 Mile 218.01** (Range Road 3102) Automatic Warning Devices. Westward movements stopping at Signal 2179 must stop clear of the crossing circuit sign located approximately 190 feet east of crossing.

## **7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 P.C.S. Lanigan Spur WS 48-49. Mile 123.9** - Extends 16.7 miles north of track off tail of wye.

**TGBO** - Applicable entire spur

### **Control Features**

#### **Mile 0.0 to Mile 1**

Rule 105 and Rule 105(a) - Applicable

#### **Mile 1 to Mile 15**

#### **Method of Control - OCS**

Rule 105 and Rule 105 (a) - Not applicable

Rule 40.1 - Not applicable

#### **Mile 15 to Mile 16.7**

**Rule 105** - Applicable

**Rule 105(a)** not applicable on mine tracks.

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

**Speed** - Maximum Permissible Speed 35 mph.

### **Lanigan Mine Operating Procedures**

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

### **Radio**

RTC for the Lanigan Spur - Desk "D" Edm. Channel 2, Code \*5027# - Emergency calls \*0# will be routed to the Watrous Sub RTC.

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

**Rule 104.5(c)** Exception derail located at Mile 5.46.

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

**Equipment Restrictions** - Heaviest car permitted (including contents): 286,000 lbs. Trains handling cars in excess of 268,000 lbs - 10 mph.

**7.3 Norco Spur WS 99 (Central Canada Potash)**

Mile 143.5 - Extends 10.6 miles north of track.

**Rule 40.1** - Not applicable between Mile 0.0 and Mile 9.0

**TGBO** - Applicable between Mile 0.0 and Mile 9.0

**Rule 105(a)** - Applicable between Mile 0.0 and Mile 10.6.

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

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

**Speed** - Maximum Permissible Speed 25 mph.

#### 7.4 P.C.S. Allan Mines WS 71

**Mile 160.1** - Extends 1.3 miles north of track.

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

**Rule 105(a)** - not applicable on mine tracks.

**PUBLIC CROSSING AT GRADE** - Mile 0.3. Movements must not exceed 10 mph from 400 feet until crossing fully occupied.

**Personal Protective Equipment** - In addition to the minimum requirements for protective clothing and equipment as detailed in CN Safety Rules, employees entering and working within the plant site must also wear a hard hat.

#### 7.5 Agrium Spur - WS82 - Mile 170.2

Movements operating through unloading shed. Maximum Permissible Speed 3 mph.

#### 7.6 Cargill Spur WS93

Mile 178.5 - Extends 3.2 miles. Points face west.

**Rule 104.5** - Exception derail located 300 feet of north of Highway No.16 on Cargill Canola Plant lead, track WS93.

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

**Local Control Dual Control Switch.** - Additional push-button for westward movements located on east side of public crossing Mile 0.37 Cargill Spur. Instructions for operation posted.

**Public Crossings at Grade** - Mile 0.37 Cargill Spur (Highway 16) Automatic Warning Devices. Stop signs for westward movements located east of crossing. Warning devices will activate 10 seconds after reverse light for Local Control Dual Control Switch Mile 178.5 illuminates. Movements must ensure warning devices are in operation for at least 20 seconds prior to occupying crossing.

**Equipment Restrictions** - Account restricted clearances in Loading Shed Tracks WS 94, WS

95 and WS 96, movements operating through unloading shed must not exceed 3 mph.

### 7.7 P.C.S. Cory Spur SJ 01

Mile 196.4 - Extends south of track. Points face east.

**Personal Protective Equipment** - In addition to the minimum requirements for protective clothing and equipment as detailed in CN Safety Rules, employees entering and working within the plant site must also wear a hard hat.

### 7.8 CPR Cominco Spur

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

#### **Method of Control**

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

**Equipment Restrictions** - Vanscoy Distribution Terminal Mile 11.82. Engines must not pass the restricted clearance signs on anhydrous ammonia unloading tracks. Employees must not ride on sides of cars while operating on these tracks. At Agrium Mine, cars for concentrator must not be pushed beyond clearance point on track 9. At Agrium Mine, cars containing, or cars which last contained, anhydrous ammonia must not be moved on Track 5, located between the load out and storage building.

**Personal Protective Equipment** - In addition to the minimum requirements for protective clothing and equipment as detailed in CN Safety Rules, employees entering and working within the plant site must also wear a hard hat.

**Specific Restrictions** - Sunflower seeds are prohibited at Agrium site.

#### **Speeds -**

Mile 204.6 Watrous Sub southward 6500 feet - 15 mph.

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

Cominco Spur Mile 9 to Mile 11 - 10 mph.

Over all Switches - 15 mph.

**7.9 Prairie Malt Ltd. BG 28**

Mile 246.4 - Capacity 2760 feet. Switch points face east.

Locomotives must not move onto or over the track scale.

Movements must not exceed 3 mph while occupying scale track.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1** Do not exceed 35 mph between Mile 188.0 and Mile 189.0.

**8.2** Eastward movements must be inspected at Mile 201.9 and westward movements must be inspected at Mile 178.3.

**8.3 Melville** - Track MR 01 is a designated storage track for dangerous goods.

Method of Control	Number of Tracks	YORKTON SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		N ↓	S ↑						
Rule 105	1	<b>CANA JCT</b>		0.0		0.0		C5 T1	84 2571
		Jct with Rivers Sub				↑ TGBO ↓			
		<b>TREVOR</b>		2.0					
		<b>OTTHON</b>		14.7					
		<b>YORKTON</b> Y		25.0					
		<b>EBENEZER</b>		35.9					
		<b>CAMPBELL</b> Y		41.1					
		<b>SOUTH CANORA</b>		49.0				C3 T1	81 86
Rule 105	<b>MARGO JCT</b>		54.7		54.7				
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b>  <b>OCS BETWEEN TREVOR AND SOUTH CANORA</b>                  CONTROLLED BY RTC EDMONTON.  <b>RULE 105 AND RULE 105(a) APPLICABLE</b>                  BETWEEN CANA JCT AND TREVOR                  AND BETWEEN SOUTH CANORA AND MARGO JCT.</p>									

**YORKTON SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

**(a) Rule A**

**Melville-** Employees operating within Melville Terminal must have copy of the current Melville Terminal Manual accessible.

**(b) Rule 83.2 -** All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.

**(c) Rule 103.1(c) -** Not applicable between Mile 0.0 to Mile 0.2 and Mile 49.0 to Mile 54.7.

**(d) Rule 104(c) -** The following subdivision switches may be left lined and locked in either position:

**Canora -** CZ 32 (West) Mile 2.2 Margo Sub.

**(e) Rule 112 -** See Watrous Sub footnotes.

**2 GENERAL FOOTNOTES**

**2.1 Melville - YARD TRAFFIC CONTROL (YTC)**

Limits of YTC extend between Mile 1.1 Watrous Sub and Mile 279.2 Rivers Sub. Employees operating within Melville YTC limits must have a

copy of Melville Yard Traffic Control Operating Manual No. 4 accessible. Prior to fouling Track MX 01 (east yard lead) and/or west lead, all movements must contact the East Yard Crew on CH 6, or be relieved of that requirement by the Melville Traffic Coordinator. Movements from Yorkton Sub must contact Melville Traffic Coordinator on CH 3 for yarding instructions. Crews arriving and departing Tracks MT01, MT02 and MT03 need not communicate with the yard crew.

### 3 INTERLOCKINGS

#### 3.1 Railway Crossing at Grade

**Mile 24.8** (CPR Wynyard Sub.) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Movements must not exceed 15 mph when passing the governing advance signal. Southward movements occupying approach to interlocking north of siding south switch longer than 3 minutes will cause interlocking signal to indicate STOP, but when movement passes siding south switch it will indicate PROCEED providing no movement approaching on conflicting routes. When movement is ready to proceed a member of the crew must operate push button and interlocking signal will indicate PROCEED if no conflicting movement. Push button located at interlocking signal.

Maximum Permissible Speed 10 mph.

#### 3.2 NON-INTERLOCKINGS

##### **RAILWAY CROSSING AT GRADE**

**Mile 54.5.** Railway crossing at grade Margo Sub. and the connecting track between Mile 54.5 Yorkton Sub and Mile 0.2 Assiniboine Sub. Maximum Permissible Speed 15 mph.

### 4 EQUIPMENT RESTRICTIONS

#### 4.1 Heaviest car permitted (including contents): 286,000 lbs.

Exception: Trains handling cars exceeding 268,000 pounds must not exceed 10 mph between Mile 0.0 and 29.5, and 25 mph between Mile 29.5 and 49.0.

#### 4.2 Locomotives in group E must not exceed 15 mph from Mile 0.3 to 29.5.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 29.5 Zone</b>	<b>25</b>
0.0 to 0.3	15
24.8 (interlocking)	10
<b>29.5 to 49.0 Zone</b>	<b>40</b>
<b>49.0 to 54.7 Zone</b>	<b>25</b>
54.0 to 54.7	15

**5.2 Conditional Speeds**

- (a) **Mile 24.7** (Broadway St.) - Within 500 feet of crossing movements must not exceed 10 mph until crossing fully occupied.
- (b) **Mile 23.5 to Mile 26.0** - Movements entering all public crossings at grade must not exceed 10 mph until crossings fully occupied.
- (c) **Mile 54.5** (Prov. Highway 5) - Movements must not exceed 15 mph within 600 feet of crossing until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 Mile 24.7** (Broadway St.) Automatic Warning Devices. To avoid delay to highway traffic northward movements receiving STOP indication must stop clear of crossing circuit sign located 230 feet south of northward interlocking signal.
- 6.2 Mile 24.9** (Smith St.) Automatic Warning Devices. Stop sign south of crossing for northward movements on track YA 06.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

- 7.1 Rhein Spur - Mile 41.1**  
 Extends 14.0 miles from Campbell.  
**Method of Control - OCS.**  
**TGBO** - Applicable.  
**Rule 105 and Rule 105(a)** - Not applicable.  
**Rule 40.1** - Not applicable.  
**Equipment Restrictions:** Heaviest car permitted (including contents): 268,000 lbs.  
**Speeds:** Maximum Permissible Speed 20 mph. On other tracks - 10 mph.  
**Transportation Radio:** C5 T1 49.  
 Engineering Radio: 81 - 86.

**8 SPECIAL DANGEROUS COMMODITIES**

- 8.1 Melville** - Track MR 01 - designated storage track for dangerous goods



SASKATCHEWAN DIVISION - QUAPPELLE SUBDIVISION

Time Table No. 11

[ 111 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	QUAPPELLE SUBDIVISION	Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		N ↓						
		↑ S						
Rule 105	1	QUAPPELLE JCT	93.8		93.8	78.1	C2 T1	84 98
+		VICTORIA PLAINS	88.0		↑ TGBO ↓			
+ OCS		EDENWOLD	72.4					
		EDGELEY	61.2					
		FORT QUAPPELLE	46.4					
		BALCARRES	32.7					
		LORLIE	21.2					
		KEATS	1.5			29.3	C8 T2	82 91
Rule 105		BIRMINGHAM JCT	0.0			0.0		C5 T2
<b>SUBDIVISION CONTROL FEATURES</b> OCS BETWEEN KEATS AND VICTORIA PLAINS CONTROLLED BY RTC EDMONTON. RULE 105 AND RULE 105(a) APPLICABLE BETWEEN BIRMINGHAM JCT AND KEATS AND BETWEEN VICTORIA PLAINS AND QUAPPELLE JCT.								

**QUAPPELLE SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

**(a) Rule A**

**Melville-** Employees operating within Melville Terminal must have copy of the current Melville Terminal Manual accessible.

**(b) Rule 14(l)(iv)** - Applicable at: Mile 92.14 Winnipeg Street.

**(c) Rule 83.2** - All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.

**(d) Rule 103.1(c)** - Not applicable between Mile 0.0 to Mile 1.5 and Mile 88.0 to Mile 93.8.

**(e) Rule 104(c)** - The following switches may be left lined and locked in either position; Quappelle Jct - RG01 Ross Industrial Lead. Mile 92.8 - Regina Terminal Lead Mile 93.8.

Mile 92.58 - Wye Switch RG02.

**(f) Rule 112** - See Watrous Sub footnotes.

## 2 GENERAL FOOTNOTES

### 2.1 Melville - YARD TRAFFIC CONTROL (YTC)

Limits of YTC extend between Mile 1.1 Watrous Sub and Mile 279.2 Rivers Sub. Employees operating within Melville YTC limits must have a copy of Melville Yard Traffic Control Operating Manual No. 4 accessible.

Prior to fouling Track MX 01 (east yard lead) and/or west lead, all movements must contact the East Yard Crew on CH 6, or be relieved of that requirement by the Melville Traffic Coordinator. Movements from Quappelle Sub must contact Melville Traffic Coordinator on CH 3 for yarding instructions. Crews arriving and departing Tracks MT01, MT02 and MT03 do NOT need to communicate with the yard crew.

### 2.2 Designated locomotive tie-up track:

**Regina:** Ross Industrial Lead Tracks RC 70 - 74

## 3 INTERLOCKING

### 3.1 Railway Crossing at Grade

**Mile 33.3** (CPR Bulyea Sub.) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Movements passing the governing advance signal must not exceed 15 mph.

Maximum Permissible Speed - 25 mph.

### 3.2 Railway Crossing at Grade

**Mile 91.9** (CPR Lanigan Sub.) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Movements between the advance signal and the governing interlocking signal must not exceed 15 mph.

Maximum Permissible Speed - 15 mph.

## 4 EQUIPMENT RESTRICTIONS

### 4.1 Heaviest car permitted (including contents):

286,000 lbs.

### 4.2 Maximum Motorized Axles

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

**5 SPEEDS****5.1 Subdivision Speed**

<b>Mile</b>	<b>MPH</b>
<b>0.0 to 1.0 Zone</b>	<b>15</b>
<b>1.0 to 33.3 Zone</b>	<b>40</b>
33.3 (interlocking)	25
<b>33.3 to 52.5 Zone</b>	<b>25</b>
<b>52.5 to 87.5 Zone</b>	<b>40</b>
<b>87.5 to 91.0 Zone</b>	<b>35</b>
<b>91.0 to 93.8 Zone</b>	<b>15</b>
92.4 to 92.7	10

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Mile 91.8 (Ring Road) Automatic Warning Devices.** All movements in the vicinity of the crossing must clear crossing circuits prior to making reverse movements over the crossing.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS****7.1 Mile 33.65 Terminal 22 QA38-41**

**Switching Instructions:** Maximum Car Spot 106 Lead switches must be green when spotting QA41 (next to the elevator) as 5 to 6 cars must hang out down the lead in order for this track to hold 29 cars. QA41 must be spotted last to minimize any risk of side collisions.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1** Southward movements must be inspected at Mile 78.1.

**8.2 Melville - Track MR 01 - designated storage track for dangerous goods.**

## CITY OF REGINA INDUSTRIAL LEADS FOOTNOTES

### 1 CANADIAN RAIL OPERATING RULES

#### 1.1 SPECIAL APPLICATIONS

(a) **Rule 83.1** - CPR DOB's applicable on all joint trackage in RB, RG and RH Zones.

(b) **Rule 104(c)** - The following subdivision switches may be left lined and locked in either position:

**Regina** - Switch RH 01 Mile 0.6 (Ross Industrial Lead) Switch RG 01

Mile 92.8 - Quappelle Sub. and Wye Switches RG02 and RG03.

**Regina Terminal** - The following switches equipped with a lock may be left lined and locked in either position: - Switch RC 65E and RC 65W

### 2 GENERAL FOOTNOTES

#### 2.1 Regina Terminal Lead

Extends from Mile 0.46 (Dewdney Ave.) to Mile 1.6 (Quappelle Jct.)

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

**CP Rail** - CPR time table, rules and regulations govern on joint trackage between the connecting track with CPR and CPR Station Regina and on joint track between connection with Ross Industrial Lead at Crecy, Mile 88.7 CPR Indian Head Sub. and Whitmore Mile 83.5 CPR Tyvan Sub.

#### 2.2 Ross Industrial Lead

Rule 105 (a) - Applicable.

**2.3 Regina Yard** - West End Remote control lighting is installed at west end of Regina Yard. Normal setting for yard lights is in the lights off position. To turn yard lights on, as follows:

**Activate Lights** - C1 DTMF \* 8 #.

**Shut Lights Off** - C1 DTMF \* #

The range is approximately 5 miles. The lights will stay on for about 60 to 90 minutes, then automatically shut off.

#### 2.4 Designated locomotive tie-up track:

**Regina:** Ross Industrial Lead Tracks RC 70 - 74

### 3 INTERLOCKINGS

#### 3.1 Railway Crossing at Grade

**Mile 0.5** Ross Industrial Lead (CPR Lanigan Spur.) Automatic. If necessary to pass interlocking signal indicating stop, Rule 611 must be complied with. Movements must not exceed 15 mph approaching and within 500 feet of governing advance signal until crossing occupied. Movements

occupying approach to interlocking longer than 5 minutes will cause interlocking signal to display STOP indication but when movement is within 300 feet of signal it will indicate PROCEED provided no movement approaching on conflicting routes. Westward advance signal located to left of track at Mile 0.9 - Ross Industrial Lead.  
Maximum Permissible Speed - 15 mph.

### 3.2 Railway Crossing at Grade

**Mile 1.9** Ross Industrial Lead (CPR "K" Lead): Automatic. If necessary to pass interlocking signal indicating stop, Rule 611 must be complied with. Movements must not exceed 15 mph between the advance and governing interlocking signal.  
Maximum Permissible Speed - 15 mph.

## 4 EQUIPMENT RESTRICTIONS

- 4.1 Heaviest car permitted** (including contents) between Quappelle Jct. and Warell: 286,000 lbs. Exception: - Trains handling cars exceeding 268,000 lbs must not exceed 10 mph.

## 5 SPEEDS

### 5.1 Conditional Speeds

City Industrial Lead (RH Zone) - 10 mph

Regina Terminal (RC Zone) - 15 mph

Ross Industrial Lead - 10 mph

Regina Terminal Lead Mile 0.46 to 1.6 - 10 mph

CP K-Lead, CN Jct to RH Lead Switch - 5 mph

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 Mile 4.4** (Municipal Road) Warning Devices. Eastward movements not authorized by signal indication must not obstruct crossing until "LOWER" (start) button of control device, (located east of crossing, south of Indian Head Sub. adjacent to bungalow) has been activated. Movement must then be governed by CPR instructions posted in box.

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS OR OTHER TRACKS

Nil

## 8 SPECIAL DANGEROUS COMMODITIES

- 8.1** Track RC 30 is designated storage track for all dangerous goods loads except anhydrous ammonia.
- 8.2** Track RA 40 is designated storage track for anhydrous ammonia.

Method of Control	Number of Tracks	CRAIK SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio	
		N ↓	S ↑							
Rule 105	1	WARELL		0.0		4.4 ↑ TGBO ↓ 154.1		C2 T1 48	84 98	
OCS		HARLEY		4.4				M 15.0	Cell Phone Only No Radio Coverage	81 85
		LUMSDEN		18.0						
		DISLEY		26.8						
		BETHUNE		35.1						
		AYLESBURY		62.2						
		CRAIK		71.8						
		DAVIDSON		88.6						
		BLADWORTH		98.4						
		KENASTON		109.3						
		DUNDURN		134.8						
		CAMPSPUR		137.3						
		NEWCROSS Jct with Watrous Sub		154.1						
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b>                      OCS BETWEEN HARLEY AND NEWCROSS                      CONTROLLED BY RTC EDMONTON.                      RULE 105 AND RULE 105(a) APPLICABLE                      BETWEEN WARELL AND HARLEY</p>										

**CRAIK SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule A Saskatoon-** Employees operating within Melville Terminal must have copy of the current Melville Terminal Manual accessible.
- (b) **Rule 14(l)(iv) - Applicable at:**  
 Mile 0.20 McCarthy Blvd.  
 Mile 0.75 1st Avenue North  
 Mile 1.08 Sherwood Drive  
 Mile 1.39 9th Avenue North  
 Mile 1.63 Rink Avenue  
 Mile 1.89 Dalgleish Drive  
 Mile 2.13 Rochdale Boulevard  
 Mile 2.40 Whelan Drive
- (c) **Rule 103.1(c) -** Not applicable between Mile 0.0 and Mile 4.4.
- (d) **Rule 103.1(f) -** Rusty Rail conditions applicable at all public crossings at grade with Automatic warning devices between Mile 0.0 and Mile 85.0.

- (e) **Rule 104(c)** - The following switches may be left lined and locked in either position:  
 Warell - Switch RC 65

**2 GENERAL FOOTNOTES**

**2.1 Designated locomotive tie-up track:**

- Craik** - CK 20 - south end only  
**Davidson** - CK 73 - north end only

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted** (including contents):  
 286,000 lbs. Exception: Movements handling cars in excess of 268,000 lbs. must not exceed 25 mph.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 3.0 Zone</b>	<b>25</b>
<b>3.0 to 154.1 Zone</b>	<b>30</b>
12.9 to 13.8	30

**5.2 Conditional Speeds**

- (a) **Mile 0.2** (McCarthy Blvd.) Northward movements within 200 feet of crossing must not exceed 5 mph until crossing fully occupied. Southward movements within 400 feet of crossing must not exceed 10 mph until crossing fully occupied.
- (b) **Mile 2.63** (Gillmore Drive) All movements over crossing must not exceed 10 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 Mile 18.1** (James St.) Automatic Warning Devices. Stop sign south of crossing for northward movements from Track CK 08.
- 6.2 Mile 26.9** (Access Rd.) Track CK 11. Automatic Warning Devices. Stop signs both sides of crossing.
- 6.3 Mile 71.8** (Second St.) Automatic Warning Devices. Stop signs south of crossing for northward movements from Tracks CK20 and CK21.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS****7.1 Campspur - CK 44 - CK 47 - Mile 137.3**

Extends 1.6 miles west from tail of wye. Train and engine crews must turn off all radio communication systems before entering the military property and must not again operate such equipment until movement has vacated the military property.

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1** Southward movements must be inspected at Mile 7.0.

**8.2** Northward movements must be inspected at Mile 153.0.



Method of Control	Number of Tracks	GLENAVON SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓	E ↑						
Rule 105	1	KIPLING		Y	0.0	↑ 1.9 ↓ 87.5 TGBO		C3 T1	84 19
		FARDOE			1.9				
		KEGWORTH			17.5				
		GLENAVON			24.1				C8 T1
		WYLEY		Y	31.9				
		MONTMARTRE			38.1				
		ODESSA			54.0				
		DAVIN			69.9				
		REGINA EAST			83.7				
		MCCALLUM Jct with CPR			87.5				C2 T1
<b>SUBDIVISION CONTROL FEATURES</b> OCS BETWEEN FARDOE AND MCCALLUM CONTROLLED BY RTC EDMONTON. RULES 105 AND 105(a) APPLICABLE BETWEEN KIPLING AND FARDOE									

**GLENAVON SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 83.1** - CPR DOB applicable on CPR Tyvan Sub between Mile 87.3 Crecy and Mile 84.7 McCallum.
- (b) **Rule 103.1(f)** - Rusty Rail conditions applicable at all public crossings at grade with Automatic warning devices between Mile 0.0 to 15.0
- (c) **Rule 104(c)** - The following subdivision switches may be left lined and locked in either position:  
**Kipling** - Mile 0.0 to Mile 1.9 - All switches.

**2 GENERAL FOOTNOTES**

**2.1 Designated locomotive tie-up track:**

Kipling - CO 86                      Regina East - GE 84  
 Glenavon - GE 18                  Kegworth - GE 17

**2.2 McCallum** - CPR time table, rules and regulations govern on joint track between McCallum and connection with Ross Industrial Lead at Mile 88.7 CPR Indian Head Sub. Jct switch is in normal position when set for through movement on CPR Tyvan Sub.

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS****4.1 Heaviest car permitted** (including contents):  
268,000 lbs.**4.2 Only locomotives** in groups A, B, D, F, and G permitted.**5 SPEEDS****5.1 Subdivision Speed**

Mile	MPH
0.0 to 87.5 Zone	25

**6 PUBLIC CROSSING AT GRADE****6.1 Mile 38.2** (First Avenue West) Tracks GE 41 and GE 42 - Automatic Warning Devices. Stop signs both sides of crossing.**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

Nil

**8 SPECIAL DANGEROUS COMMODITIES****8.1** Westward movements must be inspected at Mile 80.0.

Method of Control	Number of Tracks	LEWVAN SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		N ↓	S ↑						
Rule 105	1	<b>MINARD JCT</b> Y		0.0		0.8 ↑ TGBO ↓ 115.5		C2 T1	Coverage by cellular telephone
		<b>MINARD</b>		0.8					
		<b>COLFAX</b>		68.1					
		<b>LEWVAN</b>		74.2					
		<b>GRAY</b>		93.6					
		<b>ESTLIN</b>		100.4					
		<b>ROWATT</b>		107.2					
		<b>WHITMORE</b> Jct with CPR		115.5					
<b>SUBDIVISION CONTROL FEATURES</b> <b>RULE 105 AND 105(a) APPLICABLE</b> ON ENTIRE SUBDIVISION									

**LEWVAN SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 83.1** - CPR DOB applicable on CPR Tyvan Sub. between Mile 83.5 Whitmore and Mile 87.3 Crecy.
- (b) **Rule 103.1(c)** - Not applicable between Mile 107.0 and Mile 115.5.

**2 GENERAL FOOTNOTES**

**2.1 Whitmore** - CPR time table, rules and regulations govern on joint track between Whitmore and connection with Ross Industrial Lead at Mile 88.7 CPR Indian Head Sub. Jct. switch is in normal position when set for through movement on CPR Tyvan Sub.

**3 INTERLOCKING**

Nil

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents):

Mile 0.0 - 106.8	177,000 lbs.
Mile 106.8 - 115.5	268,000 lbs.

**4.2 Locomotives:** Mile 0.8 to Mile 1.4 (including wye)  
Only locomotives in groups A, B and D permitted.  
Locomotives in groups B and D must not exceed 10 mph.

Mile 1.4 to Mile 99.0 - Only locomotives in group A permitted.

Mile 99.0 to Mile 106.8 - Locomotives in groups A and D permitted. Group D locomotives must not exceed 10 mph.

Mile 106.8 to Mile 115.5 - Only locomotives in groups A, B, D, F, and G permitted.

## 5 SPEEDS

### 5.1 Subdivision Speeds

Mile	MPH
0.0 to 107.0 Zone	15
107.0 to 115.5 Zone	25

## 6 PUBLIC CROSSINGS AT GRADE

Nil

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Nil

## 8 SPECIAL DANGEROUS COMMODITIES

**8.1** Northward movements must be inspected at Mile 102.0.

Method of Control	Number of Tracks	CENTRAL BUTTE SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓	E ↑						
Rule 105	1	WARELL		0.0		↑ 0.0 ↓ 44.0		C2 T1	84 98
OCS		KATO		4.1					
		PATTEE		12.4					
		KEYSTOWN		16.9					
		STONY BEACH		22.0					
		KALIUM Y		24.3					
		ARDEN		37.0					
Rule 105		MJ JCT Y		38.9					
		END OF OPERATED TRACK		44.0					
SUBDIVISION CONTROL FEATURES OCS BETWEEN KATO AND ARDEN CONTROLLED BY RTC EDMONTON. RULE 105 AND RULE 105(a) APPLICABLE BETWEEN WARELL AND KATO AND BETWEEN ARDEN AND MILE 44.0.									

**CENTRAL BUTTE SUBDIVISION FOOTNOTES**

- 1 **CANADIAN RAIL OPERATING RULES**
- 1.1 **SPECIAL APPLICATIONS**
  - (a) **Rule 14(I)(iv) - Applicable at:**  
 Mile 0.2 McCarthy Blvd.  
 Mile 0.78 Dorothy St.
  - (b) **Rule 103.1(c) - Not applicable between Mile 0.0 to Mile 4.1 and Mile 37.0 to Mile 44.0**
  - (c) **Rule 104(c) - The following subdivision switches may be left lined and locked in either position:**  
**Warell - Switch RC 65**  
**MJ Jct - Jct Switch - Mile 38.9**
- 2 **GENERAL FOOTNOTES**  
 Nil
- 3 **INTERLOCKINGS**  
 Nil
- 4 **EQUIPMENT RESTRICTIONS**
- 4.1 **Between Mile 1.0 and Mile 44.0, heaviest car permitted (including contents) 286,000 lbs. Exception: Trains handling cars in excess of 268,000 lbs must not exceed 10 mph between Mile 1.0 and Mile 44.0.**

**4.2 Between Mile 1.0 and Mile 44.0, only locomotives** in groups A, B, D, F, and G permitted.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 37.0 Zone</b>	<b>25</b>
<b>37.0 to 44.0 Zone</b>	<b>15</b>

**5.2 Conditional Speeds**

**Mile 0.2** (McCarthy Blvd.)

Westward movements within 200 feet of crossing must not exceed 5 mph until crossing fully occupied.

Eastward movements within 400 feet of crossing must not exceed 10 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Mile 2.0** (Pinky Road) Track RJ 05. Automatic Warning Devices. Stop sign west of crossing for eastward movements.

**6.2 Track CE 33** (South leg of Wye) and Track CE 34 (Saskferco Lead). Movements over public crossings at grade on these tracks must be manually protected.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 CONOCO Canada Ltd.**

Mile 2.4 Tracks RJ 20 and RJ 21.

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

**7.2 Kalium Chemicals Ltd. CE 20**

**Mile 24.3** - Extends 3.3 miles south of track off tail of wye.

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

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

**Speed** - 10 mph. Do not exceed 5 mph over switches east end of loading building.

**General:** All cars moving on tracks 1,2,3 and 4 must be coupled to locomotives. Red flashing lights, located at eye level on either side of door opening, on tracks 3 and 4, indicate car puller within load-out area is in operation. No attempt is to be made to couple to cars on either east or west end of load-out tracks while red lights are flashing. Cars being placed at west end of load-out building must be left no more than two car lengths west of load-out building and no closer

than 12 feet from building, to ensure that cars can be reached with the car puller and, if cars already standing on tracks 2, 3 and 4, they must be coupled to allow continual movement with car puller.

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

**7.3 Canadian Salt Company Ltd.,** off Track No. 10 at Kalium Chemicals Ltd.

**Rule 13** - Locomotive bell must be rung continuously when pulling or spotting cars inside of the warehouse building.

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

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

**7.4 Saskferco Lead CE 34.**

**Mile 1.62** - Extends 1.9 miles west of Kalium lead.

**Speed** - 10 mph.

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

PRAIRIE  
TIME  
TABLE

11

**7.5 Avonlea Spur**

**Mile 38.96** extends 1.9 miles south.

**Speed** - 10 mph.

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

**Equipment Restrictions:**

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

- (b) Only locomotives in groups A, B, D, F and G permitted.

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

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

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

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

**Track AV76** Maximum speed 5 mph.

**Track AV77** Maximum speed 10 mph.

**Only locomotive** groups A, B and D permitted.

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

## 8 SPECIAL DANGEROUS COMMODITIES

- 8.1 Eastward movements must be inspected at Mile 6.0.



Method of Control	Number of Tracks	ROSETOWN SUBDIVISION	Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio	
		W ↓							
<b>OCS</b>	<b>1</b>	<b>ROSKIN JCT</b> Jct with Watrous Sub	0.0		0.0		C8 T1	82 2583	
		<b>VANSCOY</b>	12.1						
		<b>CONROSE JCT</b> Jct with Conquest Sub	20.7						
		<b>DELISLE</b>	21.2						84 13
		<b>TESSIER</b>	36.3	3080					
		<b>HARRIS</b>	44.8						
		<b>ZEALANDIA</b>	55.7						82 31
		<b>ROSETOWN</b>	67.2						
		<b>FISKE</b>	87.2						
		<b>DARCY</b>	93.3	3990					
		<b>NETHERHILL</b>	108.3						81 17
		<b>BEADLE</b>	114.3						
Rule 105		<b>KINDERSLEY</b> Y	121.3		121.3		84 16		
<b>SUBDIVISION CONTROL FEATURES</b> <b>OCS BETWEEN ROSKIN JCT AND BEADLE</b> CONTROLLED BY RTC EDMONTON. <b>RULE 105 AND RULE 105(a) APPLICABLE</b> BETWEEN BEADLE AND KINDERSLEY.									

**ROSETOWN SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

**(a) Rule A**

**Saskatoon** - Employees operating within Saskatoon Terminal must have copy of the current Saskatoon Terminal Manual accessible.

**(b) Rule 83.2** - All crews reporting for duty at Kindersley must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non main trackage.

**(c) Rule 103.1(c)** - Not applicable between Mile 119.0 and Mile 121.3.

**(d) Rule 104(c)** - the following subdivision switches may be left lined and locked in either position:

**Kindersley** - Switch KS 01 (East end Kindersley Yard).

**2 GENERAL FOOTNOTES**

**2.1 Designated locomotive tie-up tracks:**  
Kindersley KS 17.

**3 INTERLOCKINGS**

**3.1 Railway Crossing at Grade**

**Mile 64.3** (CPR Kerrobert Sub) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Westward movements occupying approach longer than 4 minutes will cause interlocking signal to display a STOP indication but when movement is within 150 feet of this signal it will indicate PROCEED providing no movement approaching on conflicting routes. Maximum Permissible Speed - 20 mph.

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents) 286,000 lbs. Exception: Trains handling cars exceeding 268,000 lbs must not exceed 25 mph.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 0.5 Zone</b>	<b>10</b>
<b>0.5 to 27.0 Zone</b>	<b>40</b>
<b>27.0 to 74.0 Zone</b>	<b>30</b>
64.3 interlocking	20
<b>74.0 to 92.4 Zone</b>	<b>40</b>
82.1 to 84.5	20
<b>92.4 to 102.0 Zone</b>	<b>30</b>
<b>102.0 to 121.3 Zone</b>	<b>40</b>

**5.2 Conditional Speeds**

**Mile 120.9** (Ditson Dr.) - Eastward movements within 400 feet of crossing must not exceed 10 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Mile 44.8** (Access Road) Track RT 20. Automatic Warning Devices. Stop signs both sides of crossing.

**6.2 Mile 63.65** (Highway 7) Automatic Warning Devices. Stop signs both sides of crossing. Movements operating on Sask Wheat Pool track over crossing must stop at the "STOP" signs to activate the automatic crossing protection prior to proceeding over Highway 7.

**6.3 Mile 67.5** (Highway 4) Automatic Warning Devices. Stop sign east of crossing for westward movements from track RT 35 .

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 Saskatchewan Wheat Pool (SWP) Spur - Mile 63.65**

Extends 1.6 miles northward

**Rule 104.5** - Exception Derail located on lead to RT 36.

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

Method of Control	Number of Tracks	CONQUEST SUBDIVISION	Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
Rule 105  <b>OCS</b>  Rule 105	1	Jct with Rosetown Sub <b>CONROSE JCT</b>	0.0		2.0 ↑ <b>TGBO</b> ↓ 92.8		<b>C8 T2</b>	84 13
		<b>KEIMAC</b>	2.0					
		<b>CONQUEST</b>	29.4					
		<b>MACRORIE</b>	45.7					
		<b>CQ JCT</b> Y	50.3					
		<b>CONQUEST JCT WEST</b> Jct with Elrose Sub	50.8					
		<b>DUNBLANE</b>	59.3					
		<b>DEMAINE</b>	92.8					
		<b>BEECHY</b> Y	94.3					
<p><b>SUBDIVISION CONTROL FEATURES</b>  <b>OCS BETWEEN KEIMAC AND DEMAINÉ</b>                  CONTROLLED BY RTC EDMONTON.  <b>RULE 105 AND RULE 105(a) APPLICABLE</b>                  BETWEEN <b>CONROSE JCT</b> AND <b>KEIMAC</b>                  AND BETWEEN <b>DEMAINE</b> AND <b>BEECHY</b>.</p>								

**CONQUEST SUBDIVISION FOOTNOTES**

- 1 CANADIAN RAIL OPERATING RULES**
  - 1.1 SPECIAL APPLICATIONS**
    - (a) **Rule 104(c)** - CQ Jct Switch - Mile 50.3 Is in normal position when set for connecting track to Elrose Sub.
    - (b) **Rule 103.1(f)** - Rusty Rail conditions applicable at all public crossings at grade with Automatic warning devices between Mile 0.0 and Mile 94.3
    - (c) **Rule 104.5 Exception Derail** - Beechy.
- 2 GENERAL FOOTNOTES**
  - 2.1 Designated locomotive tie-up track:** Beechy - CN27.
- 3 INTERLOCKINGS**  
Nil
- 4 EQUIPMENT RESTRICTIONS**
  - 4.1 Heaviest car permitted** (including contents): 268,000 lbs.
  - 4.2 Locomotives** in group E prohibited on CPR Transfer track CN07.

**5 SPEEDS**

**5.1 Subdivision Speed**

<b>Mile</b>	<b>MPH</b>
<b>0.0 to 92.8 Zone</b>	<b>30</b>
29.0	20
59.6 to 59.8	15

**5.2 Conditional Speeds**

All movements between Mile 50.3 Conquest Sub and Mile 0.5 Elrose Sub must not exceed 10 mph.

**6 PUBLIC CROSSINGS AT GRADE**

Nil

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

Nil

**8 DANGEROUS GOODS INSTRUCTIONS**

Nil

Method of Control	Number of Tracks	ELROSE SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
Rule 105 <b>OCS</b> 1	W ↓  ↑ E	<b>CONQUEST JCT WEST</b>		0.0		0.0 ↑ <b>TGBO</b> ↓ 82.8		<b>C8 T2</b>	84 13
		Jct with Conquest Sub		0.5					
		<b>DINSMORE</b>		22.3					
		<b>WISETON</b>		31.3					
		<b>HUGHTON</b>		44.2					
		<b>ELROSE</b>		49.8					
		<b>MATADOR</b>		55.9					
		<b>PLATO</b>		70.0					
		<b>RICHLEA</b>		76.9					
		<b>RITA</b>		82.8					
		<b>ESTON JCT</b>		84.2					
		<b>ESTON</b>		84.4					
		<b>CHARLIE</b>		85.6					
		<b>SHIPE LAKE</b>		91.0					
		<b>ROBERT</b>		103.4					
Rule 105 <b>OCS</b>		<b>GLIDDEN</b>		104.2		85.6 ↓ DOB		81 17	
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b>                      OCS between Mile 0.5 and Rita and between Charlie and Robert controlled by RTC Edmonton.                      Rule 105 and Rule 105(a) applicable between Conquest Jct West and Mile 0.5, between Rita and Charlie, and between Robert and Glidden.</p>									

**ELROSE SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 103.1(f)** - Rusty Rail conditions applicable at all public crossings at grade with Automatic warning devices between Mile 0.0 and Mile 104.2

**2 GENERAL FOOTNOTES**

Designated locomotive tie-up track  
Eston - EL15.

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents):  
 268,000 lbs.

Exception: Trains handling cars in excess of 263,000 lbs. must not exceed: 25 mph between Mile 0.0 and Mile 84.2, 15 mph between Mile 84.2 and Mile 104.2.

**4.2 Mile 85.1 to Glidden** - Only locomotives in groups A, B, D, F and G permitted.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 65.0 Zone</b>	<b>30</b>
<b>65.0 to 104.2 Zone</b>	<b>25</b>

**5.2 Conditional Speeds**

**(a) Mile 0.5 Elrose Sub to Mile 50.3 Conquest Sub.**

Connecting track and WYE tracks, movements must not exceed 10 mph.

**(b) Mile 22.59** (Highway 42) - Westward movements within 450 feet of crossing must not exceed 20 mph until crossing fully occupied.

**(c) Mile 27.9** (Nelson Seed) - Westward movements within 200 feet of crossing must not exceed 10 mph until crossing fully occupied.

**(d) Mile 49.53** (Highway 4) - Movements within 1000 feet of crossing must not exceed 25 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

Nil

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 White Bear Spur - Mile 84.2**

**Extends 24.2 miles.**

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

**Equipment Restrictions:** Heaviest car permitted (including contents): 268,000 lbs.

**7.2 Matador Spur - Mile 55.9**

Extends 29.7 miles southward from Matador.

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

**Designated locomotive tie-up track:**

Kyle - between derail at Mile 29.4 and end of track.

**Equipment Restrictions:** Heaviest car permitted (including contents): 263,000 lbs.

**Speeds:** Maximum Permissible Speed 10 mph

**7.3 Mantario Spur - Mile 104.2 (Glidden)**

Extends 21.6 miles northward from Glidden

Spur Mileages: Mile 43.8 at Glidden.

Mile 22.2 is end of operated track.

**Special Application**

Rule 105 (a): Applicable on this spur and all tracks connected to spur.

**Speeds:** Maximum speed on spur is 15 mph.

**Equipment Restrictions:** Heaviest car permitted 263,000 lbs. Locomotives in Group E prohibited. Locomotives in Groups F and G must not exceed 6 mph through turnouts.

**8 SPECIAL DANGEROUS COMMODITIES**

Nil



## CITY OF SASKATOON INDUSTRIAL ZONES FOOTNOTES

### 1 CANADIAN RAIL OPERATING RULES

#### 1.1 SPECIAL APPLICATIONS

- (a) **Rule 14(l) item (iv)** - Applicable at: SG 10 Mile 0.75 - 51 Street and SH 01 Mile 1.1 - 33rd St.
- (b) **Rule 112 (ii)** - Applicable as follows;  
**Tracks: SC01 and SR41** - The minimum handbrake chart must be applied to a maximum of 3 handbrakes. The Traffic Coordinator or Transportation Supervisor may direct that additional hand brakes be applied due to extreme weather conditions.  
**Tracks: SC04 to SC33** - inclusive need not have hand brakes applied.  
**Tracks: SQ01 and SQ02** - two handbrakes must be applied at the west end for each 10 car placement.  
**Tracks: SH13 and SH14 - Interchange tracks.** Two handbrakes must be applied at either end for each 10 car placement.
- (c) **Rule 115** - Refer to Saskatoon Terminal Operating Manual for Procedures for the Point Protection Zone (PPZ) at Saskatoon Yard.

### 2 GENERAL FOOTNOTES

#### 2.1 City of Saskatoon Industrial Zones

- SA Zone** - Nutana Industrial Park, off Mile 188.4 Watrous Sub.
- SB Zone** - Feed Rite, off Mile 0.3 Warman Sub.
- SC Zone** - Saskatoon Classification Yard.
- SD Zone** - Agpro Grain, SD01, off Mile 0.5 Warman Sub.
- Saskatoon Coach Yard.**
- SE Zone** - Off Mile 4.9 Warman Sub.
- SF Zone** - Off Mile 5.0 Warman Sub.
- SG Zone** - North Saskatoon Industrial Park, Leads off of Warman Sub between Mile 6.0 and 13.59.
- SH Zone** - Downtown Industrial Zone, off Mile 5.3 and 5.9 Warman Sub.
- SJ Zone** - PCS Cory Mine, SJ01 Lead off Mile 196.4 Watrous Sub United Chemicals, SJ20, off Mile 197.1 Watrous Sub.
- SK Zone** - Airport Industrial Park, off Mile 4.19 Warman Sub.
- SM Zone** - Saskatoon Mills, off Mile 1.1 SH01 Lead.

**SQ Zone** - QE Power Station, off Mile 190.9 Watrous Sub.

**SR Zone** - Saskatoon Shops Area.

**2.2** Use extreme caution when moving cars around curve opposite Weldwood Bldg - Track SE 06.

**2.3** Unless otherwise directed by the traffic coordinator Saskatoon Yard, all freight trains and yard transfer movements entering Saskatoon Yard via Chappell Jct. are to use SX04 lead for movement purposes.

### 3 INTERLOCKINGS

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

Maximum Permissible Speed - 10 mph.

### 4 EQUIPMENT RESTRICTIONS

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

**4.2 SA Zone** - Multi-Level Auto Racks and 89 foot flat cars are not to be moved on the west leg of the wye account track curvature.

### 5 SPEEDS

**5.1 Maximum Permissible Speed**

All Zones: 10 mph.

### 6 PUBLIC CROSSINGS AT GRADE

**6.1 (33rd St.)** - Track SM 01 Non-automatic: Stop signs and push buttons both sides of crossing. Be governed by instructions posted in box.

**6.2 (King Street)** - CPR Interchange Track - A crew member must provide manual protection for all movements over crossing and crossings on tracks SH 01 and SH 12 to 14.

### 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

Nil

### 8 SPECIAL DANGEROUS COMMODITIES

Nil

SASKATCHEWAN DIVISION - WARMAN SUBDIVISION

Time Table No. 11

[ 137 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	WARMAN SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		N ↓							
			S ↑						
CTC	1	<b>CHAPPELL JCT</b> Y		0.0		0.0	↑ ↓ 12.0	C2 T2 5021	82 2583
		Jct with Watrous Sub							
		<b>WESTVIEW</b>		3.1					
		<b>RICHMOND</b> Y		6.0					
		<b>NORTH SASKATOON</b>		7.5	6300				
Rule 105		<b>WARMAN</b> Y		17.3		17.3			81 28
		Connection with Carlton Trail Railway							
<b>SUBDIVISION CONTROL FEATURES</b> CTC BETWEEN CHAPPELL JCT AND MILE 17.2 CONTROLLED BY RTC EDMONTON. SWITCHING ZONE BETWEEN MILE 0.0 AND MILE 17.2. RULE 105 AND RULE 105(a) APPLICABLE BETWEEN MILE 17.2 AND MILE 17.3. SIDING CONTROL TERRITORY.									

**WARMAN SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 Siding Control Territory** - Siding Control Territory - Divisional Data Item 1 in effect on entire subdivision.

**1.2 SPECIAL APPLICATIONS**

- (a) **Rule A** - Employees operating within Saskatoon Terminal must have copy of the Saskatoon Terminal Operating Manual accessible.
- (b) **Rule 14(I)(iv)** - Applicable at the following public crossings at grade:  
All crossings between Mile 0.0 and Mile 7.0 inclusive and Mile 0.7 including crossings on Northern Sales Spur and Fairlight Drive.
- (c) **Rule 104.1 Spring Switch** - North Saskatoon - south switch.

**2 GENERAL FOOTNOTES**

**2.1 Designated Locomotive Tie-up Track** - Warman WA04 and 05.

**2.2 Saskatoon** - Unless otherwise directed by the traffic coordinator Saskatoon Yard, all freight trains and yard transfer movements entering Saskatoon Yard via Chappell Jct. are to use SD 41 lead.

**3 INTERLOCKINGS**

**3.1 Railway Crossing at Grade**

**Mile 0.8** (CPR Wilkie Sub.) Automatic. If necessary to pass an interlocking signal indicating STOP, Rule 611 must be complied with. Railway crossing at grade sign located 3100 feet south of interlocking. Maximum Permissible Speed 30 mph.

**3.2 Railway Crossing at Grade**

**Mile 17.1** Warman (Aberdeen Sub.) Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass an interlocking signal indicating STOP, Rule 610 must be complied with. Rule 839 (a) and (b) not applicable. Foremen **MUST ALWAYS** be authorized by the signalman. Maximum Permissible Speed 10 mph.

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents):  
286,000 lbs.

**5. SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 0.3 Zone</b>	<b>10</b>
<b>0.3 to 7.0 Zone</b>	<b>30</b>
5.2 to 6.0	20
<b>7.0 to 16.8 Zone</b>	<b>40</b>
<b>16.8 to 17.3 Zone</b>	<b>25</b>
17.0 to 17.2	10

**5.2 Conditional Speeds**

- (a) **Mile 0.2** (Dundonald Ave.) - Southward movements from SB 01 must not exceed 5 mph until crossing fully occupied.
- (b) **Mile 0.3** (Fletcher Road) - Southward movements within 600 feet of crossing must not exceed 15 mph until crossing fully occupied.
- (c) **Mile 3.07** (33rd Street West) - Northward movements from Mile 2.5 and southward movements from Mile 4.0 must not exceed 25 mph until crossing fully occupied.
- (d) **Mile 5.0** (First Avenue) - Movements within 600 feet of crossing must not exceed 15 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 Mile 0.3** (Fletcher Rd.) Warning Devices Non-Automatic: Stop sign and push button north of crossing for southward movements on track SB 01.
- 6.2 Mile 3.07** (33rd St. West) Automatic Warning Devices.
- 6.3 Mile 4.19** (Industrial Lead Mile 0.73) Tracks SK 01 and SK 04. Automatic Warning Devices. Stop signs both sides of crossing.
- 6.4 Mile 4.9** (Quebec Ave.) Tracks SE 06 and SE 07. Automatic Warning Devices. Stop signs both sides of crossing.
- 6.5 Mile 5.0** (First Avenue) Tracks SF 01 and SE 05. Automatic Warning Devices . Stop signs both sides of crossing.
- 6.6 Mile 6.8** (51st St.) Track SG 10. Automatic Warning Devices. Stop signs both sides of crossing.
- 6.7 Mile 8.94** (Sterling Pulp Chemicals Spur SG 80 Warman Road). Automatic Warning Devices. Stop signs both sides of crossing.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS****7.1 Agpro Grain Spur SD 01**

**Mile 0.5** - Extends west 1.4 miles. Points face south.

**Public Crossing at Grade** - Mile 0.3 (Intersections 11th St. and Dundonald Ave.) Warning provided by roadway traffic signals. All Movements must stop at the governing "STOP" signs and not obstruct the crossing until white indicator light mounted on mast is lit (approximately 70 seconds). If indicator light fails to operate, a crew member must provide manual protection of the crossing

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

**Rule 104.5(c)** - Exception Derail located at south end of wye tracks. (SH03).

Derail must be kept in the derailing position whenever cars are left or set-off between the derail and Warman Sub main track.

**7.3 Sterling Pulp Chemicals Track SG 80**

**Mile 8.9** - Extends east of main track. Tri-level automobile cars are not to be moved on this spur account sharp curvature. In addition to the minimum requirements for protective clothing and equipment detailed in CN Safety Rules, employees entering and working within the plant must also wear a hard hat and be equipped with an escape respirator. Items are provided in the lock box located at the building's rail entrance. There is no restriction on facial hair.

Maximum Permissible Speed                      5 mph.

**8 SPECIAL DANGEROUS COMMODITIES**

- 8.1** Do not exceed 35 mph between Mile 7.0 and Mile 12.0.
- 8.2** Southward movements must be inspected at Mile 12.0.

SASKATCHEWAN DIVISION - ABERDEEN SUBDIVISION

Time Table No. 11

[ 141 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	ABERDEEN SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio	
		W ↓								
			E ↑							
Rule 105	1	<b>HUMBOLDT</b> Y		0.0		0.0	29.4	C5 T2 34	82 90	
OCS		<b>PELESH</b>		2.6		↑ TGBO ↓		68.9	C3 T2 13	84 30
		<b>CARMEL</b>		10.4						
		<b>FREDERICKS</b>		14.5	6710					
		<b>BRUNO</b>		18.3						
		<b>TOTZKE</b> <small>Jct with Cudworth Spur</small>		24.6						
		<b>PRUDHOMME</b>		35.5						
		<b>VONDA</b>		43.8	6490					
		<b>ABERDEEN</b>		52.6						
		<b>EAST WARMAN</b>		64.2	6587					
CTC +		<b>WARMAN</b> Y		65.4						
				65.6						
		<b>WEST WARMAN</b>		67.4						
		<b>DALMENY</b>		74.3						
		<b>LANGHAM</b>		82.0						
		<b>BORDEN</b>		95.5	6870					
		<b>RADISSON</b>		103.9						
		<b>MAYMONT</b>		118.0	6780					
		<b>DENHOLM</b> <small>Jct with Blaine Lake Sub</small>		133.1						
OCS		<b>BRADA</b>		141.6						
	<b>AUGUST</b>		145.0							
	<b>NORTH BATTLEFORD</b> Y		147.7							
Rule 105					147.7	125.4	C3 T2 36	81 23		

**SUBDIVISION CONTROL FEATURES**  
**OCS BETWEEN PELESH AND MILE 65.1 AND BETWEEN MILE 65.6 AND AUGUST AND CTC BETWEEN MILE 65.1 AND MILE 65.6**  
 CONTROLLED BY RTC EDMONTON.  
**RULE 105 AND RULE 105(a) APPLICABLE BETWEEN HUMBOLDT AND PELESH AND BETWEEN AUGUST AND NORTH BATTLEFORD**  
**SWITCHING ZONE BETWEEN MILE 65.1 AND MILE 65.6.**

PRAIRIE  
TIME  
TABLE

**ABERDEEN SUBDIVISION FOOTNOTES**

11

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

(a) **Rule 83.2** - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO/DOB may include instructions or restrictions required to operate within non-main trackage. Note: Crews ordered at North

Battleford in yard engine service may be required to obtain two (2) TGBO's for adjoining RTC territories.

**(b) Rule 103.1(c)** - Not applicable at:

**Humboldt** - Mile 0.0 to Mile 2.6 and at

**North Battleford** - Mile 145.0 to Mile 147.7.

**(c) Rule 103(c)** - Mile 1.94 (RM Rd. Humboldt) For switching operations Transport Canada has permitted, in conjunction with the RM of Humboldt, blockage up to 10 minutes. For crew changes Transport Canada has permitted, in conjunction with the RM of Humboldt, blockage up to 2 hours. After this, provisions of CROR Rule 103(c) will apply.

Crossing must be cut in the event of emergency vehicles requiring passage.

**(d) Rule 104(c)** - The following switches may be left lined and locked in either position:

**Humboldt** - Switches to track HM 01 East and West ends.

**North Battleford** - Switch NB Jct Mile 0.1 and switches NB 01 to NB 07 inclusive.

**(e) Rule 112(ii)** - Humboldt Yard Tracks HM 00 to HM 10:

1 Car	1 Handbrake
2 Cars	2 Handbrakes
3 or more Cars	3 Handbrakes

**2 GENERAL FOOTNOTES**

**2.1 Designated Locomotive Tie-up Tracks** - Warman - WA 04 and WA 05.

**2.2 Mile 60.8 and Mile 90.3** - Air brake application must not be made on bridges except in case of emergency.

**2.3 North Battleford** - When switching on west end of North Battleford Yard, rail equipment destined to Track NB 02 must be shoved to rest.

**2.4 Humboldt - North Battleford - Yard Lights.**

Turn lights on: Radio C1 \*8 #

Turn lights off: Radio C1 \*#

**3 INTERLOCKINGS**

**3.1 Railway Crossing at Grade**

**Mile 65.4** - Warman (Warman Sub.) Remotely Controlled. RTC Edmonton controls all movements. If necessary to pass interlocking signal indicating STOP, Rule 610 must be complied with. Rule 839 (a) and (b) not applicable. Foremen MUST ALWAYS be authorized by the signalman. Maximum Permissible Speed - 35 mph.



**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents):  
 286,000 lbs.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 34.0 Zone</b>	<b>25</b>
<b>34.0 to 65.0 Zone</b>	<b>40</b>
60.2 to 61.0	20
<b>65.0 to 89.0 Zone</b>	<b>30</b>
<b>89.0 to 92.7 Zone</b>	<b>20</b>
<b>92.7 to 95.3 Zone</b>	<b>30</b>
<b>95.3 to 140.0 Zone</b>	<b>40</b>
<b>140.0 to 147.7 Zone</b>	<b>30</b>

**5.2 Conditional Speeds**

- (a) **Mile 0.9 (Municipal Rd.)** - Movements must not exceed 10 mph until crossing fully occupied.
- (b) **Mile 60.8 (Bridge)** - Trains handling 24 foot ore cars must not exceed 15 mph while this equipment is on bridge.
- (c) **Mile 65.5 (6th Ave. S.)** - Movements from track WA 06 Warman Sub must not exceed 10 mph until crossing fully occupied.
- (d) **Mile 146.8 (Battleford Rd.)** - Movements within 900 feet of crossing must not exceed 10 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Mile 18.5 (Grid Rd.)** Track AB10. Automatic Warning Devices. Stop signs both sides of crossing.

**6.2 Mile 44.5 (Lerew Street)** Track AB 15. Automatic Warning Devices. Stop sign east of crossing.

**6.3 Mile 65.5 (6th Ave.)** - Unless movement can clear circuit while switching, cars must be left west of crossing circuit sign.

**6.4 Mile 103.8 (Main St.)** Track AB 47. Automatic Warning Devices. Stop signs both sides of crossing.

**6.5 Mile 118.7 (Main St.)** Track AB 52. Automatic Warning Devices. Stop signs both sides of crossing.

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

### 7.1 Cudworth Spur - Mile 24.62

Extends northward 46.1 Miles from Mile 38.4 to Mile 84.5.

#### Method of Control - OCS

TGBO - Applicable

Rule 105 - Not applicable

Rule 40.1 - Not applicable

#### Transportation Radio -

38.4 - 54.0 C3 T2 13

54.0 - 80.0 C3 T2 54

80.0 - 84.5 no radio coverage

#### Engineering Radio -

38.4 - 62.0 84 - 30

62.0 - 84.5 81 - 28

**Designated locomotive tie-up track:** Mile 83.5 track CW 16.

#### Equipment Restrictions:

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

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

#### Speeds:

Mile	MPH
Mile 38.4 to Mile 73.0	25
Mile 78.2 (Highway 2)	15
Mile 73.0 to Mile 84.5	15

### 7.2 Mile 50.82 - Louis Dreyfus Canada (LDC)

Extends north of track. Connected at switch AB 16 Mile 50.70 and switch AB 18 Mile 50.93. Maximum Permissible Speed 10 mph.

### 7.3 Mile 145.4 - City Industrial Lead (CIL) NB 36

Extends south of track. Maximum Permissible Speed 10 mph.

### 7.4 Mile 147.6 - North Battleford track NB 07 (Tiger Calcium) - restricted clearances and uneven walking conditions around earth retaining wall.

## 8 SPECIAL DANGEROUS COMMODITIES

### 8.1 Humboldt - Track HM 08 is designated as a storage track for dangerous goods. Placarded cars must be stored at west end away from fueling area.

Method of Control	Number of Tracks	ST. BRIEUX SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio		
Rule 105  <b>OCS</b>  Rule 105	1	N ↓	S ↑								
				<b>MCINNES JCT</b> Y	54.1		54.1		C5 T2 34	82 90	
				<b>DIEF</b>	51.5		↑ TGBO ↓				
				<b>MOSELEY</b>	46.7						
				<b>LAKE LENORE</b>	39.5					C8 T2 71	84 92
				<b>ST. BRIEUX</b>	21.5						
				<b>LIPSETT</b>	6.7						
				<b>TONN</b>	3.0					C8 T2 76	
		<b>GLOWA JCT</b> Y	0.0		0.0						
<b>SUBDIVISION CONTROL FEATURES</b> <b>OCS BETWEEN DIEF AND TONN</b> CONTROLLED BY RTC EDMONTON. <b>RULE 105 AND RULE 105(a) APPLICABLE BETWEEN MCINNES JCT AND DIEF AND BETWEEN TONN AND GLOWA JCT.</b>											

### ST. BRIEUX SUBDIVISION FOOTNOTES

- 1 CANADIAN RAIL OPERATING RULES
- 1.1 SPECIAL APPLICATIONS

(a) **Rule 83.2** - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.

(b) **Rule 104(c)** - The following subdivision switches may be left lined and locked in either position:

**McInnes Jct.** - Switch Mile 54.1

**Glowa Jct.** - Switch Mile 0.0 and South Wye switch Mile 0.35

PRAIRIE  
TIME  
TABLE

- 2 GENERAL FOOTNOTES

Nil

- 3 INTERLOCKINGS

Nil

- 4 EQUIPMENT RESTRICTIONS

- 4.1 **Heaviest car permitted (including contents):**  
268,000 lbs.

**4.2 Only locomotives** in groups A, B, D, F, G permitted. Locomotives in group D must not exceed 25 mph. Exception: Group E locomotives permitted on the wye at McInnes Jct.

## 5 SPEEDS

### 5.1 Subdivision Speed

Mile	MPH
0.0 to 54.1 Zone	25

### 5.2 Conditional Speeds

**Mile 53.6** (Highway 5) - Movements within 900 feet of crossing must not exceed 25 mph until crossing fully occupied.

## 6 PUBLIC CROSSINGS AT GRADE

Nil

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

**7.1 Mile 53.4** Feed Rite Mills Ltd. - HM 20 - Locomotives in group E not permitted.

## 8 SPECIAL DANGEROUS COMMODITIES

Nil

Method of Control	Number of Tracks	TISDALE SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓							
			E ↑						
Rule 105	1	<b>HUDSON BAY</b> <sup>Y</sup> Jct with Turnberry Sub		0.0		0.0		C4 T1 46	82 94
		Jct with Assiniboine Sub <b>MUTCHLER</b>		1.5					
		<b>HOOPER</b>		2.0					
OCS		<b>PRAIRIE RIVER</b>		25.6					
		<b>MISTATIM</b>		41.5				C8 T1 43	81 93
		<b>KEARLEY</b>		56.0					
Rule 105		<b>CRANE</b>		58.0				C8 T2 76	
		<b>CROOKED RIVER</b> <sup>Y</sup>		59.5					
		<b>MURPHYS</b>		61.5					
+ OCS		<b>TISDALE</b>		72.8					
		<b>VALPARAISO</b>		78.3					84 92
		<b>NAISBERRY</b>		95.5					
		<b>NAISBERRY JCT</b> Jct with Brooksby Sub		95.8					
Rule 105		<b>MELFORT</b>		98.7					
		<b>GLOWA JCT</b> <sup>Y</sup> Jct with St. Brieux Sub		98.9					
	<b>LETAIN</b> Connection to Birch Hills Spur		101.0			101.0			
<p><b>SUBDIVISION CONTROL FEATURES</b>                      OCS BETWEEN HOOPER AND KEARLEY AND BETWEEN CRANE AND NAISBERRY CONTROLLED BY RTC EDMONTON.                      RULE 105 AND RULE 105(a) APPLICABLE BETWEEN HUDSON BAY AND HOOPER, BETWEEN KEARLEY AND CRANE AND BETWEEN NAISBERRY AND LETAIN.</p>									

**TISDALE SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 83.2** - All crews reporting for duty must obtain a TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage.
- (b) **Rule 103.1(c)** - Not applicable between Mile 0.0 to Mile 2.0 and Mile 95.5 to Mile 101.0.
- (c) **Rule 104(c)** - Mutchler - Jct. switch is in normal position when set for through movements on Assiniboine Sub.

(d) **Rule 104(c)** - the following subdivision switches may be left lined and locked in either position:

- Melfort MF 01 Mile 98.25 and Mile 98.91
- Naisberry Jct - Jct switch Mile 95.8
- Glowa Jct - Jct switch Mile 98.9
- Wye Switch Mile 99.3

(e) **Rule 104.5** - Derail located on main track at Mile 24.7.

(f) **Rule 112(ii)** - Melfort Yard tracks MF 01 to MF 07 and including MF 15

- |                |              |
|----------------|--------------|
| 1 Car          | 1 Handbrake  |
| 2 Cars         | 2 Handbrakes |
| 3 or more cars | 3 Handbrakes |

**2 GENERAL FOOTNOTES**

**2.1 Designated Locomotive Tie-up Tracks:**

- Melfort - MF 14
- Hudson Bay - HZ 54

**3 INTERLOCKINGS**

**3.1 Railway Crossing at Grade**

**Mile 73.3** - Tisdale (CPR Tisdale Sub.) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with.

Maximum Permissible Speed - 25 mph.

**4 EQUIPMENT RESTRICTIONS**

**4.1 Mile 0.0 to Mile 1.5** - Heaviest car permitted (including contents): 286,000 lbs.

**Mile 1.5 to Mile 101.0** - Heaviest car permitted (including contents): 268,000 lbs.

Exception: Trains handling cars exceeding 220,000 lbs. must not exceed 15 mph.

**4.2 Mile 2.0 to Mile 101.0** - Only locomotives in groups A, B, D, F, and G permitted.

**4.3 Melfort and Hudson Bay** - maximum speed on other than subdivision track - 10 mph.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>2.0 to 58.0 Zone</b>	<b>15</b>
<b>58.0 to 95.5 Zone</b>	<b>25</b>
77.4 (bridge)	15
92.7 (bridge)	15

**5.2 Conditional Speeds**

(a) **Mile 72.6** (101st St.) - Movements must not exceed 10 mph until crossing fully occupied.

- (b) **Mile 72.7** (100th St.) - Movements within 500 feet of crossing must not exceed 10 mph until crossing fully occupied.
- (c) **Mile 98.2** (Brunswick St.) - Movements must not exceed 10 mph until crossing fully occupied.
- (d) **Mile 98.8** (Broadway St.) - Movements must not exceed 10 mph until crossing fully occupied.
- (e) **Mile 100.7** (PTH 3) - Westward movements proceeding at less than 10 mph within 1700 feet of crossing must not exceed 10 mph until crossing fully occupied

## 6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Mile 73.22** (N-S Rd.427) - Westward movements approaching within 500 feet of public crossing at grade and governing interlocking signal must not exceed 15 mph.
- 6.2 **Mile 63.0** (Main St.) Track TS 25 - Automatic Warning Devices. Stop signs both sides of crossing.
- 6.3 **Mile 98.2** (Brunswick St.) - All movements over crossing on yard tracks must be protected by a member of the crew. Stored cars must be kept at least 200 feet from crossing.
- 6.4 **Mile 98.8** (Broadway) Tracks MF 01 and MF 14. Automatic Warning Devices . Stop signs both sides of crossing.
- 6.5 **Melfort Lead - Track MF32 Mile 99.1**  
**Mile 0.1** (Highway 3). Northward movements must not exceed 8 mph and Southward movements must not exceed 10 mph until crossing fully occupied.  
**Mile 0.6** (Highway 6) Automatic Warning Devices. Stop signs both sides of crossing.

## 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS

- 7.1 **OSB 1000 Spur (Weyerhaeuser)**  
**Mile 0.5** - Extends southward 1.2 miles. Track HZ 30 - Employees must not ride on side of cars in warehouse.
- 7.2 **Hudson Bay Spur**  
Mile 0.0 - Extends eastward 1.07 miles.  
**Equipment Restrictions:** Heaviest car permitted (including contents) - 286,000 lbs.  
Speeds: Maximum Permissible Speed 10 mph.

**Public Crossing At Grade:**

Spur Track (Highway 9) Automatic Warning Devices. Stop sign east side of crossing.

Track HZ 08 Automatic Warning Devices. Stop signs both sides of crossing.

**7.3 OSB 2000 Spur (Weyerhaeuser)**

Mile 0.52 Hudson Bay Spur. Extends southward 3.5 miles.

**Equipment Restrictions:** Heaviest car permitted (including contents) - 286,000 lbs.

**Speeds:** Maximum Permissible Speed 10 mph.

**Public Crossing At Grade:** (Highway 3) - Southward movements within 300 feet of crossing until crossing fully occupied must not exceed 7 mph. Northward movements within 400 feet of crossing until crossing fully occupied must not exceed 10 mph.

**7.4 Arborfield Spur - Hudson Bay Interchange**

Mile 57.4. Extends northward 1.5 miles.

**Rule 105 (a)** - Applicable between:

Mile 56.0 and Mile 58.0 CN Tisdale sub and Mile 0.0 and Mile 1.5 HB Interchange track.

CN Rail movements may be made on the Hudson Bay Interchange track between Mile 0.0 and Mile 1.5.

**Equipment Restrictions:** Heaviest car permitted (including contents): 268,000.

Only locomotives in Groups A, B and D permitted

**Speeds:** 10 mph.

**7.5 Crooked River Wye - Mile 59.5 - Tracks TS 19 and TS 20.** TS 20 east wye switch is located at Mile 59.19. TS 19 west wye switch is located at Mile 59.49. Tail of the wye trackage extends southward for 300 feet to end of track.**7.6 Birch Hills Spur**

Mile 101.0 - Extends westward to Mile 136.2

**Mile 101.1 to Mile 135.0**

**Method of Control** - OCS

**TGBO** - Applicable

**Rule 105** - Not applicable

**Rule 40.1** - Not applicable

**Mile 135 to Mile 136.2**

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

**Mile 101.0 to Mile 136.2**

**Equipment Restrictions:** Heaviest car permitted (including contents): 268,000 lbs.

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



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

**Public Crossings At Grade:** Mile 117.4 - Tracks TS 52 and TS 53 (Main St.) Automatic Warning Devices. Stop signs both sides of crossing.

**Transportation Radio:**

Mile 101.0 to 114.0 C8 T2 76

Mile 114.0 to 136.2 C8 T1 79

**Engineering Radio:**

Mile 101.0 to 123.5 84 - 92

Mile 123.5 to 136.2 - No radio coverage

**SPEEDS:**

Mile 101.0 to Mile 136.2 - 15 mph.

Mile 108.8 (bridge) - 10 mph.

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

Method of Control	Number of Tracks	BROOKSBY SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓							
			E ↑						
Rule 105	1	CARROT RIVER Y		51.1		51.1		C8 T1 72	81 93
OCS +		AYLSHAM		40.2		↑ TGBO ↓			
		RIDGEDALE		22.9					
		BROOKSBY		14.8					
Rule 105		NAISBERRY JCT Jct with Tisdale Sub		0.1 0.0		0.0			
<p align="center"><b>SUBDIVISION CONTROL FEATURES</b>                  OCS BETWEEN MILE 0.1 AND MILE 50.2                  CONTROLLED BY RTC EDMONTON.                  RULE 105 AND RULE 105(a) APPLICABLE                  MILE 0.0 TO MILE 0.1 AND BETWEEN MILE 50.2 AND MILE 51.1.</p>									

**BROOKSBY SUBDIVISION FOOTNOTES**

- 1 CANADIAN RAIL OPERATING RULES**  
Nil
- 2 GENERAL FOOTNOTES**
  - 2.1 Designated locomotive tie-up track:** Carrot River - Track BK 05.
- 3 INTERLOCKINGS**
  - 3.1 Railway Crossing at Grade**  
 Mile 28.5 (CPR Tisdale Sub.) Automatic. If necessary to pass interlocking signal indicating STOP, Rule 611 must be complied with. Maximum Permissible Speed 10 mph.
- 4 EQUIPMENT RESTRICTIONS**
  - 4.1 Heaviest car permitted** (including contents): 263,000 lbs.
  - 4.2 Only locomotives** in groups A, B, D, F and G permitted. Exception: Locomotives in group D must not exceed 25 mph.
- 5 SPEEDS**
  - 5.1 Subdivision Speed**  

Mile	MPH
0.0 to 51.1 Zone	25
  - 5.2 Conditional Speeds**  
 Mile 51.0 (Highway 23) - Movements must not exceed 10 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

Nil

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

Nil

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

SASKATCHEWAN DIVISION - BLAINE LAKE SUBDIVISION

Time Table No. 11

[ 154 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	BLAINE LAKE SUBDIVISION	Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓						
		↑ E						
<b>OCS</b>	<b>1</b>	<b>CARLTON</b> Connection with Carlton Trail Railway	93.9		93.9	<b>TGBO</b>	<b>C3 T1 74</b>	<b>81 23</b>
		<b>RH JCT</b> Jct with Robinhood Sub	94.9					
		<b>SPEERS</b>	95.6					
		<b>RICHARD</b>	102.3					
		Jct with Aberdeen Sub <b>DENHOLM</b>	116.5	116.5				
<b>SUBDIVISION CONTROL FEATURES</b> <b>OCS BETWEEN DENHOLM AND CARLTON</b> <b>CONTROLLED BY RTC EDMONTON.</b>								

**BLAINE LAKE SUBDIVISION FOOTNOTES**

- 1 CANADIAN RAIL OPERATING RULES**  
Nil
- 2 GENERAL FOOTNOTES**  
Nil
- 3 INTERLOCKINGS**  
Nil
- 4 EQUIPMENT RESTRICTIONS**
  - 4.1 Heaviest car permitted (including contents):**  
268,000 lbs.
- 5 SPEEDS**
  - 5.1 Subdivision Speed**

<b>Mile</b>	<b>MPH</b>
<b>93.9 to 116.5 Zone</b>	<b>30</b>
- 6 PUBLIC CROSSINGS AT GRADE**  
Nil
- 7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**  
Nil
- 8 SPECIAL DANGEROUS COMMODITIES**  
Nil

PRAIRIE  
TIME  
TABLE

Method of Control	Number of Tracks	ROBINHOOD SUBDIVISION	Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓						
		↑ E						
<b>OCS</b>	<b>1</b>	<b>RH JCT</b>	0.0		0.0		C4 T1 97	81 23
		Jct with Blaine Lake Sub			↑			
		<b>KEATLEY</b>	7.6		TGBO			
		<b>MULLINGAR</b>	29.9		↓			
		<b>RABBIT LAKE</b>	36.4				C4 T1 50	84 24
		<b>ENGLAND</b>	54.0		54.0			
		<b>MEDSTEAD</b>	56.0		56.0			
		<b>TUCK</b>	68.0		TGBO ↑ 68.0			
RuIE 105		<b>GLASLYN</b>	69.6					

**SUBDIVISION CONTROL FEATURES**  
 OCS BETWEEN RH JCT AND ENGLAND AND BETWEEN MEDSTEAD AND TUCK CONTROLLED BY RTC EDMONTON.  
 RULE 105 AND RULE 105(a) APPLICABLE BETWEEN ENGLAND AND MEDSTEAD AND BETWEEN TUCK AND GLASLYN.

**ROBINHOOD SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 103.1(f)** - Rusty Rail conditions applicable at all public crossings at grade with Automatic warning devices between Mile 0.0 and Mile 69.6
- (b) **Rule 104(c)** - The following subdivision switches may be left lined and locked in either position:  
 England - Switches to Amiens Spur Mile 54.59 and Mile 55.01

**2 GENERAL FOOTNOTES**

**2.1 Designated locomotive tie-up tracks:**

Glaslyn - RQ 22.

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted** (including contents): 268,000 lbs.

**5 SPEEDS**

**5.1 Subdivision Speed**

<b>Mile</b>	<b>MPH</b>
<b>0.0 to 69.6 Zone</b>	<b>30</b>

**5.2 Conditional Speeds**

**Mile 69.1** (Highway 3) Movements must not exceed 10 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

Nil

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 Amiens Spur**

Mile 54.6 - extends 25.6 miles east.

**Method of Control - OCS**

**TGBO** - Applicable

**Rule 105** - Not applicable

**Rule 40.1** - Not applicable

**Equipment Restrictions:**

Heaviest car permitted (including contents):  
268,000 lbs.

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

**Speeds:** 25 mph.

**Transportation Radio:** C4 T1 50

**Engineering Radio:** 84 - 24.

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

Method of Control	Number of Tracks	BLACKFOOT SUBDIVISION		Mile	Siding Capacity In Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		W ↓	E ↑						
Rule 105	1	<b>NORTH BATTLEFORD</b> Y		0.0		0.0	16.0	C8 T2 009	82 21
		<b>NB JCT</b> Jct with Turtleford Sub		0.3					
		<b>STEPHENSON</b>		3.0					
		<b>DELMAS</b>		18.9					
		<b>BRESAYLOR</b>		26.2	6490				
		<b>PAYNTON</b>		33.9					
		<b>MAIDSTONE</b>		49.9					
		<b>WASECA</b>		57.6	6480				
		<b>LASHBURN</b>		64.3					
		<b>MARSHALL</b>		72.6					
		<b>RIDER</b>		82.7					
		<b>LLOYDMINSTER</b> Y		82.9					
				84.4					
		<b>ESKIMO</b>		86.0					
		<b>BLACKFOOT</b>		91.4	6470				
		<b>KITSCOTY</b>		99.3					
		<b>ISLAY</b>		109.6					
		<b>MOORE</b>		121.0					
Rule 105		<b>VERMILION</b> Y		124.4		124.4	70.2		81 22
<b>SUBDIVISION CONTROL FEATURES</b> OCS BETWEEN STEPHENSON AND MOORE CONTROLLED BY RTC EDMONTON. RULE 105 AND RULE 105(a) APPLICABLE BETWEEN NORTH BATTLEFORD AND STEPHENSON AND BETWEEN MOORE AND VERMILION.									

**BLACKFOOT SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 103.1(c)** - Not applicable at:  
**North Battleford** - Mile 0.0 to Mile 3.0 and  
**Vermilion** - Mile 121.0 to Mile 124.4
- (b) **Rule 83.2** - All crews reporting for duty must obtain applicable TGBO for their train or engine assignment prior to commencing work WHETHER OR NOT they will be operating on the main track. TGBO may include instructions or restrictions required to operate within non-main trackage. Note: Crews ordered at North Battleford in yard engine service may be required to obtain two (2) TGBO's for adjoining RTC territories.

- (c) **Rule 104 (c)** - The following switches may be left lined and locked in either position:  
 North Battleford - Switch NB Jct Mile 0.1 and switches NB 01 to NB 07 inclusive.  
 Vermilion Yard - All switches equipped with a lock.

**2 GENERAL FOOTNOTES**

**2.1 North Battleford/Aberfeldy Yard Lights.**

Turn on lights - Radio C1 \*8#  
 Turn lights off - Radio C1 \*#

**2.2 Designated locomotive tie-up tracks:**

Vermilion KE 48  
 Lloydminster LL 65

**2.3 Lloydminster** - When switching at Lloydminster, look out for cars on industrial spur, which may be foul of elevator track.

**2.4 North Battleford** - When switching on west end of North Battleford Yard, rail equipment destined to track NB02 must be shoved to rest.

**3 INTERLOCKINGS**

Nil

**4 EQUIPMENT RESTRICTIONS**

**4.1 Heaviest car permitted** (including contents):  
 286,000 lbs.

**4.2 Bresaylor Track BF 17** - Only locomotives in groups A, B and D permitted. Locomotives in groups E, F, and G permitted to set out service equipment only.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 12.0 Zone</b>	<b>25</b>
5.0 to 6.2 bridge	20
<b>12.0 to 82.0 Zone</b>	<b>40</b>
40.7 to 41.0	25
54.0 to 54.8	25
61.6 to 62.8	25
<b>82.0 to 86.8 Zone</b>	<b>25</b>
<b>86.8 to 123.0 Zone</b>	<b>30</b>
<b>123.0 to 124.4 Zone</b>	<b>25</b>

PRAIRIE  
 TIME  
 TABLE

**5.2 Conditional Speeds**

- (a) **Mile 0.3** - Movements must not exceed 10 mph through turnout to track NB01.
- (b) **Mile 84.14** (48th Avenue) - Eastward movements approaching within 930 feet of crossing and until crossing fully occupied must not exceed 20 mph.



**6 PUBLIC CROSSINGS AT GRADE**

**6.1 Mile 83.29** (40th Avenue) Automatic Warning Devices. Equipped with push button. Movements proceeding at 10 mph or less within 1350 feet of crossing must not obstruct crossing until automatic protection has been in operation for at least 20 seconds.

**6.2 Mile 84.4** (50th Avenue) Automatic Warning Devices. Eastward movements proceeding at 5 mph or less must not obstruct crossing until protection has been in operation for at least 20 seconds.

**Rule 103(f)** Due to sight lines, while shoving westward over crossing a member of the crew must be on the ground at the crossing.

**6.3 Mile 84.9** (55th Avenue) Automatic Warning Devices. STOP sign for eastward movements on other than the main track is located between siding and house tracks. STOP signs for westward movements on other than the main track are located on the north side of siding and house tracks.

**6.4 Mile 123.48** (44th Street) Automatic Warning Devices. Equipped with push button. STOP signs erected on track 2. Movements proceeding at 10 mph or less within 950 feet of crossing must not obstruct crossing until protection has been in operation for at least 20 seconds.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

Nil

**8 SPECIAL DANGEROUS COMMODITIES**

**8.1** Eastward movements, unless inspected at Mile 97.5, must not exceed 35 mph between Mile 87.0 and Mile 82.0.

**8.2** Westward movements, unless inspected at Mile 70.2, must not exceed 35 mph between Mile 82.0 and Mile 87.0.

SASKATCHEWAN DIVISION - TURTLEFORD SUBDIVISION

Time Table No. 11

[ 160 ]

JANUARY 1, 2005

Method of Control	Number of Tracks	TURTLEFORD SUBDIVISION		Mile	Siding Capacity in Feet	DOB / TGBO	Hot Box and Dragging Equipment Detectors	RTC Radio Channel, Tones and DTMF Codes	Engineering Radio
		N ↓	S ↑						
Rule 105	1	<b>NB JCT</b>		0.0		0.0		C3 T1 74	81 23
		Jct with Blackfoot Sub							
		<b>HAMLIN</b>		10.0					
OCS		<b>MEOTA</b>		20.7			TGBO		82 21
		<b>CAVALIER</b>		26.1					
		<b>EDAM</b>		38.4					
		<b>MERVIN</b>		49.7					
		<b>TURTLEFORD</b>		55.6					
		<b>SPRUCE LAKE JCT</b>		71.9					
			Jct with Bolney Spur Y					C5 T1 52	
	<b>GADD</b>		75.6		75.6				
Rule 105		<b>ST. WALBURG</b>		77.0					
<p><b>SUBDIVISION CONTROL FEATURES</b>                      OCS BETWEEN <b>HAMLIN</b> AND <b>GADD</b> AND CONTROLLED BY RTC EDMONTON.                      RULE 105 AND RULE 105(a) APPLICABLE BETWEEN <b>NB JCT</b> AND <b>HAMLIN</b> AND BETWEEN <b>GADD</b> AND <b>ST. WALBURG</b></p>									

**TURTLEFORD SUBDIVISION FOOTNOTES**

**1 CANADIAN RAIL OPERATING RULES**

**1.1 SPECIAL APPLICATIONS**

- (a) **Rule 103.1(c)** - Not applicable at Mile 1.30.
- (b) **Rule 103.1(f)** - Rusty Rail conditions applicable at all public crossings at grade with Automatic warning devices between Mile 10.0 and Mile 77.0.
- (c) **Rule 104(c)** - The following switches may be left lined and locked in either position:  
 North Battleford - Switch NB Jct Mile 0.1 and switches NB 01 to NB 07 inclusive.

**2 GENERAL FOOTNOTES**

- 2.1 Designated Locomotive Tie-up Track**  
**St. Walburg** - extension beyond derail.

**3 INTERLOCKINGS**

Nil

PRAIRIE  
TIME  
TABLE

**4 EQUIPMENT RESTRICTIONS**

- 4.1 Heaviest car permitted** (including contents):  
 Mile 0.0 to Mile 10.0 - 286,000 lbs.  
 Mile 10.0 to Mile 77.0 - 268,000 lbs.

**5 SPEEDS**

**5.1 Subdivision Speed**

Mile	MPH
<b>0.0 to 77.0 Zone</b>	<b>30</b>

**5.2 Conditional Speeds**

**Mile 76.6** (Highway 26) - Movements must not exceed 10 mph until crossing fully occupied.

**6 PUBLIC CROSSINGS AT GRADE**

- 6.1 Mile 1.30** (Territorial Dr.) - Automatic Warning Devices.

- 6.2 Mile 55.5** (Highway 303) Tracks TR20 and TR21. Automatic Warning Devices. Stop sign for southward movements located north of crossing. Stop and start push button provided north of crossing for use only when train or cars are left on main track.

**7 SPECIAL INSTRUCTIONS APPLICABLE ON SPURS AND OTHER TRACKS**

**7.1 Bolney Spur**

Mile 71.9 - Extends 15.4 Miles westward.

**Method of Control - OCS**

**TGBO** - Applicable

**Rule 105** - Not applicable

**Rule 40.1** - Not applicable

**Equipment Restrictions:**

Heaviest car permitted (including contents):  
 268,000 lbs.

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

**Speeds:**

Mile	MPH
Mile 0.0 to 14.0	20
Mile 14.0 to 15.4	15
All Other tracks	10

**Transportation Radio** - C5 T1 52

**Engineering Radio** - 82 - 81

**8 SPECIAL DANGEROUS COMMODITIES**

Nil

Notes:

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PRAIRIE  
TIME  
TABLE



# Western Canada DIVISIONAL DATA

Effective  
0001 JANUARY 01, 2005

**All employees in any service connected with the movement of trains and engines shall have a copy of these instructions accessible while on duty.**

INDEX  
WESTERN CANADA  
DIVISIONAL  
DATA

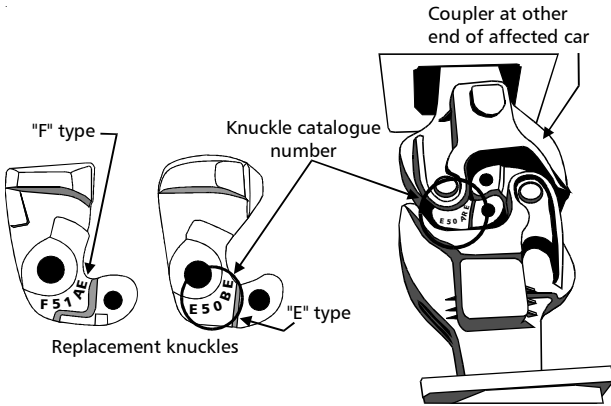
[1]  
JANUARY 1  
2005

<b>CANADIAN RAIL OPERATING RULES</b>	<b>1</b>
1. Siding Control Territory	1
2. Definitions - Subdivision Switch	1
3. Rule 6/Rule 83 Operating Bulletins	1
4. Rule 14 – Engine Whistle Signals	2
5. Rule 83.1(b) - Daily Operating Bulletin (DOB)	2
(a) Thunder Bay DOB	2
(b) Winnipeg DOB	2
6. Rule 84 – Trains Tied Up On Line	3
7. Rule 98.1 DV Plate - Siding Operating Speed	3
8. Rule 104.2(a) - Local Control Dual Control Switches (LCS)	3
9. Rule 104.2 - DTMF Operated Dual control Switches	5
10. RULE 104.5 - Signalled Territory - Self-Restoring Dual Control Derails.	6
11. RULE 104.5 - Non-Signalled Territory Self-Restoring Hand Operated Derail	7
12. RULE 104.5 - Self-Restoring Derails Equipped With Talkers	8
13. Rule 142 - Understanding between Crew Members	8
14. Rule 577	9
15. Wayside Inspection Systems (WIS)	9
(a) Hazard Detector	9
(b) Stand Alone Dragging Equipment Detector.	10
(c) Fibre Optic Network Cut/Break	10
<b>GENERAL OPERATING INSTRUCTIONS</b>	<b>11</b>
<b>SECTION 1 - Train Information</b>	
<b>Braking Systems (TIBS)</b>	<b>11</b>
16. Arming Standard SBU and TrainLink ES IDU	11
17. Verifying Train Length	11
<b>SECTION 2 - Operating Signs</b>	<b>12</b>
18. 2.1 - Overhead Wire Signs	12
<b>SECTION 3 - Equipment Restrictions</b>	<b>12</b>
19. New Item - Locomotive Groups	12
20. New Item - Maximum Permissible Motorized Axles	13
21. 3.3(f) Revised - Automobile Transporter Cars Placing of Multi-Levels ...	13
22. 3.19 Revised - Rail and Transporter Cars	14
23. 3.35 - New Item - Locomotive Marshalling	14
<b>SECTION 4 Company Policy and Regulatory Affairs</b>	<b>14</b>
24. 4.3(c)(v) Maximum duty times	14
25. 4.3(d) - Further Revision to Work Rest Rules	15
26. Item 4.8 - Transport Canada Railway Safety Inspectors	16
<b>SECTION 5 – Inspection</b>	<b>17</b>
27. Tones - Hot Box & Dragging Equipment Detectors	17
28. 5.2(d) WIS Talkers– Temperature	17
29. 5.3 (a) Stopping Train For Inspection	18
30. 5.5 - Inspection Results	18
31. Item 5.6 HBD Malfunctions	18
32. GOI Section 5.7(b) Wheels	19
<b>SECTION 7 - Air Brake</b>	<b>19</b>
33. 7.1 Definitions	19
34. Freight Air Brake chart - Note 6	19
35. Items 7.1 and 7.2 (A) – Air Brakes	20
36. Item 7.15 Freight Air Brake Chart No. 3 Air Brake Test	20
37. Train Brake Status Report – WOPRT	20
<b>SECTION 8 Safety Rules</b>	<b>21</b>
38. 4.11 - Fire on Locomotives (New Item)	21
39. Item 12.9 - Crossing Between Coupled Equipment	21
40. Item 12.10 - Coupling and Uncoupling Equipment	22

<b>LOCOMOTIVE ENGINEERS MANUAL</b>	<b>22</b>
41. Train Handling – Empty Bulk Commodities	22
<b>DANGEROUS GOODS</b>	<b>22</b>
42. Item 2.0 – Documentation – Revision	22
<b>VIA</b>	<b>23</b>
43. VIA Notice	23
<b>SECURITY</b>	<b>23</b>
44. Trespasser Activity – Heightened Awareness	23
<b>RULES MENTORING / EXAMINATION</b>	<b>23</b>
45. Employee Rule Qualification	
Mentoring & Examination Guidelines.	23
<b>INSTRUCTIONS APPLICABLE TO THE ALBERTA, BC NORTH AND BC SOUTH DIVISION</b>	<b>24</b>
46. Radio Rules Special Instruction - YARD LIGHTS	24
<b>INSTRUCTIONS APPLICABLE TO THE PRAIRIE DIVISIONS</b>	<b>25</b>
47. SASKATCHEWAN ZONE – SPEEDS	25
48. Rule 112 Exemption	25
<b>RADIO</b>	<b>26</b>
49. Rule 125 SI - Conducting Emergency Radio Test	26
50. Emergency Communication Procedures	26
51. Call to RTC with DTMF Keypad	27
52. Call to RTC with Tones	27
53. Emergency Call to RTC with DTMF Keypad	27
54. Emergency Call to RTC with Tones	27
55. NEW GENERATION RADIO INSTRUCTIONS	28
(a) Tone Indications And Abbreviations	28
(b) Abbreviations And Terms	28
(c) Transportation Radio Network - Emergency Call To RTC	28
(d) Transportation Radio Network Normal Call To RTC	28
(e) Transportation Radio Network Additional Features	29
(f) Engineering Radio Network	29
(g) Other Calling Features	32
(h) Unsuccessful Calls	33
(i) Modified New Generation Radio (Mngr) Mobile Calling Instructions	33
(j) Engineering Branch Line Radio (ELBR) Calling Instructions (Saskatchewan)	33
(k) Engineering Branch Line Radio (EBLR) Calling Instructions	35
<b>EBLR TOWER LIST AND SPEED DIAL DIRECTORY</b>	<b>36</b>
<b>RADIO TOWER CODES AND SUBDIVISION ZONES</b>	<b>37</b>
PRAIRIE DIVISION	37
ALBERTA, BC NORTH AND BC SOUTH DIVISIONS	41
57. 97 CHANNEL LOCOMOTIVE RADIO	44
<b>RADIO CHANNEL &amp; MODE ARRANGEMENT TABLE</b>	<b>45</b>
<b>Western Operations Centre and RTC Directory</b>	<b>46</b>

# KNUCKLE REPLACEMENT JOB AID

- Knuckle types ARE NOT interchangeable.
- Replaced knuckle must match knuckle type at the other end of the car
- Each locomotive is equipped with spare knuckles.
- All "E" type catalogue numbers start with "E50", all "F" type with "F51."
- In a pinch, an extra "E" type knuckle can be taken from the end of the lead locomotive.



## When replacing a Knuckle

1. Separate equipment by at least 50 feet.
2. Ensure equipment is stopped and secured.
3. Communicate with engineer and other crew members to ensure understanding of the work.
4. Determine and obtain the type of knuckle that must replace the broken knuckle (see "Knuckle Knowledge" above).
5. Remove the pin and set it within easy reach.
6. Lift the operating lever and remove the old knuckle from the coupler keeping feet clear of the area.
7. Dispose of the knuckle, where it will not become a tripping hazard.
8. Pulling the operating lever up, ensure the lock block goes up into the head of the coupler allowing the knuckle to be placed into the coupler. (Hint: you can hold the operating lever in place by tying it to a handhold.)
9. Insert the knuckle into the coupler, insert the pin, close the knuckle, and make sure it locks properly.



## CANADIAN RAIL OPERATING RULES

### 1. Siding Control Territory

- (a) **In Siding Control Territory**, the following rules and special instructions will apply for sidings in CTC where this Divisional Data Item is designated applicable in subdivision footnotes:
- i) **Rule 40.1** - not applicable on any non-signalled siding on the subdivision.
  - ii) **Reduced Speed** - In the application of reduced speed, siding will be considered as clear of equipment unless otherwise informed by the RTC.
  - iii) **Rule 102** - Rule 102 is applicable to a train operating on a main track that is adjacent to a siding in siding control territory.
  - iv) **Rule 104(c)** - Hand operated switches in the siding are considered lined for the normal route unless advised otherwise by the RTC, GBO or special instruction.
  - v) **Rule 105(a)** - Not applicable on any siding in CTC.
  - vi) **Rule 105.1** - Before permitting a train or engine to enter a siding occupied by other equipment, the RTC must advise a member of the crew that such siding is occupied by other equipment.
  - vii) **Rule 560** - Movements entering a non-signalled siding must approach the signal to leave the siding preparing to stop until the signal can be observed as displaying a more favourable indication than STOP.
  - viii) **Rule 805** - Foreman must obtain a TOP to OCCUPY or WORK in the siding.

### 2. Definitions - Subdivision Switch

Switches identified in Subdivision footnotes to which Rule 104(c) is applicable. Subdivision switches connect to subdivision track(s).

### 3. Rule 6/Rule 83 Operating Bulletins

Operating bulletins will be posted in bulletin books at home locations where crews normally report for duty.

#### 4. Rule 14 – Engine Whistle Signals

The wording for portions of CROR Rule 14 as provided in the CN CROR Book effective February 1, 2004 is incorrect and revised as follows:

- (l) \_\_\_ o \_\_\_ (#) (i) At every whistle post.
- (#) (ii) At least one-quarter of a mile from every public crossing at grade (except within limits as may be prescribed in special instructions) to be prolonged or repeated according to the speed of the movement until the crossing is fully occupied by the engine or cars.
- (#) (iii) At frequent intervals when view is obstructed by weather, curvature or other conditions.

Special Instruction:

- (iv) At locations specified in the time table or special instructions, the sounding of the engine whistle, except to prevent accident, in respect to public crossings is prohibited.
- (q) When two or more engines are coupled, the locomotive engineer on the leading engine will sound the signals as prescribed by this rule.
- (s) When a movement, not headed by an engine or snow plow, is equipped with a whistle at the leading end, such whistle must be sounded as prescribed by 14(f) and (l). In addition, all engine whistle signals must be sounded by the locomotive engineer.

The remainder of Rule 14 as contained in the CN CROR Rule Book remains in effect.

#### 5. Rule 83.1(b) - Daily Operating Bulletin (DOB)

Terminal DOB Effective at:

##### (a) THUNDER BAY DOB

Takes effect at 0001 Central Time on Kashabowie Sub and 0101 Eastern Time on Kinghorn Sub. Limits:

Kashabowie Sub - between mile 1.3 and mile 7.5 and between mile 10.9 and mile 13.4

Kinghorn Sub - between mile 193.0 and mile 195.5

##### (b) WINNIPEG DOB

Takes effect at 0001. Limits:

Redditt Sub - between mile 240.0 and mile 252.1

City of Winnipeg industrial leads including St. Boniface Yard Lead

Connecting Track with Central Manitoba Railway at Beach Jct.

Rivers Sub - mile 0.0 to mile 14.4

### Winnipeg Main Trackage

“X” Track, Between south track Redditt sub mile 248.7 and McArthur Jct. Signal 45.

“X2” Track, between east and west legs of wye mile 248.3 and mile 248.64 Beach Jct. south track Redditt Sub and G. W. W. D. Railway Crossing at Grade.

“X3” Track, between south track Redditt Sub mile 248.2 and G.W.W.D. Railway Crossing at Grade

Letellier Sub between mile 2.0 and mile 7.0

#### 6. Rule 84 – Trains Tied Up On Line

CROR Rule 84 is revised to include the following Special Instruction:

**Trains Tied Up On Line:** Before any movement is made with a train that has been tied up on line, a member of the crew must contact the RTC to ensure that there are no restrictions against moving any portion of that train.

#### 7. Rule 98.1 DV Plate - Siding Operating Speed

At many siding locations DV plates have been added to signals to facilitate 25 mph speeds. At certain locations, the DV plate was added only to the signals governing leaving the siding or other track at that location and not on the entrance signal to the track. When the departing signal provides for 25 mph speeds, trains or engines may accelerate to that speed once the lead engine has passed the signal regardless of speed posted for that siding.

Example: Time table does not indicate a speed for a siding. Rule 105 (c) required 15 mph for this track. If departing signal is DV equipped, train may accelerate to 25 mph once leading unit has passed signal.

Note: Speed restrictions for equipment or track conditions posted for that track must always be applied regardless of signal indication displayed.

#### 8. Rule 104.2(a) - Local Control Dual Control Switches (LCS)

##### (a) Operating Instructions

Note: If indicator lights are extinguished, Rule 104.2(c) must be complied with

##### (i) To Exit Main Track:

- (1) Train must be stopped within 75 feet of switch.
- (2) Push “REVERSE” push-button, wait 20 seconds. Switch will move to reverse position and light will so indicate.

- (3) Occupy switch points then close and lock door.

**(ii) To Enter Main Track:**

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

**(iii) Restoring Switch to Normal if Not Required:**

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

**(b) General Instructions:**

A train or engine movement leaving the main track must stop within 75 feet of the switch points and will line the dual control switch for the route to be used, by means of a push button located in a box near the switch.

- (c) Lights:** are provided to indicate switch position. If the light is not lighted for the requested position within one minute, the switch must be placed in "hand" position in accordance with the provisions of Rule 104.2(c).

- (d) Completion of Movement:** After the movement has occupied the switch points, close and lock door of box.

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

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

- (f) Restricted Speed:** When a train or engine is required to move over an LCS switch under a Restricting Signal indication, a Stop and Proceed Signal indication, or a Stop Signal indication, or if switching is to be performed over this switch, movement must not be made until such

switch has been placed in “hand” position in accordance with the provisions of Rule 104.2(c).

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

- (h) **Track Unit Operation:** Track units operating under the direction of a conductor in accordance with Section 2 of “Track Units” items 2.3, or; Engineering Foreman operating in accordance with Section 3 of “Track Units” Rule 845 are governed by the following.

When making a through movement on the main track, if the light is not lighted for the requested position within one minute, the conductor or foreman must operate such switch in the “hand” position and not restore it to the “power” position until all track units have moved off the switch. When making a movement to or from the main track, the conductor or foreman must operate such switch in the “hand” position and not restore it to the “power” position until all track units have moved off the switch.

## 9. **Rule 104.2 - DTMF Operated Dual Control Switches**

This instruction is applicable at locations specified in time table footnotes.

- a) Dual control switches are operated by DTMF codes.
- b) When switch is properly lined, route indicator will so indicate.
- c) when the route indicator indicates “STOP”, it must be determined that the switch is properly lined by observing the switch position light (SPL) in the control box and be governed as follows:
  1. If the SPL indicates that the route to be used is properly lined the movement may proceed at restricted speed to the next signal or block end sign.
  2. If the switch position light is displayed for other than the route to be used, depress the appropriate button to line the switch for the route to be used. After a short interval, the switch should line for the route selected and the switch position light will be displayed. Movement is governed by signal indication. If the signal remains at stop, the train or engine may pass the signal at restricted speed to the next signal or block end sign.

Note: When the Time Running light is displayed, the switch will not immediately respond to power operation. No further action may be taken until this light extinguishes.

3. If the switch will not lock in the desired position or neither switch indication light is illuminated, the switch must then be operated in hand position as provided for in Rule 104.2(c).

- (d) If the switch is found in hand position or lined for other than the normal route, the RTC must be advised. Unless otherwise directed, the switch must then be placed in power position. Movement is governed by signal indication.
- (e) A crew member located at the switch may provide the control box information to another crew member of the train or engine affected. Such information is not considered advance information in the application of CROR Rule 126.

#### 10. **RULE 104.5 - Signalled Territory - Self Restoring Dual Control Derails.**

- (a) **To enter main track from yard** - passing over self restoring derail: When the CTC signal leaving a yard is displaying a permissive indication, a member of the crew will enter the code for the derail location on their DTMF radio. This will cause the dual control mechanism to place the derail in the non-derailing position. A green strobe indicator light located atop the derail marker will operate to indicate to the crew that the derail is now in a non-derailing position. Movement must not advance to within 100 feet of derail until indicator strobe light is operating.
- (b) **To enter yard from main track** - passing over self restoring derail: When the CTC signal to enter yard is displaying a permissive indication, the occupancy of the approach circuit will cause the dual control mechanism to place the derail in the non-derailing position. The movement must approach the derail prepared to stop, unless or until the green strobe indicator light located atop the derail marker is operating to indicate that the derail is now in a non-derailing position.
- (c) **Indicator Light Not Illuminated** - When a train or engine is required to move over the self restoring derail when the indicator light is not illuminated, movement must not be made until:
  - (i) the selector lever is placed in "hand" position;
  - (ii) the hand throw lever is operated until the derail point moves in both directions with the movement of the hand throw lever; and
  - (iii) the derail is lined by hand for the non-derailing

position. The selector lever must be restored to "power" position and locked, but not before the movement has occupied the derail point.

NOTE: In the application of Rule 115, the indicator strobe light must be "seen or known" to be operating before movement commences. If not illuminated, items (i), (ii), and (iii) must be complied with. If reported not illuminated, the RTC must advise this condition to the Signals and Communications department immediately.

**(d) Derail Restoration and Failure** - The self restoring derail mechanism will restore the derail to the derailing position when the movement has left the location of the derail. This will indicate to the RTC through the CTC display in the RTC office. Should the system indicate that the derail has not been restored to derailing position, the RTC must immediately report the condition to the Signals and Communication Department.

**(e) Change in Operation** - The operation of the SELF RESTORING DERAILS has been changed at the following locations:

Clover Bar Mile 259.5 Wainwright Sub. (Tracks B & C)

Edson East Mile 128.6 Edson Sub.

Jasper East Mile 234.3 Edson Sub. (North & South Track)

Blue River West Mile 1.1 Clearwater Sub.

Batchelor Mile 136.0 Clearwater Sub.

Boston Bar West Mile 1.3 Yale Sub.

Smithers West Mile 0.7 Bulkley Sub.

The CTC signal to enter the main track WILL NOT display a permissive indication until the derail is in a non-derailing position. "To enter main track from yard" for these locations is revised to read:

To enter main track from yard - passing over self restoring derail:

- i) RTC will request CTC signal.
- ii) Member of crew will enter the code for the derail location on their DTMF radio.
- iii) A green strobe light on top of derail will indicate when in non derailing position.
- iv) CTC signal that was on request should now indicate a permissive indication.
- v) Movements must not advance to within 100 feet of derail until the indicator strobe light is operating and a permissive indication is provided on the CTC governing signal.

## **11. RULE 104.5 - Non-Signalled Territory Self Restoring Hand Operated Derail.**

**(a)** To move over a self restoring derail in non signalled territory, the following instructions apply:

- (i) Movement must not advance to within 100 feet of derail.
- (ii) A member of the crew will place the selector lever in "hand" position.
- (iii) The hand throw lever must be operated until the derail point moves in both directions with the movement of the hand throw lever.
- (iv) The derail may now be lined for non-derailing position.
- (v) The selector lever must be restored to "power" position and locked, but not before the movement has occupied the derail point.

NOTE: During switching operations, the derail must be left in "hand position".

- (vi) When the movement has departed the derail track circuit, the mechanism will restore the derail to derailing position. The crew will be advised that this has taken place by a "Talker" message stating: "CN derail mile xxxx subdivision, restored to the derailing position, repeat restored to the derailing position", broadcast on the end-to-end channel.
- (vii) If the message is not received, the crew will contact the RTC to inform that the derail was not reported reset. The RTC must immediately report the condition to the Signals and Communications department.

NOTE: When track units are to be operated over a Self Restoring Dual Control Derail or a Self Restoring Hand Operated Derail, the derail must be operated in the "Hand" position until all track units have cleared the derail. Once clear, the foreman must ensure the selector lever is restored to the "Power" position and locked.

## **12. Self-Restoring Derails Equipped With Talkers**

In the event, that the message is not received, the crew will contact the RTC immediately to inform that the derail has not reported reset. When such condition has been reported or is indicating on the control system within the office, the RTC must take immediate action to prevent movements from entering the limits of the malfunctioning derail and arrange to have a responsible employee, such as another train crew, TMC, yardmaster or even the departing crew restore the derail to derailing position.

## **13. Rule 142 - Understanding between Crew Members**

Following is in addition to requirements of CROR Rule 142.

The designation of the TGBO must be compared with the designation for the train on the WOPRT. When the WOPRT is not available, a



member of the crew may obtain the correct designation of the train for comparison to the TGBO from the RTC, company supervisor, or other employee who has access to this information. If the designation is incorrect on the TGBO, the RTC must be contacted to issue a new TGBO with the correct designation or a change of designation by GBO. When the WOPRT is incorrect, the RTC, company supervisor, or other employee who has access to the correct information may verbally instruct the crew to change the designation on the WOPRT.

**14. Rule 577**

Applicable in multitrack CTC on Prairie and Pacific Subdivisions.

**15. Wayside Inspection Systems (WIS)**

**(a) Hazard Detector**

The location of Hazard detectors will be identified in subdivision footnotes.

Hazard detectors include the following, Slide Detectors, Slump Detectors, Wash Out Detectors, High Water Detectors, Bridge Scour and Avalanche Detectors. When activated, the unit will begin broadcasting an Emergency Alarm message on Channel One. This broadcast will be repeated every two minutes until reset by S&C Maintainer. Additionally, the hazard detector may be tied into the CTC signal system independently of the radio talker. The signal system will downgrade the signal indication governing the entrance to the affected block. (The RTC will receive an indication on the RTC control panel).

**Track Hazard Message: EMERGENCY, EMERGENCY, EMERGENCY, UNSAFE TRACK CONDITION DETECTED AT MILE xxx, yyy SUBDIVISION.**

Upon hearing the Emergency Message Broadcast, train movements must advise the RTC of the Emergency Message and operate through these limits prepared to stop short of a track defect, not exceeding 10 mph until the lead locomotive exits the limits or the track is seen or known to be clear.

Note: Where Slide Detector Fences are marked in the field by a signal consisting of a white light with the letter "T" etched on its face in advance of the fence(s), (mounted either on the mast of one or more block signals, the mast of an instrument case or

on a separate mast), when lighted or flashing it indicates that the fence(s) are broken and that the main track may be impassable. Trains must approach and pass fence(s) prepared to stop and in no case exceeding 10 miles per hour until the leading end of the movement has exited the limits of the slide detector fence or the track is seen to be clear to the end of the slide detector fence limits. Trains delayed after passing signal or entering the main track between the signal and slide detector fence will be governed by the above. If main track is not impassable speed permitted by the governing block signal may then be resumed.

**(b) Stand Alone Dragging Equipment Detector.**

**Detector Message: EMERGENCY, EMERGENCY, EMERGENCY, DRAGGING EQUIPMENT DETECTOR ACTIVATED AT MILE xxx, yyy SUBDIVISION.**

The locations of stand alone dragging equipment detectors will be identified in subdivision footnotes. Trains passing over or having just passed over the site and receiving the alarm message must stop immediately, consistent with good train handling practices, and a standing inspection of the train, up to that portion of the train that has passed the detector, must be made for dragging or derailed equipment. The RTC must be advised when an emergency message has been received along with the results of the inspection. Trains approaching a site where the message is being issued prior to occupancy by their train, need not stop and inspect but must advise the RTC that the Emergency message is being broadcast.

**(c) Fibre Optic Network Cut/Break**

When a fibre optic network cut/break occurs, the affected RTC will be advised and must stop all trains on the affected sub. The RTC on receipt of advice of a fibre optic break will immediately broadcast an emergency message on the end to end channel to all trains in the identified area as follows; **“Emergency, Emergency, Emergency, fibre cable break on the xxxxxx Subdivision; all trains must stop and await further instruction”** (message to be repeated after a twenty second pause). Trains advised by the emergency broadcast, or by other means, must immediately come

to a stop, initiate a double rebroadcast of the RTC message on the end to end channel and await further instruction from the RTC before proceeding. This advice may be in the form of a broadcast or train specific radio transmission.

- (d) Engineering Employees in the area hearing any of the above Emergency Message Broadcast, must advise the RTC of the location and message being broadcast. Broadcast messages are repeated until reset by S&C.

## **GENERAL OPERATING INSTRUCTIONS**

### **SECTION 1 - Train Information Braking Systems (TIBS)**

#### **16. Arming Standard SBU and TrainLink ES IDU**

CN is gradually migrating to new T.I.B.S. equipment called "TrainLink ES", a system that provides for improved braking capabilities and when available can significantly reduce in-train-forces. Locomotives are gradually being equipped with TrainLink ES IDU and SIU (Sensory Interface Unit). Locomotives that have been equipped with a TrainLink ES IDU can be identified by a faceplate attached to the IDU that shows "TrainLink ES". Conversely when IDU is powering up the LED will either show "EMERG DISABLED" or "EMERG ENABLED". For more information refer to GOI Section 1.9.

Currently confusion exists when attempting to establish communication between a TrainLink ES IDU and a standard AAR SBU. A standard SBU **MUST BE ARMED** to same as a TrainLink ES SBU.

The last sentence in section 1.9 (a) states: "Locomotives equipped with a TrainLink ES IDU and a conventional SBU must be "ARMED" the same as a TrainLink ES System. (see "ARMING") (b) TRAINLINK-ES SYSTEM - ARMING and EMERGENCY TEST.

#### **17. Verifying Train Length**

RTC's are required to verify the length of all trains on departure from crew change points. Operating crews departing terminals and crew change points must contact the RTC and supply this information, in particular any train that will be of oversiding length.

**SECTION 2 - Operating Signs****18. 2.1 - Overhead Wire Signs**

A new sign has been implemented for use in conjunction with cranes on the CN System. This sign is a sandwich style sign with a yellow lightning bolt on a white background and the words: DANGER HIGH VOLTAGE WIRES OVERHEAD. It will be placed by the crane operation staff temporarily at the side of the track to indicate the presence of overhead wires that could be detrimental to crane operation. THIS SIGN DOES NOT AFFECT TRAIN OR ENGINE OR OTHER TRACK UNIT OPERATION.

**SECTION 3 - Equipment Restrictions****19. New Item - Locomotive Groups****Group A**

CN	1063	1078	1082
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**Group B**

CN	1339	1385
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**Group D1**

CN	233	263
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CN	271	281
----	-----	-----

CN	1177	1179
----	------	------

CN	1400	1444
----	------	------

WC	1505	1508
----	------	------

CN	4000	4143
----	------	------

GTW	4600	4635
-----	------	------

CN	4790	4798
----	------	------

CN	7014	7280
----	------	------

**Group D2**

IC	1419	1511
----	------	------

WC	1552	1571
----	------	------

CN	7300	7316
----	------	------

**Group E**

CN	200	207
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CN	211	232
----	-----	-----

CN	264	270
----	-----	-----

CN	500	526
----	-----	-----

WC	1501	1503
----	------	------

WC	2001	2006
----	------	------

IC	3100	3027
----	------	------

CN	4700	4789
----	------	------

CN	4799	4810
----	------	------

GTW	4900	4934
-----	------	------

GTW	5812	5861
-----	------	------

GTW	6221	6228
-----	------	------

GTW	6200	6228
-----	------	------

GTW	6400	6425
-----	------	------

CN	7000	7013
----	------	------

CN	7200	7231
----	------	------

CN	7500	7535
----	------	------

CN	9400	9766
----	------	------

IC	9560	9639
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**Group F**

CN	1650	1653
IC	2025	2041

**Group G**

IC	1000	1039	
CN	2200	2205	(Locotrol)
CN	2400	2454	
CN	2500	2695	
CN	5000	5387	
CN	5400	5459	
CN	5500	5563	
CN	5600	5800	
GTW	5930	5956	
CN	6000	6028	
GCFX	6030	6079	

**Group H**

IC	100	101
CN	102	103
WC	2500	
CN	5391	
GTW	5900	
DWP	5902	5911
GTW	5912	5928
WC	6001	6006
IC	5000	6142
IC	6200	6270
WC	6497	6625
WC	7495	7638

**Note: 2004 acquisitions:**

2200-2205 GE Dash 9-44CW equipped with locotrol. 2673-2695 GE Dash 9-44CW not equipped with locotrol.

**20. New Item - Maximum Permissible Motorized Axles**

Unless otherwise specified, the maximum number of working locomotives permitted in any engine consist is restricted to 24 motorized axles.

In unit train service on subdivisions specified in the Time Table or by Special Instructions, the locomotive consist may be increased to 30 motorized axles.

The Equipment Restrictions section of the Subdivision Footnotes may, on account of track conditions, curvature, or grade reasons, further restrict the number of locomotives permitted on movements within a specific subdivision.

**21. 3.3(f) Revised - Automobile Transporter Cars – Placing of Multi-Levels at Loading/Unloading Ramps.**

Hand brakes are to be set on all cars spotted for loading or unloading. When so governed,

the following provisions of the Special Instruction to CROR Rule 112 are not applicable;

Item (i) - Push/pull test.

Item (iii) - Brake piston released.

## **22. 3.19 Revised - Rail and Transporter Cars**

Movements handling continuous welded or end-bolted rail exceeding 82 feet in length are restricted: to a maximum permissible speed of 40 MPH, reducing to 10 MPH through turnouts except when signal indication permits a speed of 30 MPH or greater through turnouts, then speed must not exceed 20 MPH through such turnouts.

- to a total of 40 continuous welded/end-bolted rail cars marshalled on the head end when other equipment is handled in the train,
- to a total of 80 continuous welded/end-bolted rail cars, including any required idler cars, when other equipment is not handled in the train.

## **23. 3.35 - New Item - Locomotive Marshalling**

The following applies to ensure proper marshalling of shut-down and idling locomotives when handled in freight service:

Unless otherwise authorized, locomotives handled in freight service, including shut-down or idling locomotives, must be marshalled as part of or immediately behind the working locomotive consist.

## **SECTION 4 Company Policy and Regulatory Affairs**

### **24. 4.3(c)(v) Maximum duty times**

Six (6) continuous hours off-duty exclusive of call time, if applicable, will be required to reset the clock to zero at home terminals and other than home terminals.

In order to reset the clock to zero, you must have an off-duty period of 6 hours, undisturbed by a call to work. Any applicable call time prescribed by the collective agreements must fall outside of the 6 hour off-duty period.

Should a crew return to duty after the expiration of 6 continuous hours off-duty, undisturbed by a call to work, the crew's 24 hour clock will be reset to zero.

In order to properly enter the off-duty time enroute employees will now be required to complete two new fields on the CATS tie-up screen when completing their tie-up. These are

"Respite From", which is the time of arrival at the Company provided rest facility, and "Respite To", which is the time rest is completed.

**25. 4.3(d) - Further Revision to Work Rest Rules**

CN crews booking rest enroute or who are Tied-up Between Terminals are required to observe Mandatory Off-Duty Time, General Operating Instruction Item 4.3(d) [or Section 5.2 of the Work/Rest Rules], if they have been on-duty in excess of 10 hours when they arrive at the rest facility.

For the purposes of determining availability under the Work/Rest Rules employees will be considered to be off-duty upon their arrival at the Company provided rest facility and mandatory rest (MTOD) will be applied in accordance with GOI 4.3(d)(i) [or Subsection 5.2.1 (b) of the Work/Rest Rules] for away-from-home terminals.

Therefore, the following will apply to crews going off-duty enroute in road service:

- 1) Should a crew exceed 10 hours on-duty prior to going off-duty upon the arrival at the Company provided rest facility, they will be subject to Mandatory Off-Duty Time as provided under GOI 4.3(d)(i) [or subsection 5.2.1 (b) of the Work/Rest Rules] for away-from-home terminals, that is, at least 6 hours off-duty, exclusive of call time, notwithstanding any 'lesser' personal rest elected by employees under the provisions of their collective agreements.
- 2) After observing the Mandatory Off-Duty Time the 24 hour clock will be reset to zero and the crew will be governed only by the provisions of GOI 4.3(c)(i) [or subsection 5.1.1 of the Work/Rest Rules] – maximum duty times for a single tour of duty.
- 3) Should a crew exceed 10 hours on-duty prior to going off-duty upon the arrival at the Company provided rest facility, mandatory off-duty time may be interrupted to deadheaded to the home terminal only, whereupon full mandatory rest will be required as provided in GOI 4.3(d)(i) [or subsection 5.2.1 (a) of the Work/Rest Rules] for home terminals.
- 4) Should a crew 'not' exceed 10 hours on-duty prior to going off-duty upon the arrival at the Company provided rest facility, Mandatory Off-Duty Time will not apply at that location and the crew will be governed only by the provisions of their collective agreement, for rest or tied up enroute, when determining the time they will return to duty.
- 5) Should a crew 'not' exceed 10 hours on-duty prior to going off-duty upon the arrival at the

Company provided rest facility and return to duty prior to the expiration of 6 hours continuous off-duty time, as provided for in GOI 4.3(c)(v) [or subsection 5.1.5 of the Work/Rest Rules], the crew's 24 hour clock will not be reset to zero and the crew will be governed by the provisions of GOI 4.3(c)(ii) [or subsection 5.1.2 of the Work/Rest Rules] – a maximum duty time of 18 hours in a 24 hour period.

- 6) Should a crew 'not' exceed 10 hours on-duty prior to going off-duty upon the arrival at the Company provided rest facility and return to duty prior to the expiration of 3 hours off-duty time as provided for in GOI 4.3(d)(ii) [or subsection 5.2.2 of the Work/Rest Rules], the crew will also be governed by the provisions of GOI 4.3(d)(ii) [or subsection 5.2.2 of the Work/Rest Rules] – the total on-duty time for the consecutive tours of duty will be combined for the purpose of calculating mandatory off-duty time at the next location the crew goes off-duty.
- 7) Should a crew 'not' exceed 10 hours on-duty prior to going off-duty upon the arrival at the Company provided rest facility and return to duty after the expiration of 6 hours continuous off-duty time as provided for in GOI 4.3(c)(v) [or subsection 5.1.5 of the Work/Rest Rules], the crew's 24 hour clock will be reset to zero and the crew will be governed only by the provisions of subsection GOI 4.3(c)(i) [or subsection 5.1.1 of the Work/Rest Rules] – maximum duty times for a single tour of duty.

In all case where crews take rest enroute or are tied-up between terminals, the time of arrival at the Company provided rest facility must be provided to the Crew Management Centre.

Detailed instructions for providing the required information to your respective Crew Management Centres will be broadcast in CATS.

## **26. Item 4.8 - Transport Canada Railway Safety Inspectors**

Sections 27 and 28 of the Railway Safety Act provide for the appointment of Railway Safety Inspectors. Each Inspector has an identification certificate which will also state the Inspector's area(s) of competence.

Upon presentation of this certificate, Railway Safety Inspectors may (within the inspector's area of competence) enter any railway work or equipment, whether or not in operation, to inspect such railway work or equipment.

An Inspector may forbid or restrict the use of a line of railway or rolling stock or an operating practice if he considers that such use or prac-



tice poses an immediate threat to safe railway operations.

Employees must respect the role of the Inspector and give all reasonable assistance in the course of any inspection and must comply with all reasonable requests. To do otherwise constitutes an offence of the Railway Safety Act. If in doubt as to the proper course of action, direction must be sought from your immediate supervisor.

In the case of contravention of a Regulation, Emergency Directive, Order of the Minister, Order of a Railway Safety Inspector, or Rule approved by the Minister an individual is liable to a fine of up to \$5,000 or imprisonment for up to six months, or both.

## SECTION 5 - Inspection

### 27. **Tones - Hot Box & Dragging Equipment Detectors**

Single "Beep" Tone will occur two (2) seconds prior to the beginning of a Talker message which will indicate No Alarms.

Double "Beep" Tone will occur two (2) seconds prior to receiving a message indicating an Alarm Condition (i.e. hot box, hot wheel, dragging Equipment, etc.).

Speed Message: The speed announcement at the end of the "No Alarms" message is broadcast as a single message i.e. Thirty Seven. The number stated is in MPH. The Talker System does not transmit the term MPH associated with this message. The number transmitted indicates the speed at the time the movement entered the HB&DE site.

### 28. **5.2(d) WIS Talkers– Temperature**

Selected WIS sites across the System have been programmed to provide a talker message that will include the outside ambient temperature reading at the site location.

All other 'talker' message content will remain unchanged.

The temperature message will be delivered between the now present alarm message and speed message. In the case of a 'No Alarm' message, following is an example of the entire message when the temperature function is present:

'CN Detector (subdivision) (mileage), No Alarm...10 C...52. or

'CN Detector (subdivision) (mileage), No Alarm...Minus 10C....52.'

Eventually, and further instructions will be issued, this temperature message will become integral to providing slow order protection relative to our cold/hot-weather rail protection policy.

**29. 5.3 (a) Stopping Train For Inspection**

When advised there is an indication of dragging equipment, extreme journal temperature, or over-heated wheel, the locomotive engineer must stop immediately, initiating and utilizing a 'Split Service Reduction'.

**30. 5.5 - Inspection Results**

Revised to include the following;

NOTE:

- i) If inspection reveals "NOTHING FOUND", the crew must contact the RTC before leaving the location of the suspect car and verify that the proper axle/car was assuredly inspected. Based on axle count the RTC will provide the crew member with a suspect car number obtained from SRS to verify that it coincides with the car number provided by the crew member. If a discrepancy exists the RTC and crew must assure, based on any recent lifts and/or setoffs, that the correct axle/car identified by the WIS site message received the required inspection. The locomotive engineer may be utilized to relay information between the crew member at the car location and the RTC.
- ii) in the event of a multiple alarm condition involving one or more "NOTHING FOUND" reports, the SRS comparison will not be performed until completion of the check and report from the crew of the last suspect axle identified in the multiple alarm.

The above process will ensure that a suspect car does not go undetected as the result of a miscount of axles or misinterpretation of the 'talker' message. The RTC will not provide the SRS 'suspect' car number until after the required inspection report, including car number inspected, is communicated by the crew.

**31. Item 5.6 HBD Malfunctions**

Revised as follows:

- (a) A crew must consider an in-service hot box and dragging equipment detector to be malfunctioning when the talker reports "NOT WORKING", or when a message from the talker is garbled, unintelligible or not heard. In these circumstances, the crew must immediately reduce speed to 15 MPH and advise the RTC of the malfunction. Normal track speed must not be

resumed unless the movement is provided one of the following:

- a pull-by inspection by wayside or train crew employees;
- an inspection by a working Wayside Inspection System detector; or
- RTC advice, after a check of Office systems, that no defects are present.

Remainder of GOI Item 5.6 remains unchanged and in effect. It is important to note that reduction to 15 MPH must commence 'immediately', and track speed is not to be continued while awaiting for RTC response.

**32. 5.7(b) Wheels**

Revised as follows.

Remove references to:

- when the shell is 3/4" in length and width or larger, and the shells are more or less continuous around the periphery of the wheel.
- when one shell is 1" or more in length and width.

Replace with:

- when a shell is 1 1/2" in length and 1 1/4" in width.

All else remains the same.

**SECTION 7 - Air Brake**

**33. 7.1 Definitions - is revised to include the following new definitions:**

(x) Split Service Reduction: an initial 6 to 10 PSI brake pipe reduction, and after exhaust has stopped for 20 seconds, a further reduction to a Full Service application.

(y) Positive Brake Pipe Reduction: An automatic brake pipe reduction of at least 6 PSI, as indicated by the IDU, on the last car of the train in response to each air brake application.

**34. Freight Air Brake chart - Note 6**

As the result of operational concerns and dialogue with the Regulator on the subject, Note 6 of the Freight Air Brake chart, found on page 13 of GOI Section 7, is revised as follows:

Note (6) At through train change-off locations, the incoming locomotive engineer must leave the train brakes set to provide for at least a Minimum Reduction (6-8 PSI) on the rear car of the train as indicated on the IDU display. It will only be necessary for the outgoing locomotive engineer to verify continuity by identifying a 6 PSI increase in rear car brake pipe pressure, as displayed on the IDU,

before permitting the train to proceed.

This change of practice, while retaining the level of safety required by regulation i.e. assuring brake pipe continuity, does so without depleting brake pipe pressure to exorbitant and unnecessary lower levels which must ultimately be restored before train brakes release and operational 'taper' levels are achieved.

### 35. **Items 7.1 and 7.2 (A) – Air Brakes**

GOI Section 7.1 '**Definitions**' is revised with the addition of the following definition:

**POSITIVE BRAKE PIPE REDUCTION:**

An automatic brake pipe reduction of at least 6 PSI, as indicated by the IDU, on the last car of the train in response to each air brake application.

GOI Section 7.2(a) '**General**' is revised and the following is now applicable:

- (a) (i) To ensure a positive freight car brake pipe reduction and to avoid sticking brakes, the train brakes must not be released until a positive brake pipe reduction of at least 6 PSI, as indicated by the IDU, has been made on the last car of the train.
- (ii) When a running release of the train brakes is to be made and operating conditions permit, the brake pipe must be reduced to ensure a positive brake pipe reduction. When operating conditions do not permit, a positive brake pipe reduction must be achieved at the next appropriate opportunity.

(iii)

**NOTE:** The RTC Centre may contact a train while enroute and request a 6 PSI reduction, then release, in an effort to correct a suspected sticking brake.

### 36. **7.15 Freight Air Brake Chart No. 3 Air Brake Test**

The requirement for a **FULL SERVICE** application to verify continuity of the brake pipe on freight trains in the performance of a No. 3 Air Brake Test is **rescinded** and replaced with the requirement to provide an automatic brake pipe reduction of at least 6 PSI (as indicated on the IDU) on the last car of the train.

General Operating Instruction Item 7.15, Freight Air Brake Chart, is amended accordingly.

### 37. **Train Brake Status Report – WOPRT**

Conductors are required to input pertinent information, and maintain current information re: equipment in their train. Information contained in a Schedule "A" is to be transferred to

the 'Origin Brake Test' section. The car number and location in a train of 'Cars with Brakes Cut-out' is to be maintained in the appropriate section of the form.

The format of the Brake Status Report will be as follows:

	Month/		No.	Type of		
	Location	Day	Time	of Cars	Test	Cond
Origin Brake Test	_____					
Cars with Brakes Cut-out	Car No.	Position	Car No.	Position	Car No.	Position
	_____	_____	_____	_____	_____	_____
	_____	_____	_____	_____	_____	_____

The Brake Status Report is to be used to show the Date, time location number of cars and type of brake test originally performed on the train .In addition, the Date, Car Initial and Number and Location in the train of any cars with brakes inoperative must be filled out in the applicable spaces. A space is provided for any remarks. The sections for the Conductor's signature to be transferred between crews, and the Undesired Emergency Brake Application (UDE) Report remain unchanged and are to be filled in as required.

**SECTION 8 - Safety Rules**

**38. 4.11 - Fire on Locomotives ( New Item )**

In the event of a fire on a locomotive, whether at the engine or in the electrical equipment, the following procedure should be followed:

1. Shut down engine immediately.
2. Pull battery switch if practicable.
3. Pull all cables and disconnect hoses between the locomotive on fire and other locomotives in the consist.

If possible, determine the location of the fire. It may be necessary to break electrical cabinet seals in order to properly direct fire extinguisher at flames.

If it appears that the fire cannot be brought under control, a member of the operating crew should immediately notify the proper authorities so that assistance may be obtained as soon as possible.

Using the remaining locomotives of the con-

sist, the locomotive on fire should be placed on a siding in a remote location, (properly secured) to prevent further damage to railway and private property.

**39. Item 12.9 - Crossing Between Coupled Equipment**

A tripping hazard has been identified involving cable connections between Intermodal "Gensets" and adjacent Intermodal containers. Often the connecting cables are run between containers/platforms over top of the end-of-car walkway. Therefore, and until further advised, employees are not to utilize walkways that are fouled by "Genset" connector cables to crossover between cars. A walkway free of these cables must be utilized to crossover between intermodal platforms.

**40. Item 12.10 - Coupling and Uncoupling Equipment**

Revised in part:

A speed of 1 MPH (slow walking speed) should not be exceeded when coupling with a locomotive consist of three or more units.

## **LOCOMOTIVE ENGINEERS MANUAL**

**41. Train Handling – Empty Bulk Commodities**

All empty bulk commodity trains (unit trains) are restricted to a maximum of 45 miles per hour. To take advantage of descending grades, this speed restriction does not apply when operating in throttle notches 1, 2, or 3, or if in dynamic brake. This does not relieve subdivision zone speeds nor speed restrictions as outlined in the GOI or as specified on the train journals.

Bulk empty trains can be identified by the letter "B" for potash, "C" for coal, "G" for grain, and "S" for sulphur in the train ID, i.e., C78141-10.

To expedite empty movements this speed restriction may be cancelled by verbal authority from the RTC.

## **DANGEROUS GOODS**

**42. Item 2.0 – Documentation - Revision**

The first 'NOTE' in Item 2.0-DOCUMENTATION, of the CN Dangerous Goods section of the CN Operating Manual is revised as follows:

NOTE: An SRS waybill (follower line on WOPRT or Train Lists) is an acceptable ship-

ping document for ANY loaded or residue dangerous goods car/intermodal traffic.

This removes the previous requirement restricting the use of the SRS waybill for intermodal traffic which originated in Canada or overseas. With this revision, documentation needs for any type of dangerous goods traffic becomes both similar and consistent.

## VIA

### 43. VIA Notice

All operating employees in VIA service must be in possession of VIA NOTICE TO OPERATING EMPLOYEES while on duty. To obtain a copy or to ascertain whether a copy in possession is current, employees must contact the VIA Operations Control Centre at 1-800-361-6265 when reporting for duty.

## SECURITY

### 44. Trespasser Activity – Heightened Awareness

Given ongoing security concerns with evolving world events, all employees must be alert and vigilant for any trespasser presence or any suspicious activity on or in the vicinity of Company property. Report any such activity immediately to the RTC or other available proper authority with specifics as to the location and nature of the activity.

## RULES MENTORING / EXAMINATION

### 45. Employee Rule Qualification / Mentoring & Examination Guidelines.

All employees holding a valid rules certificate must be Mentored by their Supervisor.

Employees NOT MENTORED are NOT PERMITTED to participate in a rules exam session.

#### a) Mentoring and Examination

i) **Transportation** Employees require two full days of Mentoring prior to writing QSOC exams. The exam/mentoring cycle should be as follows:

Year 1 -	Day One Mentoring session
Year 2 -	Day Two Mentoring session
Year 3 -	Exam.

ii) **Engineering** exam cycle requires that a complete one day Mentoring session be delivered in year one or year two. Year three is the exam.

- iii) Employees are responsible to ensure that they have attended the required Mentor sessions prior to attending an exam session.
- b) All employees that successfully write their rules exams will be given a 3 year rules certificate. A 3-year expiry date cannot be extended beyond the expiry date.
- c) Exam schedules are administered by the Crew Management Centre for Transportation employees and for Engineering employees, by the Engineering Admin Assistants. Employees not sure of their Mentoring or Exam requirements MUST advise their Supervisor in sufficient time prior to their rules due date.
- d) Company policy requires that those employees that have returned to work after being absent for extended period of time, i.e. laid-off, injured, will be governed by the following;
  - i) 0 to 6 months, may return at anytime, previous rules status is still valid.
  - ii) 6 months to 12 months - Divisional Officers will decide if the employee may require Mentoring or Examining
  - iii) Over 12 months, the employee must be fully Mentored and Examined.

**Note:** In all instances when an employee resigns or is discharged, the employee's rules status becomes that of a new employee when returning to work.

- e) Replacement Rules Certificates - Employees requiring a replacement Rules Certificate must request that their Supervisor email RULESHQ with the following information, Employee Name: PIN: and Current Qualification, i.e. Cdr, Foreman etc., and return address for delivery.

**INSTRUCTIONS APPLICABLE TO THE ALBERTA, BC NORTH AND BC SOUTH DIVISIONS**

**46. Radio Rules Special Instruction - YARD LIGHTS**

Where specified by special instructions or by bulletin, yard lights may be activated and deactivated using the radio DTMF pad. Instructions will be issued where radio operated yard lights are in use.

Location	Lights on	Lights off
Mirror	* 8 #	* 8 #
Bissell	* 8 #	* 8 #
Jasper	* 8 #	* 8 #
Edson	* 8 #	* 8 #
Scotford	* 8 #	* 8 #
Smithers Zone 1	* 81 #	* 1 #
Smithers Zone 2	* 82 #	* 2 #
Prince George Zone 1	* 81 #	* 1 #



Prince George Zone 2	* 82 #	* 2 #
Prince George Zone 3	* 83 #	* 3 #
Prince George Zone 4	* 84 #	* 4 #
Prince George Zone 5	* 85 #	* 5 #
Prince George Zone 6	* 86 #	* 6 #
Prince George Zone 7	* 87 #	* 7 #

## INSTRUCTIONS APPLICABLE TO THE PRAIRIE DIVISIONS

### 47. SASKATCHEWAN DIVISION— SPEEDS

Train and engine movements on the Saskatchewan Zone are restricted to a maximum speed of 10 mph on all tracks not governed by subdivision **SPEED** tables.

The following tracks are exempt from the above speed restriction:

ALL SIDINGS

and,

Watrous Sub

- P.C.S. Lanigan Spur WS 48-49

- Imperial Spur

- Norco Spur WS 99 (Central Canada Potash)

Yorkton Sub - Rhein Spur

Robinhood Sub - Amiens Spur

Turtleford Sub - Bolney Spur

Elrose Sub - Matador Spur

Aberdeen Sub - Cudworth Spur

Saskatoon Yard - SC & SR Zones, SD20-SD46

Melville Yard - MT, MA, and MR Zones

Regina Yard - Ross Industrial lead

Tisdale Sub - Birch Hills Spur

Tracks in main yards at Regina, Saskatoon and Melville indicated above are now Reduced Speed not exceeding 15 mph as provided by Rule 105.

### 48. Rule 112 Exemption

While switching, set-off or a lift is being performed by trains at Saskatoon, Melville, Regina, North Battleford, Humboldt, Watrous, Dauphin, Canora, Brandon, Sioux Lookout, Fort Frances and Rainy River, that portion of the train that isn't being set off may remain without handbrakes applied provided such portion:

- i) is ten (10) cars or more;
- ii) has air brakes applied in Full Service or Emergency;
- iii) has angle cock fully open;
- iv) will not be left in excess of two hours.

If the above conditions (i. to iv.) cannot be met, handbrakes must be applied as per the chart.

**RADIO****49. Rule 125 Special Instruction - CONDUCTING EMERGENCY RADIO TEST**

- (a) In order to ensure emergency communication channel(s) are in operation, and to ensure employees are familiar with the emergency procedures, the RTC will contact a train or engine crew member or an engineering field employee and direct them to initiate an emergency test call on their respective RTC standby channel.
- (b) These tests will be made randomly once per RTC shift. Employees receiving a request for an emergency test will initiate it on the applicable RTC standby channel, using the following example for wording: "Emergency test, Emergency test, Emergency test, CN 1234 East at mile 12 Canada Sub., testing the emergency call."
- (c) Upon completion of test, the RTC will inform the employee if the test was successful. Employees will then return to their designated standby channel.

**50. Emergency Communication Procedures**

- (a) The following instructions are supplemental to those instructions contained in CROR Rule 125:
  - (i) When initiating an emergency call:
    - (1) It must first be transmitted on the designated standby by channel(s) assigned to road and yard service to alert other trains or engines in the vicinity; and
    - (2) It must then be immediately repeated on designated standby channel of the RTC (yard coordinator where applicable).

Note 1 - In the event it is not practicable to initiate an emergency call on the designated standby channels, the Engineering radio network (where available) can be used. In areas with Second generation Radio (also called New Generation or VCCS) an emergency call on the Engineering radio network will be automatically sent to the RTC.

Note 2 - An emergency call can also be performed on the telephone network. Dial the 1-866-366-2347. When the 2<sup>nd</sup> dial tone is received dial the 4 digit Emergency Zone code for the RTC.

- (ii) The employee initiating an EMERGENCY call shall:
  - (1) immediately after transmitting the word: "EMERGENCY" three times, transmit the identification and location of employee, train or engine, and

- (2) continue by stating the nature of the emergency and assistance required, if any.
- (iii) An emergency message shall be repeated at frequent intervals until acknowledgement is received from the RTC or other radio user.
- (iv) When an emergency message has been acknowledged, the RTC. or other radio user shall arrange to hold a specific channel open and notify employees affected that silence must be maintained on that channel.
- (v) When an emergency is over all employees affected shall be so advised by radio broadcast initiated by the RTC or other radio user.

**51. Call to RTC with DTMF Keypad**

Select RTC standby channel. Send key sequence, when you receive;

**3 ringing tones** - wait for RTC to respond. if no tone received, try again. No tone will be received if RTC is using channel. Wait for RTC to finish talking before voice calling

**4 long tones** - circuit is busy, try again.

**Series of rapid beeps** - failure in system try again.

**52. Call to RTC with Tones**

Select RTC standby channel. Send the tone specified in the time table for approximately 1 second, when you receive;

**3 ringing tones** - wait for RTC to respond. If no tone received, try again. No tone will be received if RTC is using channel. Wait for RTC to finish talking before voice calling.

**Series of rapid beeps** - failure in system try again.

**53. Emergency Call to RTC with DTMF Keypad**

Select RTC standby channel.

Send DTMF sequence \* 0 #

**After a long tone** - Go ahead and talk. If no tone received after 10 seconds, try again. No tone will be received if RTC is using channel. Transmit call until acknowledged by the RTC

**Series of rapid beeps** - failure in system try again.

**On RTI Radios** - Two beeps will be heard after dialing \* 0 #. The call may take up to 20 seconds prior to getting the office connection.

**54. Emergency Call to RTC with Tones**

Select RTC standby channel

Send Tone 1 for approximately 1 second, then immediately send Tone for 2 for approximately 1 second.

After a long tone is heard, voice call the emergency message. Wait for RTC to respond. If no tone received, try again. No tone will be received if RTC is using channel. Transmit call until acknowledged by the RTC.

**On RTI Radios** - Two beeps will be heard after dialing \* 0 #. The call may take up to 20 seconds prior to getting the office connection and the long tone.

## 55. NEW GENERATION RADIO INSTRUCTIONS

### (a) Mobile Radio Audible Tone Indications And Abbreviations

The following audible tones will be heard when using this radio system.

Tone Name	Sound	Indication
RINGBACK	3 Ringing Tones	Mobile call registered on RTC console.
GO-AHEAD	1 Long Beep	Connection established.
FAIL	Series of Rapid Beeps	System failure.
BUSY	4 Long Tones	System busy.
INVALID	1 Warble Tone	Call disallowed or current call has been disconnected.
BARGE-IN	1 Short Tone	Call interrupted by RTC.
DIAL	Continuous	Dial Tone Mobile caller to dial number

### (b) Abbreviations And Terms

DTMF	Refers to the Mobile Touch Tone Numeric Keypad.
NGR	New Generation Radio
MNGR	Modified New Generation Radio
EBLR	Engineering Branch Line Radio
RTI	Radio Telephone Interface
Mobile	Refers to user operating either a mobile or portable radio.

### (c) Transportation Radio Network Emergency Call To RTC

- (i) Mobile selects the designated RTC Standby Channel for its location.
- (ii) Transmit DTMF \*0#. Alternatively, press TONE 1 call button for 1 second then immediately press TONE 2 call button for 1 second.
- (iii) Call has been successfully placed if the mobile receives the "Go Ahead" tone after 5 to 10 seconds. RTI calls receive the "OK" and after 10-20 seconds the "Go Ahead".
- (iv) Immediately after the "GO-AHEAD" tone, the mobile proceeds with Emergency Message broadcast.

### (d) Transportation Radio Network Normal Call To RTC

- (i) Mobile selects the designated RTC Standby Channel for its location.
  - (ii) Transmit either DTMF \*1# (Tone 1) or DTMF \*2# (Tone 2). Alternatively press the designated TONE call button for 1 second.
  - (iii) Call has been successfully placed if the mobile receives the "Ring Tones" approximately 5 -10 seconds after call is requested. Wait for the RTC to respond.
- (e) Transportation Radio Network Additional Features "RTC Standby Channels 6 Or 7"**
- (i) Radio Calls Between Mobiles Within the Coverage of the Same Radio Tower (Local Repeat)**  
Calling mobile selects the designated RTC Standby Channel for its location and voice calls other mobile. Communications requires the use of the nearest radio tower to repeat the signal rather than a direct mobile to mobile path.
  - (ii) Radio Calls Between Mobiles Involving the Coverage of Two or More Radio Towers (Group Call);**
    - (1) Calling mobile selects the designated RTC Standby Channel for its location.
    - (2) Transmit DTMF \*1# or press the TONE 1 call button for 1 second.
    - (3) After the "Go Ahead" tones are received, voice call desired mobile. All towers in the subdivision are connected by this call and only those involved in the communications will stay on line with the remaining towers disconnecting after 2 minutes.
- (f) Engineering Radio Network**
- (i) Emergency Call to RTC**  
If unable to place this call on the RTC Standby Channel through the Transportation Radio Network the Engineering Radio Network may be used as a secondary means.  
Calling mobile select the designated Engineering Channel for its location and then proceed exactly as in steps b) and c) for an Emergency Call through the Transportation Radio Network.
  - (ii) Normal Call to RTC**  
If unable to place this call on the RTC Standby Channel through the Transportation Radio Network the Engineering Radio Network may be used as a secondary means.
    - (1) Calling mobile selects the designated Engineering Channel for its location.
    - (2) Transmit DTMF \*2# or press the TONE 2 call button for 1 second.
    - (3) Call has been successfully placed if the

mobile receives the "OK" followed by the "RINGBACK" tones. Wait for the RTC to respond.

**(iii) Radio Calls Between Mobiles Within the Coverage of the Same Radio Tower (Local Repeat)**

Calling mobile select the designated Engineering Standby Channel for its location and voice call other mobile. Communications requires the use of the nearest radio tower to repeat the signal rather than a direct mobile to mobile path.

**(iv) Radio Calls Between Mobiles Involving the Coverage of Two or More Radio Towers (Group Call)**

- (1) Calling mobile select the designated Engineering Standby Channel for its location.
- (2) Transmit DTMF \*1# or press the TONE 1 call button for 1 second.
- (3) After the "OK" followed by the "GO-AHEAD" tones are received, voice call the desired mobile. All towers involved in this call will have the same 3 most significant digits in their Tower Code (i.e. 123X) as the Tower through which the mobile call was placed.
- (4) Either mobile may DISCONNECT by transmitting '\*#'.

**(v) Radio Calls Between Mobiles Involving the Coverage of Two or More Radio Towers Using 4 Digit 'XXXX' Tower Codes (Extended Repeat - excluding Pacific Division)**

- (1) Calling mobile obtains the Engineering Standby Channel for its location and the Engineering Tower Code (XXXX) for the called mobiles location. The Towers may be located in different subdivisions.
- (2) Calling mobile transmits DTMF \*XXXX# on its Engineering Standby Channel.
- (3) After the "GO-AHEAD" tone is received, voice call the desired mobile.
- (4) Either mobile may DISCONNECT by transmitting '\*#'.

NOTE: Changing the Least Significant Digit of the called Tower Code to '0' will latch all towers on the called towers circuit. All towers involved in this call will have the same 3 most significant digits in their Tower Code (i.e. 123X).

**(vi) Radio Calls Between Mobiles Involving the Coverage of Two or More Radio Towers With Tower Codes That Include '\*' + 4 digits 'XXXX'.**

- (1) Calling mobile obtains the Engineering Standby Channel and Tower Code for its lo-

cation and the Engineering Tower Code for the Called mobiles location. The Towers may be located in different subdivisions.

- (2) Calling mobile transmits DTMF '\*XXXX' on its Engineering Standby Channel.
- (3) Upon receiving "DIAL" tone the mobile transmits the DTMF 'XXXX' 4 digits of the Tower Code for the called mobiles location. '\*' is not transmitted.
- (4) After the "OK" followed by the "GO-AHEAD" tones are received, voice call the desired mobile.
- (5) Either mobile may DISCONNECT by transmitting # + 9999 or # + XXXX where XXXX = 4 digits of its Tower Code.

NOTE: Changing the Least Significant Digit of the called Tower Code to '0' will latch all towers on the called towers circuit. All towers involved in this call will have the same 3 most significant digits in their Tower Code (i.e. 123X) .

**(vii) Mobile Call to a Telephone Through Towers With Tower Codes That Include \* + 4 digits XXXX. (Pacific Division Only)**

- (1) Calling mobile obtains the Engineering Standby Channel and Tower Code for its location.
- (2) Calling mobile transmits the DTMF \*XXXX Tower Code on the Standby Channel.
- (3) Upon receiving "DIAL" tone the mobile transmits DTMF 7000.
- (4) Mobile will receive "DIAL" tone from the Edmonton CN Tower 421 exchange and should now dial the telephone number.
- (5) Mobile will receive "RINGING" or "BUSY" tone indications from telephone system.
- (6) Call is DISCONNECTED at anytime by the mobile transmitting # + 9999 or # + XXXX where XXXX = 4 digits of its local Tower Code or the telephone going ON-HOOK.

**(viii) Telephone to Mobile Calls**

- (1) Obtain Tower Code for mobiles location. Where Tower Codes are listed as \*XXXX or #XXXX, only the 4 digit numeric portion of the Tower Code is used.
- (2) Dial the PABX to Radio System interconnect number; -

- (3) Upon receiving a "DIAL" tone from the Radio

System, dial the 4 digit Tower Code.

- (4) After the "GO-AHEAD" tone is received, voice call the desired mobile.
- (5) Call is disconnected by telephone going ON-hook.

NOTE: Changing the Least Significant Digit of the called Tower Code to '0' will latch all towers on the called towers circuit. All towers involved in this call will have the same 3 most significant digits in their Tower Code (i.e. 123X).

**(g) TRANSPORTATION AND ENGINEERING RADIO NETWORK "OTHER CALLING FEATURES"**

**(i) Normal Call to RTC by Tower Code - (Pacific Division Transportation Radio Network only)** - Allows the mobile to positively determine which tower will be selected to process its call. Can be used when Tower Codes are given in the Transportation Radio Network information of a Subdivision listing.

- (1) Mobile obtains the RTC Standby Channel and Tower Code for its location.
- (2) Transmit the DTMF Tower Code.
- (3) Call has been successfully placed if the mobile receives the "OK" followed by the "RINGBACK" tones. Wait for the RTC to respond.

**(ii) Time-Out Warning & Disconnect (Transportation & Engineering Radio Networks)** - The "OK" tone will be broadcast by a connected tower if the tower is idle and has not received or transmitted a voice message in 2 minutes. The tower will automatically disconnect 10 seconds later if it remains idle. The 2 minute idle timer is reset each time the tower transmits or receives.

**(iii) Mobile Range Check (Transportation & Engineering Radio Networks)**

- (1) Select the RTC Standby Channel or Engineering Network Channel for the mobiles current location.
- (2) Transmit the 3 digit DTMF Code \*\*#.
- (3) Mobile will receive an "OK" tone if it is within range of the tower.

NOTE: It is possible for more than one tower to respond to a range check and the mobile may receive several "OK" tones and or a mixed garbled response.



**(h) Unsuccessful Calls**

- (i) When placing a call the "OK" tone may not always be clearly heard if more than one tower responds.
- (ii) Mobile calls are more reliably placed using the DTMF method as opposed to TONES 1 and/or 2.
- (iii) If the mobile receives no "Audible Tone" indications then either the tower has failed or the mobile is out of communications range.
- (iv) If the mobile receives a "BUSY" tone the system is busy, wait and try again.
- (v) If the mobile receives a "FAIL" tone there has been a system failure, wait and try again.
- (vi) If RTC fails to respond to a successfully placed call the mobile should retry every 5 minutes for a Normal call and immediately (10 - 20 seconds) for an Emergency call.

**(i) Modified New Generation Radio (MNGR) Mobile Calling Instructions**

Modified new generation radio (MNGR) is a system which interfaces older radio tower control equipment with the New Generation Radio office control equipment. This system can be found on the Branch Line Territories in Saskatchewan and Alberta.

**Emergency / Normal Call To RTC**

- (1) Mobile selects the designated RTC Standby Channel for its location.
- (2) Press the designated TONE call button or transmit the 2 digit Tower Code.
- (3) If call successful mobile will hear a 1 second single pitch "Answer-Back" tone.
- (4) If placing an EMERGENCY CALL immediately after hearing the "Answer Back" tone the mobile has a 15 second audio connection to the RTC in which to make its Emergency Broadcast. RTC should answer call immediately after mobile's broadcast.
- (5) If placing a NORMAL CALL the mobile waits for the RTC to answer.

**(j) Engineering Branch Line Radio (ELBR) Calling Instructions (SASKATCHEWAN)**

Radio coverage, Tower Name and Tower Code for an EBLR Tower is obtained from the Time Table Subdivision listings. The tables following these instructions contain the EBLR Tower Names, Channels, Telephone Numbers, Tower Codes and Speed Dial Codes for the EBLR system.

**(i) Radio Calls between Mobiles within the coverage of the same Radio Tower (Local Repeat)**

- (1) Calling mobile selects the Engineering Standby Channel for its location.
- (2) Transmit "Operate Turn-on Code" DTMF 12.
- (3) Voice call other mobile.
- (4) Either mobile transmits DTMF 14 to disconnect at end of call.

**(ii) Mobile Call to Speed Dial Number (Telephone or another EBLR Tower)**

- (1) Calling mobile obtains the Engineering Standby Channel and DTMF Tower Code for its location plus 2 digit DTMF Speed Dial Code for desired party or Tower Code for remote EBLR Tower where second mobile is located.
- (2) Transmit local Tower Code on Engineering channel.
- (3) Upon receiving "DIAL" tone mobile transmits the DTMF 2 digit speed dial code for the desired party or EBLR Tower.

NOTE: The mobile may need to provide the telephone number for the called EBLR Tower when going through the Operator.

- (4) Calling mobile proceeds to talk when called party answers or voice call other mobile if calling through a remote EBLR Tower.
- (5) Mobile transmits DTMF 14 to disconnect if called party does not answer, a "BUSY" tone is received or to disconnect at the end of the call.

**(iii) Telephone to Mobile Calls**

- (1) Telephone caller obtains Tower Name from Subdivision listing for mobiles location and uses this name to obtain the tower's telephone number from the tables included.
- (2) Caller dials the EBLR Tower telephone number.
- (3) Caller listens for "RINGING" followed by a low pitched "BEEP" tone.
- (4) Caller must dial 0 within 2 seconds of hearing this "BEEP" tone. If 0 is not dialed quickly enough a "FAST BUSY" tone will be heard, caller must hang-up and try again.
- (5) Upon success after dialing 0 the caller will hear a second low pitched "BEEP" tone indicating connection to tower.
- (6) Voice call mobile.
- (7) Telephone caller dials 14 or mobile transmits DTMF 14 to disconnect at end of call. A high pitched "BEEP" tone is heard as acknowledgment to the disconnect.

**(k) Engineering Branch Line Radio (EBLR)  
Calling Instructions**

**Kinghorn Subdivision**

Radio coverage, Tower Name and Tower Code for an EBLR Tower is obtained from the Time Table Subdivision listings. The tables following these instructions contain the EBLR Tower Names, Channels, Telephone Numbers, Tower Codes and Speed Dial Codes for the EBLR system.

**(i) Radio Calls between Mobiles within the coverage of the same Radio Tower (Local Repeat)**

- (1) Calling mobile selects the Engineering Standby Channel for its location.
- (2) Voice call other mobile.

**(ii) Mobile Call to Speed Dial Number (Telephone or another EBLR Tower)**

- (1) Calling mobile obtains the Engineering Standby Channel and DTMF Tower Code for its location plus 2 digit DTMF Speed Dial Code for desired party or Tower Code for remote EBLR Tower where second mobile is located.
- (2) Transmit DTMF “ \* “ for 1 second on the local Engineering channel.
- (3) Upon receiving “DIAL” tone mobile transmits the DTMF 2 digit speed dial code for the desired party or EBLR Tower.

NOTE: The mobile may need to provide the telephone number for the called EBLR Tower when going through the Operator. To call the operator dial \*96 .

- (4) Calling mobile proceeds to talk when called party answers or voice call other mobile if calling through a remote EBLR Tower.
- (5) Mobile transmits DTMF # to disconnect if called party does not answer, a “BUSY” tone is received or to disconnect at the end of the call.

**(iii) Telephone to Mobile Calls**

- (1) Telephone caller obtains Tower Name from Subdivision listing for mobile’s location and uses this name to obtain the towers telephone number from the tables included.
- (2) Caller dials the EBLR Tower telephone number.
- (3) Caller listens for “RINGING” followed by a series of quick “BEEPS”.
- (4) Voice call mobile.
- (5) Telephone caller dials # or mobile dials # to disconnect at end of call.

**EBLR TOWER LIST AND SPEED DIAL DIRECTORY**

<b>ASSIGNMENT</b>	<b>Channel</b>	<b>Speed Dial</b>	<b>Phone Number</b>
Swan River	82	24	204-734-4224
Westray	81	98	204-623-3338
Etomani Lake	84	94	306-547-2018
Hudson Bay	82	93	306-865-3889
Humboldt	82	90	306-682-3860
Mikado	81	86	306-563-5263
Tuffnel	82	88	306-272-4316
Wimmer	81	89	306-287-3658
Geraldton	84	40	807-854-1906
Jellicoe	81	41	807-879-1160
Nipigon	82	19	807-887-3523
Orient Bay	84	43	807-885-3291
CN Police Wpg	38		1-800-665-0581
<b>Signals &amp; Communications Trouble Reporting</b>			
		25	1-800-863-4883
Telephone Operator		96	0
Facility Maint. Supervisor Sktoon		68	1-306-728-6205

**TRANSPORTATION SUPERVISORS**

Biggar		44	1-306-948-6662
Dauphin/Canora		33	1-306-563-4611
Melville		28	1-306-728-1835
Thunder Bay, Lines East		27	1-807-475-6771
Thunder Bay Yard		34	1-807-475-6739
Winnipeg Branch Lines		29	1-204-231-7558
Winnipeg Lines West		30	1-204-934-8619

**TRACK SUPERVISORS**

Brandon		97	1-204-727-3076
Canora		56	1-306-563-4612
Dauphin		57	1-204-638-6666
Fort Frances		50	1-807-274-9793
Hudson Bay		53	1-306-865-2296
Sioux Lookout		51	1-807-737-2483
Thunder Bay Terminal		55	1-807-475-6764
Winnipeg		72	1-204-231-7764
Borradaile	82	33	780-853-4589
Craik	81	85	306-734-5148
Dana	84	30	306-244-7252
Denholm	81	23	306-246-2075
Denny	84	13	306-856-2070
Glenavon	84	19	306-429-2179
Hague	81	28	306-225-2053
Hudson Bay	82	93	306-865-3889
Humboldt	82	90	306-682-3860
Kindersley	84	16	306-463-6661
Lashburn	81	22	306-285-4288
Lucky Lake	81	20	306-858-2284
Lumsden	84	98	306-731-2212
McClean	82	91	306-699-2232
Melfort	84	92	306-752-5085
Mistatim	81	93	306-889-2149
Moose Jaw	82	95	306-694-5877

Plato	81	17	306-962-3331
Rabbit Lake	84	24	306-824-2095
Radisson	84	29	306-827-2273
Rosetown	82	31	306-882-2076
Turtleford	82	21	306-845-2828
<b>CN Police Saskatoon</b>		38	1-306-956-5631
Work Force Coordinator		78	1-780-472-3772
District Supt. Equipment		72	1-306-956-5507
Dist. Supt. Transportation		34	1-306-956-5500
Engineering Coordinator		54	1-306-956-5540
Facility Maint. Saskatoon		62	1-306-956-5617
Facility Maint. Supervisor Sktn		68	1-306-956-5530
Maintenance Engineer South		55	1-306-956-5519
Radio Shop, Saskatoon		75	1-306-956-5601
Senior Tech. Supervisor Equipment		73	1-306-956-5508
Track Engineer North		71	1-306-956-5542
Track Engineer South		59	1-306-956-5521
Welding Suprv. Saskatoon		69	1-306-956-5607
Work Equipment Supervisor		65	1-306-956-5522
<b>TRANSPORTATION SUPERVISORS</b>			
Biggar		44	1-306-948-6662
Humboldt		35	1-306-953-1353
Regina		37	1-306-566-4351
Saskatoon		41	1-306-956-5626
<b>TRACK SUPERVISORS</b>			
Lloydminster		11	1-780-875-1575
Melville		49	1-306-728-6201
Moose Jaw		46	1-306-693-5779
North Battleford		50	1-306-445-2522
Regina (Craik)		47	1-306-924-2544
Regina (Line)		60	1-306-924-2543
Saskatoon (Aberdeen)		45	1-306-956-5604
Saskatoon (Rosetown)		57	1-306-956-5606

## TOWER CODES AND SUBDIVISION ZONES PRAIRIE DIVISION

### **Aberdeen Sub MNGR Zone 5023 Emergency 0023**

0.0-19.0	2154	C5 T2	Humboldt
19.0-54.5	2153	C3 T2	Dana/Totzke
54.5-118.0	2152	C3 T2	Langham
118.0-147.7	2151	C3 T2	Brada

### **Allanwater Sub NGR Zone 5051 Emergency 0051**

0.0-14.0	4181	C8 T1	Armstrong
14.0-30.0	4182	C8 T1	Collins
30.0-76.5	4183	C8 T1	Allanwater
76.5-121.4	4184	C8 T1	Ycliff
121.4-138.9	4185	C5 T1	Pelican

### **Amiens Spur MNGR Zone 5026 Emergency 0026**

49.4-75.0	2135	C4 T1	Cater
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### **Assiniboine Sub MNGR Zone 5040 Emergency 0040**

0.0-40.0	4055	C2 T1	Sturgis
40.0-56.8	4054	C3 T1	Ushta
56.8-68.5	4053	C3 T1	Reserve
68.5-92.2	4052	C4 T2	Hudson Bay

### **Blackfoot Sub NGR Zone 5009 Emergency 0009**

0.0-14.0	2011	C8 T2	North Battleford
14.0-68.0	2012	C8 T2	Paynton
68.0-124.4	2013	C8 T2	Earlie
<b>Blaine Lake Sub MNGR Zone 5023 Emergency 0023</b>			
93.9-116.5	2151	C3T2	Brada
<b>Brooksby Sub MNGR Zone 5028 Emergency 0028</b>			
0.0-28.2	2413	C8 T2	Star City
28.2-51.1	2418	C8 T1	Zenon Park
<b>Carberry Sub MNGR Zone 5046 Emergency 0046</b>			
0.0-39.7	4201	C3 T2	Brandon
<b>Central Butte Sub MNGR Zone 5027 Emergency 0027</b>			
0.0-23.0	2536	C2 T1	Regina, IPPL Yd.
23.0-44.0	2537	C3 T1	Moose Jaw
<b>Chelan Sub MNGR Zone 5028 Emergency 0028</b>			
13.0-49.0	2414	C8 T1	Porcupine
49.0-60.1	2413	C8 T2	Star City
<b>Conquest Sub MNGR Zone 5025 Emergency 0025</b>			
0.0-3.0	2241	C8 T1	Saskatoon
3.0-57.5	2515	C8 T2	Conquest
57.5-94.3	2516	C8 T2	Lucky Lake
<b>Craik Sub MNGR Zone 5025 Emergency 0025</b>			
0.0-15.5	2536	C2 T1	Regina, IPPL
48.5-92.0	2533	C4T1	Davidson
92.0-124.0	2532	C4 T1	Kenaston
124.0-154.1	2241	C8 T1	Saskatoon
<b>Cromer SubRTI Zone 5046 Emergency 0046</b>			
0.0-26.5	4201	C3 T2	Brandon
26.5-63.0	4202	C3 T1	Scarth
63.0-97.0	4203	C3 T1	Fairlight
97.0-128.6	3604	C3 T2	Kipling
<b>Elrose Sub RTI Zone 5025 Emergency 0025</b>			
0.0-25.0	2515	C8 T2	Conquest
25.0-72.0	2517	C8 T1	Elrose
72.0-84.4	2518	C8 T1	Richlea
<b>Fort Frances Sub NGR Zone 5052 Emergency 0052</b>			
0.0-23.5	4083	C3 T2/1	Atikokan
23.5-63.8	4084	C3 T2	Mine Center
<b>NGR Zone 5053 Emergency 0053</b>			
63.8-113.5	4171	C3 T1	Ft. Frances
113.5-143.6	4172	C3 T1	Rainy River
<b>Gladstone Sub MNGR Zone 5043 Emergency 0043</b>			
0.0-14.3	4071	C3 T1	Portage
14.3-62.0	4072	C3 T1	Gladstone
62.0-100.0	3703	C3 T1	McCreary
100.0-121.7	3704	C3 T1	Dauphin
<b>Glenavon Sub RTI Zone 5027 Emergency 0027</b>			
1.9-12.5	3604	C3 T1	Kipling
12.5-45.0	2541	C8 T1	Glenavon
45.0-73.0	2540	C8 T1	Vibank
73.0-87.5	2536	C2 T1	Regina
<b>Imperial Spur NGR Zone 5021 Emergency 0021</b>			
0.0-9.0	2555	C2 T1	Xena
<b>Kashabowie Sub NGR Zone 5054 Emergency 0054</b>			
1.3-18.6	4041	C2 T1/2	Thunder Bay
18.6-45.5	4042	C3 T1/2	Mokomon
45.5-97.0	4081	C4 T1	Kashabowie

97.0-127.0	4082	C4 T1	Kawene
127.0-141.4	4083	C3 T1	Atikokan
<b>Kinghorn Sub MNGR Zone 5056 Emergency 0056</b>			
1.9-30.0	4265	C3 T2	Geraldton
30.0-70.0	4264	C3 T1	Jellicoe
70.0-96.5	4263	C3 T2	Orient Bay
96.5-154.0	4262	C3 T2	Nipigon
154.0-178.5	4261	C3 T2	Loon Lake
<b>NGR Zone 5056 Emergency 0056</b>			
178.5-195.5	4041	C2 T2	Thunder Bay
<b>Lampman Sub MNGR Zone 5046 Emergency 0046</b>			
0.0-28.5	4203	C3 T1	Fairlight
28.5-47.5	4206	C3 T2	Carlyle
47.5-88.9	4207	C3 T2	Lampman
<b>Letellier Sub NGR Zone 5047 Emergency 0047</b>			
0.0-7.1	4281	C8 T1	Symington
<b>MNGR</b>			
7.1-63.4	4142	C8 T1	Morris
<b>Lewvan Sub MNGR Zone 5027 Emergency 0027</b>			
100.0-115.5	2536	C2 T1	Regina
<b>Margo Sub MNGR Zone 5041 Emergency 0041</b>			
0.0-25.2	4231	C3 T1	Canora
25.2-49.0	4232	C3 T1	Margo
49.0-83.5	4233	C3 T2	Wadena
83.5-106.1	4234	C3 T1	Wimmer
106.1-122.4	4235	C5 T1	Humboldt
<b>Matador Sub MNGR Zone 5025 Emergency 0025</b>			
0.0-29.7	2517	C8 T1	Elrose
<b>Preeceville Sub MNGR Zone 5040 Emergency 0040</b>			
0.0-9.0	4057	C3 T1	Swan River
9.0-44.0	4056	C3 T1	Benito
44.0-65.1	4055	C2 T1	Sturgis
<b>Quappelle Sub RTI Zone 5027 Emergency 0027</b>			
0.0-30.0	3631	C5 T2	Goodeve
30.0-75.0	3632	C8 T2	Balcaress
<b>MNGR</b>			
75.0-93.8	2536	C2 T1	Regina, IPPL
<b>Redditt Sub NGR Zone 5050 Emergency 0050</b>			
0.0-12.6	4111	C5 T1	Pelican
12.6-27.3	4111	C5 T2	Pelican
27.3-63.0	4021	C4 T2	Amesdale
63.0-100.0	4022	C4 T2	McIntosh
100.0-111.0	4023	C4 T2	Jones
111.0-130.4	4024	C4 T2	Redditt
130.4-154.8	4025	C4 T2	Minaki
154.8-166.0	4026	C4 T2	White
166.0-208.0	4027	C4 T2	Rennie
208.0-238.3	4028	C4 T2	Anola
238.3-252.1	4281	C8 T1	NGR Symington
<b>Rivers Sub NGR Zone 5045 Emergency 5045</b>			
0.0-14.3	4281	C8 T1	Symington
14.3-32.7	4011	C2 T2	Calrin
32.7-85.2	4012	C2 T2	Portage La Prairie
85.2-126.3	4013	C2 T2	Petrel
126.3-166.2	4014	C2 T2	Rivers

166.2-206.0	4015	C2 T2	Uno
206.0-236.4	4016	C4 T2	Welby
236.4-275.0	4017	C4 T2	Atwater
275.0-280.3	4018	C4 T2	Melville
<b>Robinhood Sub MNGR Zone 5026 Emergency 0026</b>			
0.0-36.3	2136	C4 T1	Mayfair
36.3-69.6	2135	C4 T1	Cater
<b>Rosetown Sub RTI Zone 5024 Emergency 0024</b>			
0.0-20.9	2241	C8 T1	Saskatoon
20.9-50.0	3642	C8 T1	Tessier
50.0-98.8	3643	C8 T1	Rosetown
98.8-121.3	3644	C8 T1	Kindersley
<b>St. Brieux Sub MNGR Zone 5028 Emergency 0028</b>			
0.0-10.0	2413	C8 T2	Star City
10.0-29.5	2412	C8 T2	St. Brieux
29.5-54.1	2411	C5 T2	Humboldt
<b>Sprague Sub NGR Zone 5053 Emergency 0053</b>			
0.0-23.0	2172	C3 T1	Rainy River
23.0-67.5	2173	C3 T1	Boundary
67.5-82.0	2174	C3 T1	Woodridge
82.0-112.0	2175	C3 T1	Sandilands
112.0-145.2	2176	C3 T1	Ste. Anne
<b>Tisdale Sub MNGR Zone 5028 Emergency 0028</b>			
0.0-19.9	2177	C4 T1	Hudson Bay
19.9-51.9	2176	C8 T1	Porcupine
51.9-114.0	2175	C8 T1	Star City
114.0-136.2	2178	C8 T1	Birch Hills
<b>Togo Sub MNGR Zone 5042 Emergency 0042</b>			
0.0-10.0	4074	C3 T1	Dauphin
10.0 - 47.0	4236	C3 T2	Grandview
47.0-83.5	4237	C3 T2	Roblin
83.5- 124.9	4238	C3 T2	Kamsack
<b>Turnberry Sub MNGR Zone 5040 Emergency 0040</b>			
0.0-33.6	4052	C4 T2	Hudson Bay
33.6-80.0	4051	C4 T2	Westray
<b>Turtleford Sub MNGR Zone 5026 Emergency 0026</b>			
0.0-25.3	2151	C3 T2	Brada
25.3-77.0	2131	C5 T1	Turtleford
<b>Warman Sub NGR Zone 5021 Emergency 0021</b>			
0.0-17.2	2557	C2 T1	Saskatoon
<b>Watrous Sub Zone 5021 Emergency 0021</b>			
0.0-12.1	2551	C2 T1	NGR Melville
12.1-47.5	2552	C2 T1	NGR Ituna
47.5-80.0	2553	C2 T1	NGR Lestock
80.0-117.0	2554	C2 T1	NGR Semans
117.0-150.0	2555	C2 T1	NGR Xena
150.0-170.0	2556	C2 T1	NGR Allan
170.0-215.0	2557	C2 T1	NGR Saskatoon
215.0-247.3	2558	C2 T1	NGR Leney
<b>Winnipeg Terminals NGR Zone 5049 Emergency 0049</b>			
Wpg. Terminals	4281	C8 T2	Symington
<b>Yorkton Sub RTI Zone 5045 Emergency 0045</b>			
0.0-10.2	3783	C5 T1	Goodeve
10.2-44.2	3782	C5 T1	Yorkton
44.2-54.7	2593	C3 T2	MNGR Canora



**PACIFIC DIVISION**

<b><u>Albreda Sub</u></b>	<b><u>Zone</u></b>	<b><u>5080</u></b>	<b><u>Emergency 0080</u></b>
0.0-4.0	4561	4T1	Jasper
4.0-20.4	4562	4T1	Geikie
20.4-54.0	4563	4T1	Redpass
54.0-87.0	4564	4T1	Tete Jaune
87.0-117.5	4565	4T1	Clemina
117.5-132.3	4566	4T1	Blue River

**Alliance Subdivision**

0.0-59.2 No Radio Coverage

<b><u>Ashcroft Sub</u></b>	<b><u>Zone</u></b>	<b><u>5084</u></b>	<b><u>Emergency 0084</u></b>
0.0-20.2	4541	4T1	Tranquille
20.2-59.2	4542	8T2	Campbell Hill

	<b><u>Zone</u></b>	<b><u>5082</u></b>	<b><u>Emergency 0082</u></b>
59.2.2?-67.2	4542	8T1	Campbell Hill
67.2-86.8	4543	4T1	Spences Bridge
86.8-116.0	4544	4T1	Lytton
116.0-125.5	4545	4T1	Boston Bar East

<b><u>Brazeau Sub</u></b>	<b><u>Zone</u></b>	<b><u>5012</u></b>	<b><u>Emergency 0012</u></b>
0.0-13.5	2371	6T2	Mirror
13.5-83.0	2372	7T2	Gilby
83.0-97.0	2373	6T2	Rocky Mtn House

<b><u>Bulkley Sub</u></b>	<b><u>Zone</u></b>	<b><u>5074</u></b>	<b><u>Emergency 0074</u></b>
0.0-30.5	4581	4T1	Evelyn
30.5-74.0	4582	4T1	New Hazelton
74.0-104.5	4583	4T1	Cedarvale
104.5-122.2	4584	4T1	Pacific
122.2-131.9	4585	4T1	Terrace

<b><u>Camrose Sub</u></b>	<b><u>Zone</u></b>	<b><u>5010</u></b>	<b><u>Emergency 0010</u></b>
0.0-4.8	2315	2T1	Ardrossan
4.8-24.1	2383	3T2	Bretona
24.1-78.0	2382	3T2	Camrose
78.0-95.1	2381	3T2	Mirror

<b><u>Clearwater Sub</u></b>	<b><u>Zone</u></b>	<b><u>5081</u></b>	<b><u>Emergency 0081</u></b>
0.0-16.7	4551	2T1	Wolfenden
16.7-45.5	4552	2T1	McMurphy
45.5-80.0	4553	2T1	Birch Island
80.0-109.5	4554	2T1	Chu Chua
109.5-139.4	4555	2T1	Vinsulla

<b><u>Drumheller Sub</u></b>	<b><u>Zone</u></b>	<b><u>5011</u></b>	<b><u>Emergency 0011</u></b>
0.0-40.0	2044 2304	3T2	Delia
40.0-57.5	2045 2305	2T2	Munson
57.5-80.0	2046 2306	2T1	Wayne
80.0-91.0	2047 2307	2T2	Rosebud
91.0-131.9	2104 2363	3T2	McDonald Lake

<b><u>Edson Sub</u></b>	<b><u>Zone</u></b>	<b><u>5019</u></b>	<b><u>Emergency 5019</u></b>
4.1-31.5	2611	2T2	Spruce Grove
31.5-50.0	2612	4T1	Wabamun
50.0-67.0	2613	4T1	Gainford
67.0-112.0	2614	4T1	Chip Lake
112.0-129.6	2615	4T1	Wolf Creek
Edson	2641	2T1	Edson
129.6-148.0	2642	2T1	Bickerdike
148.0-158.0	2643	2T1	Medicine Lodge
158.0-180.0	2644	2T1	Obed
180.0-210.0	2645	2T1	Entrance
210.0-235.7	2646	2T1	Henry House

**Edson Sub****Greater Edmonton**

4.1-10.0 2701

<b><u>Foothills</u></b>	<b><u>Sub</u></b>	<b><u>5014</u></b>	<b><u>Emergency 0014</u></b>
0.0-12.0	2351	6T2	McLeod River
12.0-34.0	2352	7T2	Embarras
34.0-42.0	2353	6T2	Mercoal
42.0-49.9	2391	8T1	Coal Valley

<b><u>Fraser Sub</u></b>	<b><u>Zone</u></b>	<b><u>5070</u></b>	<b><u>Emergency 0070</u></b>
0.0-25.1	4612	3T1	McBride
25.1-66.6	4613	3T2	Loos
66.6-104.8	4614	2T1	Dewey Hansard

104.8-124.0	4615	2T2	Giscome
124.0-146.1	4616	2T1	Shelley
<b>Kitimat Sub Zone</b>	<b>5076</b>		<b>Emergency 0076</b>
0.0-27.0	4462	2T2	Amsbury
27.0-38.5	4461	2T1	Kitimat
<b>Mountain Park Sub Zone</b>	<b>5014</b>		<b>Emergency 0014</b>
0.0-15.0	2353	6T2	Mercoal
15.0-25.6	2354	7T2	Cadomin CH7
15.0-25.6	2392	1T1	Cadomin CH 1
<b>Nechako Sub Zone</b>	<b>5072</b>		<b>Emergency 0072</b>
0.0-45.7	4601	4T1	PG West
45.7-56.3	4602	4T1	Finmoore
56.3-82.6	4603	4T1	Vanderhoof
82.6-102.0	4604	4T1	Ft. Fraser
102.0-115.4	4605	4T1	Endako East
<b>Oyen Sub Zone</b>	<b>5013</b>		<b>Emergency 0013</b>
0.0-43.8	2302	3T2	Flaxcombe
43.8-91.0	2303	3T2	Oyen
91.0-102.0	2308	3T2	Youngstown
102.0-136.4	2304	3T2	Delia
<b>Ram River Sub Zone</b>	<b>5012</b>		<b>Emergency 0012</b>
0.0-27.0	2373	6T2	Rocky MtnHouse
<b>Rawlison Sub Zone</b>	<b>5083</b>		<b>Emergency 0083</b>
0.0-2.5	4535	2T1	Ft. Langley
<b>Robson Sub NGR Zone</b>	<b>5083</b>		<b>Emergency 0083</b>
0.0-14.7	4563	4T1	Redpass
14.7-29.8	4564	4T1	Tete Jaune
<b>Sangudo Sub Zone</b>	<b>5005</b>		<b>Emergency 0005</b>
0.0-16.0	2281	8T1	St. Albert
16.0-49.0	2282	8T1	Onoway
49.0-139.0	2283	8T1	House Mountain
<b>Sangudo Sub MNGR</b>			
139.0-167.3	2491	8T1	Pass Creek
<b>Greater Edmonton Terminal Zone</b>	<b>5008</b>		<b>Emergency 0008</b>
0.0-2.3	2801	8T2	Walker
<b>Skeena Sub Zone</b>	<b>5075</b>		<b>Emergency 0075</b>
0.0-21.0	4462	2T1	Amsbury
21.0-47.4	4463	2T1	Salvus
47.4-71.6	4464	2T1	Skeena
71.6-85.2	4465	2T1	Sockeye
85.2-94.6	4466	2T1	Horbay
<b>Telkwa Sub Zone</b>	<b>5073</b>		<b>Emergency 0073</b>
0.0-20.2	4481	2T1	Endako West
20.2-53.5	4482	2T1	Burns Lake
53.5-75.8	4483	2T1	Topley
75.8-98.0	4484	2T1	Houston
98.0-125.2	4485	2T1	Quick
<b>Tete Jaune Sub Zone</b>	<b>5080</b>		<b>Emergency 0080</b>
0.0-1.9	4564	4T1	Tete Jaune
1.9-43.4	4611	2T1	Dunster
<b>Three Hills Sub Zone</b>	<b>5011</b>		<b>Emergency 0011</b>
0.0-25.5	2381	3T1	Mirror
25.5-50.0	2363	3T1	Elnora
50.0-71.4	2362	3T1	Three Hills
71.4-126.0	2364	3T2	McDonald Lake
<b>Vegreville Sub Zone</b>	<b>5008</b>		<b>Emergency 0008</b>
0.0-8.5	2013	8T2	Earlie
8.5-70.0	2091	8T2	Lavoy
70-100.0	2092	8T2	Chipman
100.0-127.7	2093	8T2	Scotford
<b>Vegreville Sub Greater Edmonton Terminal At mile 127.7</b>			
	2801	8T2	Walker
<b>Wainwright Sub Zone</b>	<b>5016</b>		<b>Emergency 0016</b>
0.0-33.5	2021	4T2	Palo
33.5-83.5	2022	4T2	Unity
83.5-127.0	2023	4T2	Artland
127.0-140.1	2024	4T2	Wainwright East
140.1-157.7	2311	2T2	Wainwright West
157.7-184.5	2312	2T2	Kinsella

184.5-205.0	2313	2T2	Bruce
205.0-240.0	2314	2T2	Tofield
240.0-264.7	2315 NGR	2T1	Ardrossan

**Wainwright Subdivision****Greater Edmonton Terminal**

253.0-266.7	2701	5T1/2	Walker
<b>Westlock Sub</b>	<b>Zone</b>	<b>5004</b>	<b>Emergency 0004</b>

0.0-3.0	2271	3T1	Dunvegan
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3.0-42.0	2272	3T1	Morinville
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42.0-67.2	2273	3T1	Westlock
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67.2-97.5	2274	3T1	Fawcett
-----------	------	-----	---------

97.5-116.5	2275	3T1	Chisholm
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116.5-130.4	2276	3T1	Macmath
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<b>Yale Sub</b>	<b>Zone</b>	<b>5083</b>	<b>Emergency 0083</b>
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0.0-3.1	4531	2T1	Boston Bar
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3.1-10.5	4532	2T1	Komo
----------	------	-----	------

10.5-41.5	4533	2T1	Yale
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41.5-72.9	4534	2T1	Rosedale
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72.9-112.6	4535	2T1	Ft. Langley
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112.6-131.8	4536	2T2	Thornton Yd.
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<b>MSREP</b>	<b>DTMF *5033#</b>	<b>Tel. 1 877-406-3150</b>
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<b>S&amp;C Call Desk</b>	<b>DTMF *5099#</b>	<b>Tel. 1 800-863-4883</b>
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**Common DTMF Key pad sequences.**

Emergency	DTMF	*0#
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Field Disconnect	DTMF	*#
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**56. 97 CHANNEL LOCOMOTIVE RADIO**

Locomotives equipped with 97 channel radios are capable of accessing both CN channels and those of other railroads in Canada and the USA.

On the TRACKSTAR IIIA radios, 35 commonly used channels have been preset (18 CN and 17 foreign). When a preset channel is selected, the applicable railway initials and channel number will appear in the display. The radio is also capable of accessing 97 AAR railway channels. When an AAR channel is selected, its 4 digit designation will appear in the display.

On TRACKSTAR IIIA radios.

There have been reports from the field indicating that calls being generated by DTMF tones from a Trackstar locomotive radio are not being received by the RTC office. Investigation has determined that the first DTMF tone must be pushed for a long enough period of time to be properly generated by the radio. To correct this fault, it will be necessary for the user to push the first digit for a period of at least one full second before proceeding to subsequent digits. This will ensure that the DTMF tones are properly generated by the radio. The remaining digits may be generated in a normal manner.

On SPECTRA radios 95 channels are preset. When selecting CN channels using the HOME button, the corresponding CN channel will be displayed. For accessing foreign railroad channels, the AAR channel designation must be used.

## RADIO CHANNEL & MODE ARRANGEMENT TABLE

CN CHANNEL	AAR DESIGNATION	DISPLAY TS IIIA	HOME DISPLAY SPECTRA
1	8787	CN01	01
<b>2</b>	<b>7373</b>	<b>CN02</b>	<b>02</b>
3	5555	CN03	03
<b>4</b>	<b>3737</b>	<b>CN04</b>	<b>04</b>
5	1717	CN05	05
<b>6</b>	<b>7925</b>	<b>CN06</b>	<b>06</b>
7	6302	CN07	07
<b>8</b>	<b>6161</b>	<b>CN08</b>	<b>08</b>
14	3333	3333	14
<b>18</b>	<b>4141</b>	<b>4141</b>	<b>18</b>
20	4545	CN20	20
<b>22</b>	<b>0909</b>	<b>0909</b>	<b>22</b>
26	5757	CN26	26
<b>28</b>	<b>1313</b>	<b>CN28</b>	<b>28</b>
31	1919	CN31	31
<b>33</b>	<b>2525</b>	<b>2525</b>	<b>33</b>
37	7979	7979	37
<b>40</b>	<b>8585</b>	<b>CN40</b>	<b>40</b>
41	7777	7777	41
<b>42</b>	<b>8989</b>	<b>8989</b>	<b>42</b>
56	4949	4949	56
<b>65</b>	<b>8115</b>	<b>8115</b>	<b>65</b>
72	2121	2121	72
<b>78</b>	<b>5704</b>	<b>5704</b>	<b>78</b>
81	6523	CN81	81
<b>82</b>	<b>5307</b>	<b>CN82</b>	<b>82</b>
84	6911	CN84	84
FOREIGN RAILWAY	CHANNEL	DISPLAY TS IIIA	AAR DESIG. & DISPLAY SPECTRA
CP	1	CP01	9191
<b>CP</b>	<b>2</b>	<b>CP02</b>	<b>9591</b>
CP	3	CP03	2191
<b>CP</b>	<b>4</b>	<b>CP04</b>	<b>6767</b>
CP	5	CP05	8181
<b>CP</b>	<b>6</b>	<b>CP06</b>	<b>2181</b>
CP	7	CP07	9595
<b>CP</b>	<b>8</b>	<b>CP08</b>	<b>2195</b>
BCR	1	0606	0101
<b>BCR</b>	<b>2</b>	<b>8406</b>	<b>8401</b>
BCR	3	7575	7575
<b>BCR</b>	<b>5</b>	<b>3939</b>	<b>3939</b>
BCR	6	9439	9439

**NOTE:**

All 4 digit designations under TS IIIA are accessed by pressing and holding the AAR/Home button until the display changes to 4 digits and then scrolling to the right channel.

## WESTERN OPERATIONS CENTRE EDMONTON

**ALBERT NASHMAN**  
**General Manager**

**ROCKY HARTLINE**  
**Senior Manager WOC**

**WAYNE JACKSON**  
**SENIOR MANAGER OPERATIONS**  
**Prairie Division**

**RON MARRESE**  
**SENIOR MANAGER OPERATIONS**  
**Pacific Division**

**DAVE MARCHAND**  
**Manager Service Design / RTC**

### Chief Dispatchers

R.J. Adair	A.E. Osterlund	J.Z. Ammar	H.C. Riedel
G.K. Bent	P.L. Owens	V.M. Guest	M. Gauthier
M.D. Swanson	R.P. Capper	D.R. Pare	R.C. Pollon
W.C. Donlevy	R. M. Froment	J.A. Pichor	K.E. Toews
R.W. Hintz	R.C. Shockey	B.M. Sobkowicz	
D.L. Paterson			

### RAIL TRAFFIC CONTROLLERS (RTC)

Anderson,	DIA	Kollesavich,	GDK
Andrews-Fowler,	DEA	Lamontagne,	MAL
Archambault,	SMA	LeBlanc,	RDL
Ashton,	DRA	Lisenchuk,	GSL
Beaudry,	RLB	Lussier,	BJL
Beisiegel,	BLB	MacKay,	JEM
Belliveau,	MFB	MacDonald,	DGM
Bent,	JRB	McLean,	GBM
Beyer,	RCB	Malanchuk,	JSM
Bigland,	NAB	Martinson,	DJM
Brown,	JDB	Maslo,	VTM
Brownlee,	SDB	McDonald,	BEM
Burgess,	WMB	McMahon,	SAM
Comeau,	JPC	McMinn,	RGM
Craigen,	JCC	Meise,	ARM
Dowdell,	JKD	Miller,	MBM
Downey,	LMD	Moreau,	PBM
Engele,	RAE	Morkeberg,	EOM
Evashenko,	CJE	Morris,	AWM
Fabian,	SJF	Moss,	RBM
Flewin,	HAF	Nevins,	LVN
Footz,	WDF	Owens,	RWO
Foster,	JPF	Pich,	WP
Fournier,	JRF	Pilgrim,	DMP
Fowler,	MPF	Pronovost,	RDP
Fraser,	WMF	Pugh,	MLP
Fulmes,	LVF	Relitz,	BLR
Haczekwicz,	LMH	Richardson,	RJR
Hardcastle,	PWH	Roberts,	KWR
Hayduk,	RLH	Rusnak,	MGR
Hedley,	DKH	Rusnak,	DER
Horne,	HBH	Rusnak,	CJR
Hoyseth,	RBH	Shear,	GAS
Hudson,	SJH	Tardif,	AT
Johns,	KRJ	Uhrich,	RWU
Kennedy,	GRK	Uhrich,	DKU
Keough,	DDK	Watson,	LAW
		Weight,	BW
		Wert,	REW
		West,	GSW
		Zomber,	SMZ
		Zukowski,	PJZ

**WESTERN OPERATIONS CENTRE  
&  
RAIL TRAFFIC CONTROL DIRECTORY**

472-3999 **1-800-668-6222** WOC Emergency Number  
**1-866-472-3072** WOC RTC & CMC Toll Free Number  
 472-3767 **1-800-465-9239** CN Police Emergency Number

472-3110 **fax** 472-3946 Chief Dispatcher - WOC East  
 (Lakehead Zone, GWT, Rivers Sub  
 and South MB Branches).

472-4064 **fax** 472-3946 Chief Dispatcher - WOC Central  
 (Jasper East Switch to Melville  
 West Switch)

472-3181 **fax** 472-3946 Chief Dispatcher - WOC West  
 (Jasper East Switch to GVT and  
 BC North)

472-3951 **fax** 472-3946 Chief Dispatcher - WOC Branch  
 (PNL, PSL, SK, AB, Remaining MB  
 Branches).

472-4073 **fax** 472-3946 Chief Dispatcher - Motive Power  
 472-3753 **fax** 472-3038 Work Force Coordinator  
 472-3208 **fax** 472-3284 Operations Assistant WOC  
 472-3063 **fax** 472-3105 RTC Staff Coordinator

**PRAIRIE DIVISION**

472-3925 **fax** 472-3231 **Desk A**  
 Redditt and Allanwater Subs  
 0700-1500 MT Monday - Friday  
 Transcona East to Hudson  
 (All territories on remaining  
 shifts)

472-3819 **fax** 472-3231 **Desk B**  
 Redditt and Allanwater Subs  
 Monday - Friday Hudson to  
 Armstrong.

472-3191 **fax** 472-4087 **Desk D**  
 Winnipeg Terminals - South MB -  
 N.W. ON Branches 24/7 Regina  
 Branches 1740-0700 MT Monday-  
 Friday and all shifts on weekends  
 Gladstone-Togo subs 2300-0700  
 MT daily except Sunday night  
 (Desk J)

472-3712 **fax** 472-4087 **Desk F**  
 Rivers Sub (Diamond to Cana Jct)

472-3881 **fax** 472-4087 **Desk G**  
 Watrous and Warman Subs

472-3155 **fax** 472-3231 **Desk H**  
 Tete Jaune and Fraser Subs.  
 Monday to Friday 0700 to 1740 MT  
 (Desk Q on off shifts).

472-3716 **fax** 472-3231 **Desk J**  
 Gladstone, Togo, Margo,  
 Aberdeen, North SK Branches and  
 North MB Branches. Daily 0700 -  
 2300 MT and Sunday 2300-0700  
 MT Monday.

472-4085 **fax** 472-3231 **Desk K**  
 Sprague, Kashabowie and Fort  
 Frances Subs

**PACIFIC DIVISION**

- 472-3051      fax 472-3758 **Desk L**  
 Alberta Branches  
 Vegreville-Blackfoot and  
 Saskatoon Branches 1740-0700  
 MT Monday-Friday and all shifts  
 on weekends Aberdeen-Margo-  
 North SK Branches-Saskatoon  
 Branches and North MB  
 Branches 2300-0700 MT daily  
 except Sunday evening, see  
 Desk "J" for OCS territory  
 removed from "L" on Sunday  
 evening
- 472-3055      fax 472-4087 **Desk M**  
 Wainwright Sub Clover Bar East  
 to Biggar 0700-1500 MT daily  
 and 1500-2300 MT Monday-  
 Friday East Jct. To Biggar 2300-  
 0700 MT daily and 1500-2300  
 Saturday-Sunday
- 472-3196      fax 472-3231 **Desk P**  
**Vegreville-Blackfoot-Regina**  
 Branches-Saskatoon Branches  
 0700-1740 MT Monday-Friday
- 472-3734      fax 472-3231 **Desk Q**  
 Bulkley-Skeena-Kitimat-Telkwa-  
 Nechako  
 Tete Jaune-Fraser 1740-0700  
 MT Monday-Friday and all shifts  
 on weekends
- 472-3053      fax 472-4087 **Desk R**  
 Edmonton Terminals - Clover Bar  
 East (Wainwright Sub) to Yates  
 (Edson Sub) 0700-1500 MT  
 daily. 1500-2300 MT Monday-  
 Friday. 1500-1820 MT Saturday  
 and Sunday.
- 472-3052      fax 472-4087 **Desk S**  
 Edson West-Foothills-Mountain  
 Park Edson East 2300-0700 MT  
 daily and 1820-2300 MT  
 Saturday and Sunday
- 472-3735      fax 472-3758 **Desk T**  
 Albreda-Robson and Jasper  
 Yard 24/7 Clearwater Sub 2300-  
 0700 MT daily and 1840-2300  
 MT Saturday and Sunday
- 472-3736      fax 472-3758 **Desk X**  
 Clearwater Subs  
 0700-0900 MT Monday-Friday  
 Basque (Ashcroft Sub) to Blue  
 River. 0900-1700 MT Monday-  
 Friday Clearwater Sub. 1700-  
 2300 MT Monday-Friday and  
 0700-1840 MT Saturday-Sunday  
 Basque (Ashcroft Sub) to Blue  
 River.
- 472-3737      fax 472-3758 **Desk Y**  
 Ashcroft Sub **0700-0900 MT**  
 Monday-Friday Basque to  
 Greater Vancouver Terminals  
 (GVT). 1700-2300 MT Monday-  
 Friday and 0700-1840 MT  
 Saturday-Sunday Basque to  
 GVT 0900-1700 MT Monday-  
 Friday Ashcroft Sub 1840-2300  
 MT Saturday-Sunday and 2300-  
 0700 daily Ashcroft and Yale  
 Subs



472-3738

fax 472-3758 **Desk Z**

Yale Sub 0900-1700 Monday to Friday

**Note:**

For the purpose of tracking RTC OCS coverage, the following subdivisions and RTC controlled Spurs will always be grouped together:

**South MB - N.W. ON Branches :**

Kinghorn-Kashabowie OCS-Marmion Lake Spur-Letellier-Carberry-Cromer-Lampman

**North MB Branches :**

Assiniboine-Turnberry-Preeceville-Swan River Spur-Erwood Spur

**Regina Branches :**

Yorkton-Rhein Spur-Quappelle-Glenavon-Lewvan-Central Butte-Lanigan Spur

**Saskatoon Branches :**

Craik-Rosetown-Elrose-Conquest

**North SK Branches :**

Tisdale-Birch Hills Spur-Brooksby-St. Brieux-Blaine Lake-Robinhood-Turtleford-Bolney Spur-Cudworth Spur-Amiens Spur

**AB Branches :**

Sangudo-Windfall Spur-Westlock-Camrose-Alliance-Three Hills-Brazeau-Ram River-Drumheller-Oyen

**PNL Subs are listed in the directory separately.**

