

Time Table

21

Effective at 1200 Friday November 1, 2002

Central Standard Time



“...willingness to obey the rules...”

Pat Pender
Vice President Transportation/Field Operations

Dave Sissons
Assistant Vice President Transportation

Steve Bromley
General Manager Operations, Field Operations

Vision
Mission
Values
Goals

Vision

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

Mission

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

Goals

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

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

CPR employees have diverse jobs and carry out a wide variety of activities each day. They work in hundreds of locations across North America. The Company's vision, mission, values and goals are intended to provide the foundation of the purpose of CPR. They are designed to help all of us, regardless of location or job activity, understand where we are headed as a company. When all employees know our values, our vision, our mission and our goals, our company and each one of us will likely be more successful.

Values

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

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

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

Respect - consideration for people and their overall well being

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

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

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

Leadership Through Teamwork- achieving success through effectively working together

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

Improvement and Innovation - encouraging new ideas and continuous improvement

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

Rob Ritchie, President & CEO

MANITOBA SERVICE AREA

TIME TABLE NO 21

Taking effect at 1200 Friday November 1, 2002

Governed by:

Central Standard Time
Central Daylight Saving Time beginning at 0300 Sunday April 6, 2003
Central Standard Time beginning at 0100 Sunday October 26, 2003
Central Daylight Saving Time beginning at 0300 Sunday April 4, 2004
Central Standard Time beginning at 0100 Sunday October 31, 2004

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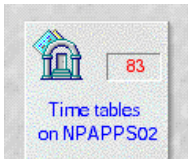
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*** Subdivision Footnotes are indexed as follows:**

- 0.0 Radio
- 1.0 Hot Box Detector System
- 2.0 Equipment Restrictions
- 3.0 Dangerous Commodities
- 4.0 Speeds
- 5.0 Clearances
- 6.0 Centralized Traffic Control
- 7.0 Occupancy Control System
- 8.0 Automatic Block Signal System
- 9.0 Public Crossings at Grade
- 10.0 Interlockings
- 11.0 General Footnotes
- 12.0 Spurs and Other Tracks



Time Signal - In the application of System Special Instruction to CROR Rule 1,
a CPR approved time signal can be obtained by dialing (204) 934-4679.

 <p>Time tables on NPAPPS02</p>	<p>LOTUS NOTES USERS</p> <p>UPDATES AND CORRECTIONS TO THIS TIME TABLE ARE LOCATED IN TIME TABLES DATABASE.</p>
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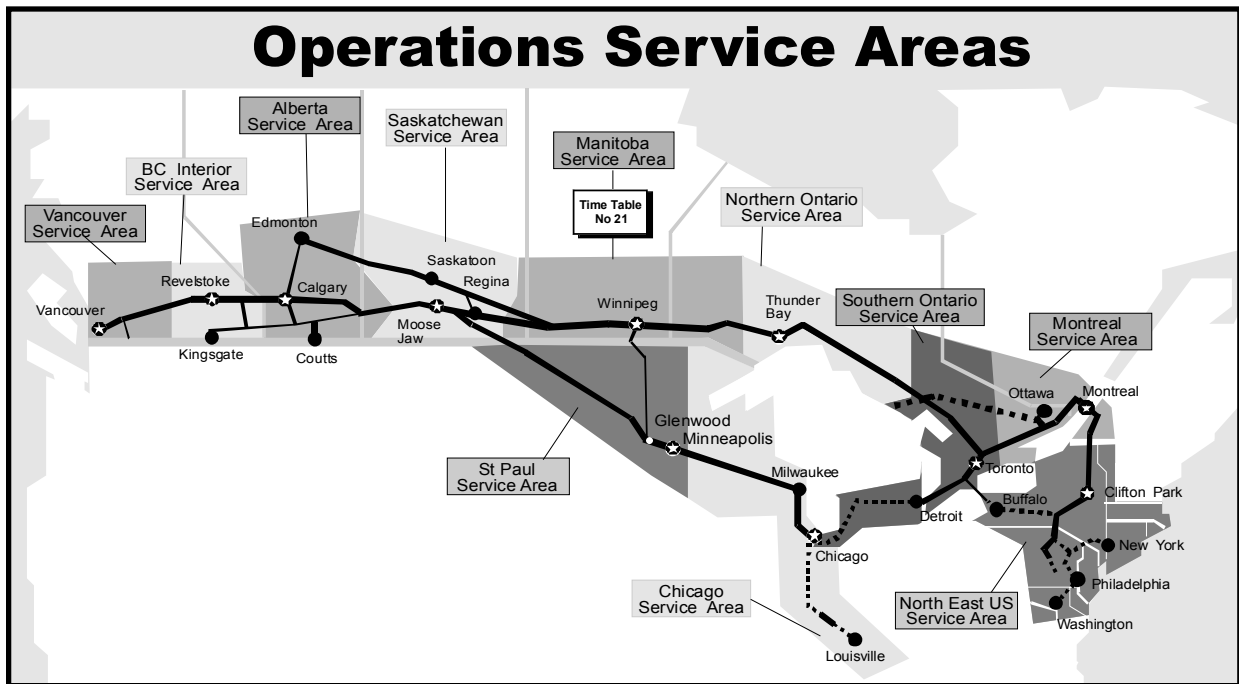
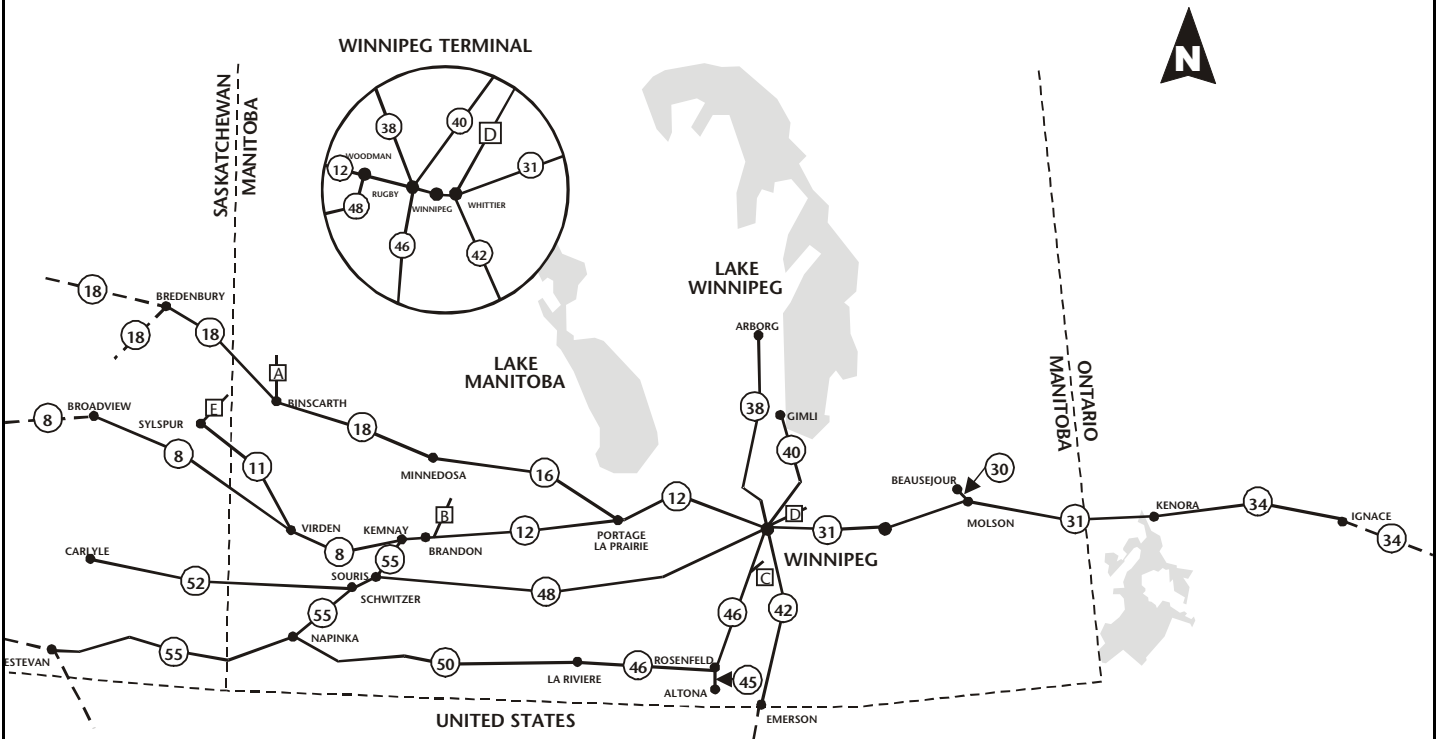
MANITOBA SERVICE AREA**Subdivision and Spur Index**

Subdivisions	Page/Map	Low mile	High mile	Miles
Arborg	38	Rugby	End of track - Arborg	75.1
Arcola	52	Schwitzer	Carlyle	85.0
Bredenburg	18	Minnedosa	Bredenburg	118.6
Broadview	8	Brandon	Broadview	130.9
Carberry	12	Winnipeg	Brandon	133.1
Emerson	42	Whittier	International Boundary	64.1
Estevan	55	Kemnay	Estevan	156.1
Glenboro	48	Woodman	Souris	146.8
Gretna	45	Rosenfeld	End of track - Altona	7.5
Ignace	34	Ignace	Kenora	146.2
<i>Indian Head</i>	8	Broadview	Broadview West	2.3
<i>Kaministiquia</i>	34	Mile 142.0	Ignace	5.2
Keewatin	31	Kenora	Winnipeg	125.7
Lac du Bonnet	30	Molson	End of track - Beausejour	10.2
La Riviere	46	Rugby	La Riviere	111.0
Minnedosa	16	Portage la Prairie	Minnedosa	77.9
Napinka	50	La Riviere	Napinka	108.5
Rocanville	11	Virden	End of track - Sylspur	51.0
<i>Weyburn</i>	54	Hitchcock	Shand	14.1
Winnipeg Beach	40	Rugby	End of track - Gimli	58.0
<i>Wynyard</i>	18	Bredenburg	Mile 1.4	1.4
<i>Yarbo</i>	18	Bredenburg	Mile 1.5	1.5

See Pages 22 – 29 for Winnipeg Terminal Footnotes

Spurs	Page/Map	Low mile	High mile	Miles
Agricore	21, A	Mile 76.6 Bredenburg Sub	End of track	5.0
Brandon North Industrial	15, B	Mile 129.1 Carberry Sub	End of track	5.0
Manitoba Sugar	28, C	Mile 8.5 La Riviere Sub	End of track	2.5
Marconi	28, D	Whittier	End of track	6.0
Sylvite	11, E	Mile 50.7 Rocanville Sub	End of track	10.8
TOTAL (Subdivisions and Spurs included)				1659.5

MANITOBA SERVICE AREA



MANITOBA SERVICE AREA

OPERATING OFFICERS

Brian O'Rourke	Steve Bromley	Brent Laing
General Manager Operations <i>Engineering Services</i> Calgary	General Manager Operations <i>Field Operations</i> Calgary	General Manager Operations <i>Mechanical Services</i> Calgary

Ron Tumak	George Smith	Gord McCahery
Service Area Manager <i>Engineering Services</i> Winnipeg ☎ (204) 946-3436	Service Area Manager <i>Field Operations</i> Winnipeg ☎ (204) 927-4645	Service Area Manager <i>Mechanical Services</i> Winnipeg ☎ (204) 934-4214

Steve Baker	Frank Devine	Jim Parson
Manager Operations (Road) Brandon ☎ (204) 729-3001	Manager Operations (Yard/Road) Winnipeg ☎ (204) 927-4647	Manager Operations (Road) Kenora ☎ (807) 468-9738

Calgary Network Management Centre	
<p style="text-align: center;">Director - Operations Vancouver/BC Interior/Alberta Saskatchewan/Manitoba Service Areas ☎ (403) 260-5876</p>	<p style="text-align: center;">Corridor Manager Manitoba/Northern Ontario Service Areas ☎ (403) 260-5823 ☒ NMC0005</p>
<p style="text-align: center;">Assistant Director - Operations Vancouver/BC Interior/Alberta Saskatchewan/Manitoba Service Areas ☎ (403) 260-5802 ☒ NMC0001</p>	<p style="text-align: center;">Locomotive Manager Manitoba/Northern Ontario Service Areas ☎ (403) 319-5827 ☒ NMC0013</p>
	<p style="text-align: center;">Operations Manager Manitoba Service Area ☎ (403) 260-5820 ☒ NMC0009</p>

MANITOBA SERVICE AREA

TELEPHONE NUMBERS/E-MAIL IDs NMC - RAIL TRAFFIC CONTROLLERS

401 9th Avenue SW, Calgary

Assistant Director RTC/CMC
(403) 319-6901

Manager RTC
(403) 260-5869

Assistant Manager RTC
(403) 260-5813, E-mail ID: OM01953

Phone numbers and e-mail IDs	Emergency	Telephone	E-mail IDs
Emergency	1-800-795-7851		
Ignace Subdivision	(403) 543-8431	(403) 319-6654	OM01086
Keewatin Subdivision	(403) 543-8315	(403) 319-6700	OM01083
Carberry/Broadview Subdivisions	(403) 543-8319	(403) 319-6706	OM01085
Winnipeg/Brandon Branches	(403) 543-8318	(403) 319-6704	OM01087
Minnedosa/Bredenbury Subdivisions	(403) 543-2976	(403) 543-2977	OM01087
Saskatchewan South	(403) 543-8322	(403) 319-6702	OM01082
Saskatchewan East	(403) 543-8320	(403) 319-6698	OM00427
Indian Head Subdivision	(403) 543-8324	(403) 319-6690	OM01084
Interlocking RTC Rugby		(204) 934-4245	HHS0474



RTC's TRANSFERS

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

RTCs should only be contacted in cases of emergency.

Unless otherwise specified, RTC transfers are from 0800 to 0815, 1600 to 1615 and 0001 to 0015, Central Time.

ALL TELEPHONE AND RADIO CALLS ARE TAPE RECORDED

Time Table No 21 – November 1, 2002

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zone	D L Zone GOI Sec 10 item 5.4	Miles from Brandon	WESTWARD ↓	BROADVIEW SUBDIVISION (Subdivision No 6319)	EASTWARD ↑	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
												STATIONS						
3.2	CP 1	031	CP 3 *31#	911	CP 21 *31#	131	CP 16	2.5	2.5	0.0		BRANDON	BWY	1	CTC	Yard	5600	6.0
										2.5		2.5	BRANDON WEST				W	
		8.2						5.7	KEMNAY	Y	7430	5610						
								Jct Estevan Sub										
		20.4						12.2	ASHBURY		7520	5613						
		32.5						12.1	OAK LAKE		8390	5615						
		47.2						14.7	VIRDEN		7510	5618						
								Jct Rocanville Sub										
		56.3						9.1	HARGRAVE		7520	5620						
		70.8						14.5	KIRKELLA		7530	5624						
		81.6						10.8	ROTAVE		7630	5626						
		93.8						12.2	RED JACKET		7520	5628						
		106.7						12.9	GUILER		7510	5632						
		117.5						10.8	WHITEWOOD	Y	7520	5635						
129.1		11.6	BROADVIEW EAST	W														
130.9		1.8	BROADVIEW	WY	Yard	5640	4.0											

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zone	D L Zone GOI Sec 10 item 5.4	Miles from Broadview	WESTWARD ↓	INDIAN HEAD SUBDIVISION (Subdivision No 6333)	EASTWARD ↑	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%
												STATIONS						
2.9	CP 4	021	CP 3 *41#	911	CP 14 *41#	121	CP 13	2.3	2.3	0.0		BROADVIEW	WY	1	CTC	Yard	5640	3.4
									2.3	2.3		2.3	BROADVIEW WEST					

BROADVIEW SUBDIVISION FOOTNOTES

NOTE: BROADVIEW SUBDIVISION FOOTNOTES CONTAIN INSTRUCTIONS PERTAINING TO INDIAN HEAD SUBDIVISION SWITCHING ZONE BETWEEN BROADVIEW AND MILE 2.3.

0.0 RADIO

- 0.1** Trackside Radio System 2 in effect.
- 0.2** Zone Code (Z) is 3, except 4 on Indian Head Sub-division.
- 0.3** Radio Base Station located at Brandon. Channel CP 1 monitored by Yardmaster from 0700 Sunday until 2300 Saturday.

0.4

To Call:	Channel	Dial
Diesel Specialist	CP 21	*31110#
S&C Support Desk	CP 21	*31406#
Time Signal	CP 21 or CP 3	*39778#

Disconnect call by dialing *3#

Indian Head Subdivision		
Diesel Specialist	CP 14	*41110#
S&C Support Desk	CP 14	*41406#
Time Signal	CP 14 or CP 3	*49775#

Disconnect call by dialing *4#

BROADVIEW SUBDIVISION FOOTNOTES

1.0 HOT BOX DETECTOR SYSTEM

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Mile 15.9		13.5	**	Immediate	Kemnay (Estevan Sub)
Immediate	Oak Lake		26.5		Immediate	Mile 15.4
Immediate	Hargrave		51.9		Immediate	Virden
Immediate	Mile 86.5		77.5		Immediate	Kirkella
Immediate	Whitewood		101.3		Immediate	Mile 85.7
Immediate	Broadview		121.7		Immediate	Whitewood

2.0 EQUIPMENT RESTRICTIONS

2.1 Crane and Auxiliary

- 414216-33 30 MPH on bridge Mile 7.93.
- 414400-02 20 MPH on bridge Mile 7.93.
- 414502 and 414651 10 MPH on bridge Mile 7.93.

4.0 SPEEDS

Westward MPH	Mile	Eastward MPH
All Trains	All Trains	All Trains
Broadview Subdivision		
45	0.0 to 1.0	45
60	1.0 to 7.7	60
45	7.7 to 8.0	45
60	8.0 to 47.1	60
45	47.1 to 47.8	45
60	47.8 to 130.9	60
Indian Head Subdivision		
60	0.0 to 2.3	60

4.2 Maximum speed 25 MPH on sidings.

5.0 CLEARANCES

- 5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies:
- at Brandon. Clearance must be obtained from Carberry or Broadview Subdivision RTC.
 - at Broadview. Clearance must be obtained from Indian Head or Broadview Subdivision RTC.

6.0 CENTRALIZED TRAFFIC CONTROL

- 6.1 CTC Rules apply between Brandon and Broadview West.
- 6.2 That portion of track in siding Virden between Signals 466D and 465D is a signalled track and CTC Rules apply. Rule 42 does not apply.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Mile 0.98, 26th Street North

Whistle signal Rule 14(l) is prohibited. Rule 103.1(c) does not apply.

9.2 Mile 31.95

Movements on other than main track must stop at STOP signs before obstructing crossing.

9.3 Mile 46.56

Rule 103.1(c) does not apply for westward movements.
Rule 103.1(c) is modified to 15 MPH within 500 feet for eastward movements.

9.4 Mile 47.06, Lyons Street

Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on other than main track must not exceed 5 MPH until crossing is fully occupied. Movements on north business track must stop at STOP signs before obstructing crossing.

9.5 Mile 47.43, King Street

Pushbuttons provided to operate warning devices when switching or standing clear on main track.

9.6 Mile 55.55

Pushbuttons provided to operate warning devices when standing clear east of crossing.

9.7 Mile 63.85

Pushbuttons provided to operate warning devices when switching or standing clear on main track. On other than main track, movements must stop at STOP signs before obstructing crossing.

9.8 Mile 86.14

Pushbuttons provided to operate warning devices when switching or standing clear on main track. On other than main track, movements must stop at STOP signs before obstructing crossing.

BROADVIEW SUBDIVISION FOOTNOTES

9.9 Mile 86.30

Pushbuttons provided to operate warning devices when switching or standing clear on main track. On other than main track, movements must stop at STOP signs before obstructing crossing. STOP signs are located on the south side of all tracks and applies to movements on all tracks except main track.

9.10 Mile 86.52

Pushbuttons provided to operate warning devices when switching or standing clear on main track.

9.11 Mile 94.5

Westward movements must not exceed 10 MPH from Signal 945 or 945D until crossing is fully occupied when a train, engine or equipment on adjacent track is within 900 feet of crossing. Spotting of Equipment Prohibited Beyond This Point signs located 900 feet east of crossing.

9.12 Mile 116.23, Highway 9

Movements on other than main track must stop at STOP signs before obstructing crossing.

9.13 Mile 116.65, Lalonde Street

Rule 103(b)(ii) does not apply to movements authorized to proceed at Medium speed at Signal 1168D. Movements on other than main track must stop at STOP signs before obstructing crossing.

11.0 GENERAL FOOTNOTES

11.1 Dual control switch point derail located on long lead within controlled location at Broadview East.

11.2 In the application of Rule 104(c), a train or engine may leave other than main track switches within Brandon yard, except crossover switches, lined and locked in either position.

11.3 Carberry Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Switching Zone at Brandon and Indian Head Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Switching Zone at Broadview.

11.4 GOI Section 10, Item 5.4 applies:
 — between Brandon and D L Zone Sign Mile 2.5. Brandon Yardmaster is responsible from 0700 Sunday until 2300 Saturday. Carberry Subdivision RTC is responsible from 2300 Saturday until 0700 Sunday.
 — between Broadview East and Broadview West. Indian Head Subdivision RTC is responsible.

11.5 Instructions for yarding trains at Broadview will be given by the RTC. Conductors must fax all information, including location of train, on Form 125.

12.0 SPURS AND OTHER TRACKS

12.1 Maximum speed 5 MPH on wye at Brandon and 25 MPH on west long lead Brandon between Mile 0.0 and 2.5.

12.2 System Special Instruction related to Rule 104(c) (Yard Crossover Switches) does not apply to connecting track between Brandon West long lead and Track 2 lead, Mile 0.5.

12.3 Broadview Yard

- A. Maximum speed 25 MPH on long lead and 5 MPH on wye at Broadview.
- B. In the application of Rule 104(c), a train or engine may leave other than main track switches, except crossover switches, lined and locked in either position.
- C. 6 axle units prohibited on west leg of wye.
- D. Track 1 must be left clear at inspection point to permit pull-by inspection on north side of Long Lead.
- E. Access to shop and rip tracks must not be blocked by cars.
- F. Pedestrian walkway Mile 0.1 Indian Head Subdivision must not be blocked by switching or standing trains.
- G. Engines of trains held at Broadview must be left east of bunkhouse.

12.4 Station Numbers:

Mile 15.7 (Alexander).....	5612
Mile 63.7 (Elkhorn).....	5622
Mile 86.1 (Moosomin)	5627

Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Cautionary Limits	Miles from Virden	WESTWARD ↓	ROCANVILLE SUBDIVISION (Subdivision No 6320)		EASTWARD ↑	Main Track(s)	Method of Train Control	Station Number	Haulage Factors — 20%
											STATIONS						
3.0	CP 1	033	CP 3	911	CP 21	133	CP 16	2.5	0.0	↓	VIRDEN		↑	1	OCS	5618	6.5
									Jct Broadview Sub								
		36.4															
		McAULEY															
		7.0															
034	*31#	*31#	134	*31#	134	43.4	43.4	WELWYN		Y	Rule 105	5742	5743				
						7.1											
						SYLSPUR											
0.5		End of Track															

Rules 40.2 and 94.1 apply within Cautionary Limits at Virden

ROCANVILLE SUBDIVISION FOOTNOTES

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 3.

To Call:	Channel	Dial
Diesel Specialist	CP 21	*31110#
S&C Support Desk	CP 21	*31406#
Time Signal	CP 21 or CP 3	*39778#

Disconnect call by dialing *3#

2.0 EQUIPMENT RESTRICTIONS

- 2.1 Diesel Units
— 6 axle units 10 MPH on bridge Mile 32.9.

4.0 SPEEDS

Westward MPH	Mile	Eastward MPH
30	0.0 to 0.2	30
★10	0.2 (public crossing)	★10
30	0.2 to 35.9	30
15	35.9 to 36.1	15
30	36.1 to 50.5	30
15	50.5 to 51.0	15

★Until crossing is fully occupied.

5.0 CLEARANCES

- 5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies at Virden. Clearance must be obtained from Rocanville or Broadview Subdivision RTC.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1 OCS Rules apply between Station Name Sign Virden and Station Name Sign Sylspur.

9.0 PUBLIC CROSSINGS AT GRADE

- 9.1 Mile 0.2, King Street
Pushbuttons provided to operate warning devices when switching or standing clear on main track.

11.0 GENERAL FOOTNOTES

- 11.1 Rules 40.2 and 94.1 apply within Cautionary Limits at Virden.
- 11.2 Broadview Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at Virden.
- 11.3 Main track Rocanville Subdivision commences at Station Name Sign Virden, Mile 0.0, and ends at Station Name Sign Sylspur, Mile 50.5. Rule 105 applies on lead track between Station Name Sign Virden and Signal 466D Broadview Subdivision.

12.0 SPURS AND OTHER TRACKS

- 12.1 Sylvite Spur
 - A. Extends northward 10.8 miles, Mile 50.7 to Sylvite.
 - B. Haulage capacity factor Northward 7.02 (30%) and Southward 3.00 (30%).
 - C. Before passing Mile 10.0, loadout foreman must be contacted for yarding instructions by cellular phone or by using the telephone interconnect feature on the trackside radio system:
Switch to: Channel CP 21
Dial:..... *37931# or *37932#
Listen for: "OK" tone, then a dial tone
Dial:..... 9 1 306 645 2870
Press:..... PTT button to talk, release to listen
Dial:..... *3# to disconnect
 - D. Hard hats and safety glasses must be worn outside locomotive cabs.
 - E. Units prohibited on scale at PCS Rocanville Mine.
 - F. Sylvite station number - 5746.

Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Winnipeg	WESTWARD ↓	CARBERRY SUBDIVISION (Subdivision No 6318)		EASTWARD ↑	Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
													STATIONS								
3.1	CP 4	041	CP 8 *21#	911	CP 15 *21#	141	CP 11		2.2 ↕ 5.5	5.8	0.0		WINNIPEG	B	Rule 105	CL-ABS INTERLOCKING	5.8	Yard	5200	7.0	
											1.7		Begin Main Tracks								
2.8	CP 7	042	*21#	911	CP 15 *21#	142	CP 11		2.2 ↕ 5.5	5.8	1.9		RUGBY	XY	2	CL-ABS INTERLOCKING	5.8	5203	7.0		
											2.2		Jct La Riviere and Winnipeg Beach Subs								
3.7	CP 7	043	*21#	911	CP 15 *21#	143	CP 11		2.2 ↕ 5.5	5.8	2.2		WOODMAN	X	2	CL-ABS INTERLOCKING	5.8	5300	7.0		
											5.5		Jct Glenboro Sub and CN								
3.7	CP 7	044	*21#	911	CP 15 *21#	144	CP 11		2.2 ↕ 5.5	5.8	5.7		MAKWA		1	CTC	5.8	5312	7.0		
											11.1		MEADOWS								
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	19.1		MARQUETTE		2	CTC	5.8	5313	7.0		
											27.1		REABURN								
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	31.1		POPLAR POINT		1	CTC	5.8	5316	7.0		
											39.0		ESMOND								
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	44.8		HIGH BLUFF	X	2	CTC	5.8	5317	7.0		
											50.3		TUCKER	X							
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	53.6		PORTAGE LA PRAIRIE	Y	1	CTC	5.8	Yard	5320	7.0	
											56.3		Jct Minnedosa Sub								
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	56.6		Interlocked Railway Crossing		1	CTC	5.8	9520	5322	7.0	
											61.1		CONEY								
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	73.1		BAGOT		2	CTC	5.8	9520	5323	7.0	
											77.1		AUSTIN								
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	84.3		SIDNEY		1	CTC	5.8	9520	5326	7.0	
											88.3		Interlocked Railway Crossing								
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	94.1		TAPLEY		1	CTC	5.8	9530	5331	7.0	
											100.1		DOUGLAS								
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	108.5		CHATER	W	1	CTC	5.8	9530	5333	7.0	
											112.5		BRANDON EAST	W							
3.7	CP 7	045	*21#	911	CP 15 *21#	145	CP 11		2.2 ↕ 5.5	5.8	122.9		BRANDON	BWY	1	CTC	5.8	Yard	5600	7.0	
											129.3										
												Rules 40.2 and 94.1 apply within Cautionary limits between Mile 2.2 and 5.5									

CARBERRY SUBDIVISION FOOTNOTES

ALL MOVEMENTS EAST OF MILE 5.8 ARE ALSO GOVERNED BY WINNIPEG TERMINAL FOOTNOTES COMMENCING ON PAGE 22.

0.0 RADIO

- 0.1 Trackage Radio System 2 in effect.
- 0.2 Zone Code (Z) is 2.

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Mile 16.8		13.4	**	Immediate	Winnipeg
Immediate	Poplar Point		35.4		Immediate	Mile 28.0 (South Track)
Immediate	Portage La Prairie	**	48.0 North Track		Immediate	Poplar Point
Immediate	Portage La Prairie	**	48.0 South Track		Immediate	Poplar Point
Immediate	Bagot		68.0	**	Immediate	Mile 63.1
Immediate	Austin		79.3		Immediate	Bagot
Immediate	Mile 106.3		101.3		Immediate	Sidney (North Track)
Immediate	Douglas	**	114.7		Immediate	Mile 105.8

2.0 EQUIPMENT RESTRICTIONS

2.1 Crane and Auxiliary

— 414502 and 414651 10 MPH on bridges Mile 6.9, 27.6, 29.5, 35.8, 36.6 and 65.21, and 20 MPH on bridge Mile 33.8.

3.0 DANGEROUS COMMODITIES

- 3.1 All movements handling one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities, unless a lower speed is otherwise prescribed, must not exceed 35 MPH between Winnipeg and Mile 7.5.

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains	Mile	All Trains
15	1.7 to 2.2	15
35	2.2 to 3.6	35
40	3.6 to 5.8	40
60	5.8 to 11.1 North Track	60
40	5.8 to 11.1 South Track	40
60	11.1 to 27.1	60
60	27.1 to 31.1 North Track	60
30	27.1 to 31.1 South Track	30
60	31.1 to 53.9	60
50	53.9 to 55.6	50
30	55.6 to 56.8	30
60	56.8 to 87.0	60
55	87.0 to 93.3	55
60	93.3 to 105.6	60
40	105.6 (railway crossing)	40
60	105.6 to 128.0	60
40	128.0 to 131.4	40
25	131.4 to 133.1	25

0.3

To Call:	Channel	Dial
Diesel Specialist	CP 15	*21110#
S&C Support Desk	CP 15	*21406#
Time Signal	CP 15 or CP 8	*29778#

Disconnect call by dialing *2#

0.4

Radio Base Station located at Brandon. Channel CP 1 monitored by Yardmaster from 0700 Sunday until 2300 Saturday.

4.2

Maximum speed 30 MPH on sidings and Brandon East Long Lead.

5.0 CLEARANCES

5.1

System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies between Switching Zone Sign Mile 129.0 and Brandon. Clearance must be obtained from Carberry or Broadview Subdivision RTC.

5.2

In the application of Rule 81(a), a train or engine may operate within controlled location at Woodman without a Clearance.

6.0 CENTRALIZED TRAFFIC CONTROL

6.1

CTC Rules apply between Woodman and Brandon.

6.2

Sidings at Meadows and Poplar Point are signalled sidings and CTC Rules apply.

6.3

Brandon East Long Lead between Signal 1296, Chater, and Signal 1316, Brandon East, is a signalled yard track and CTC Rules apply.

8.0 AUTOMATIC BLOCK SIGNAL SYSTEM

8.1

ABS Rules apply between Interlocking Signals 22, 22B at Rugby and Woodman.

8.2

Within ABS, block signals govern movements westward on North Track and eastward on South Track.

CARBERRY SUBDIVISION FOOTNOTES

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle signal Rule 14(l) is prohibited at the following public crossings:
 Mile 55.553rd Street N.E.
 Mile 56.268th Street N.W.
 Mile 56.93 18th Street N.W.
 Mile 57.38 Saskatchewan Avenue, Highway 1A

9.2 Mile 10.24
 Lunar lights, placed to the outside of the track upon which they apply, provide the following information:
 — flashing white - trains exceeding 4400 feet in length may proceed over crossing and be governed by indication of block signal at Makwa.
 — steady white - controlled block signal indication at Makwa is at Stop.
 — not lit - not working

9.3 Mile 14.66, Dorsey Road
 Movements on other than main track must stop at STOP signs before obstructing crossing.

9.4 Mile 15.05
 Movements on other than main track must stop at STOP signs before obstructing crossing.

9.5 Mile 15.81
 Movements on other than main track must stop at STOP signs before obstructing crossing.

9.6 Mile 54.54 Stephens Avenue
 Movements on track 2 must stop at STOP signs before obstructing crossing.
 Rule 103.1(c) does not apply to movements on track 1.

9.7 Mile 55.55, 3rd Street N.E.
 Movements on track 2 must stop at STOP signs before obstructing crossing.
 Pushbuttons provided to operate warning devices when switching or standing clear on main track.

9.8 Mile 56.26, 8th Street N.W.
 Rule 103.1(c) does not apply.

9.9 Mile 77.73
 Pushbuttons provided to operate warning devices when switching or standing clear on main track.

9.10 Mile 93.27
 Pushbuttons provided to operate warning devices when switching or standing clear on main tracks.

9.11 Mile 129.72
 Movements approaching Signal 1294 or Signal 1296 indicating STOP must stop clear of crossing.
 Pushbuttons provided to operate warning devices when switching or standing clear.

10.0 INTERLOCKINGS

10.1 Mile 56.6
 Remotely-controlled interlocked railway crossing at grade with CN Gladstone and Rivers Subdivisions. Controlled by CN Rivers Subdivision RTC, Edmonton.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	839 (Form V280)
Track Work	49 (TOP) issued by CN RTC (ph: 1-800-293-4856)

— In the application of Rule 614, Rule 564 does not apply at Signals 565 and 568.

— In the application of Rule 610(a)(iii), railway crossing is equipped with a box marked “switches”.

— In the application of Rules 49 and 610, the appropriate CN form must be used when practicable.

10.2 Mile 105.6
 Automatic interlocked railway crossing at grade with CN Carberry Subdivision.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	611
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	840 (Form V280)
Track Work	40.3

In the application of Rule 614, Rule 564 does not apply.

CARBERRY SUBDIVISION FOOTNOTES

11.0 GENERAL FOOTNOTES

- 11.1 Rules 40.2 and 94.1 apply within Cautionary Limits between Mile 2.2 and 5.5.
- 11.2 Carberry Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Switching Zone between Mile 129.0 and Brandon.
- 11.3 In the application of Rule 104(c) a train or engine may leave other than main track switches within:
 - Brandon yard; and
 - Portage La Prairie yard, except switches in track 1; lined and locked in either position. Both switches of a crossover or yard crossover must be left in the same position.
- 11.4 GOI Section 10, Item 5.4 applies between D L Zone Sign Mile 129.0 and Brandon. Brandon Yardmaster is responsible from 0700 Sunday until 2300 Saturday. Carberry Subdivision RTC is responsible from 2300 Saturday until 0700 Sunday.
- 11.5 Eastward trains must advise RTC of route required at Woodman and not leave Woodman until yarding instructions have been received from the Yard Operations Co-ordinator, Winnipeg yard.
- 11.6 In the application of GOI Section 10, item 4.4, dimensional bulge located at Poplar Point, between Mile 38.7 and Mile 39.1.

12.0 SPURS AND OTHER TRACKS

- 12.1 Maximum speed 5 MPH on wye Brandon, CN Interchange tracks at Portage La Prairie and Manitoba Hydro Spur, Mile 14.5, and 30 MPH on track 1, between Tucker and Portage La Prairie.
- 12.2 **Portage La Prairie Yard**
 - A. Whistle signal Rule 14(l) is prohibited, and a crew member must provide manual protection of all movements over the following public crossings:
 - 4th Avenue N.E.
 - 6th Avenue
 - Berkley Avenue
 - Phillips Street
 - B. Maximum number of units per consist is two on McCains and Westco Storage tracks.
 - C. A crew member must contact McCain Security Gate House at: ☎ (204) 856-2882 prior to movement on Industrial Lead track beyond 6th Avenue, and when clear.
 - D. In the application of Rule 40.1 Note (ii), or prior to track unit movement on Industrial Lead track beyond 6th Avenue, foreman must contact McCain Security Gate House at: ☎ (204) 856-2882. Contact must also be made to advise when clear.
- 12.3 **Brandon North Industrial Spur**
 - A. Extends northward, Mile 129.1 to end of track 5.0 miles
 - B. 6 axle units prohibited.
 - C. In the application of Rule 104(c), a train or engine may leave Agricore track switch lined and locked in either position.
 - D. Cars over 268,000 pounds gross weight prohibited.
 - E. Haulage capacity factor Northward 1.8 (20%) and Southward 4.0 (20%).
- 12.4 **Brandon South Industrial Spurs**
 - includes all tracks south of main track.
 - 6 axle units prohibited except on Brewery Spur.
- 12.5 **Station Numbers:**
 - Mile 10.5 (Rosser Agricore) 5311
 - Mile 63.5 (Burnside)..... 5324
 - Mile 77.8 (MacGregor)..... 5325
 - Mile 105.9 (Carberry)..... 5330

Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Cautionary Limits	D L Zone	GOI Sec 10 item 5.4	Miles from Portage La Prairie	WESTWARD ↓	MINNEDOSA SUBDIVISION (Subdivision No 6322)		EASTWARD ↑	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%
													STATIONS							
3.3											0.0		PORTAGE LA PRAIRIE	DY		CTC	Yard	5320		
													Jct Carberry Sub							
											9.2		MACDONALD					5348		
		211				311					16.4		WESTBOURNE				4880	5350		
											21.5		WESTROC					5353		
2.7											26.9		WOODSIDE					5352		
	CP 4		CP 3		CP 20		CP 19				34.4		GLADSTONE					5354	7.0	
											35.3		Interlocked Railway Crossing			1				
		212	*61#		*61#	312					42.6		KEYES				7390	5356		
2.2											50.7		ARDEN					5358		
											60.4		NEEPAWA				5610	5360		
											69.6		FRANKLIN					5362		
1.72		213				314					74.3		MINNEDOSA EAST	DY			8100		Mile 75.3	
Mile 75.3 Down-grade								77.7 ↑		77.7 ↑	77.9		MINNEDOSA	BU			Yard	5785	1.7	
													Rules 40.2 and 94.1 apply within Cautionary Limits at Minnedosa							

MINNEDOSA SUBDIVISION FOOTNOTES

0.0 RADIO

- 0.1** Trackside Radio System 2 in effect.
- 0.2** Zone Code (Z) is 6.
- 0.3** Radio Base Station located at Minnedosa. Channel CP 4 monitored by yardmaster, Brandon from 0700 Sunday until 2300 Saturday.

0.4

To Call:	Channel	Dial
Diesel Specialist	CP 20	*61110#
S&C Support Desk	CP 20	*61406#
Time Signal	CP 20 or CP 3	*69778#

Disconnect call by dialing *6#

0.5

Spectra "DISP" feature does not apply.

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	MacDonald		5.3	**	Immediate	Portage La Prairie
Immediate	Gladstone		30.1		Immediate	Westroc
Immediate	Neepawa		54.8		Immediate	Arden

2.0 EQUIPMENT RESTRICTIONS

2.1 Crane and Auxiliary

— 414502 and 414651 20 MPH on bridges Mile 9.34, 12.24, 26.64 and 77.74.

MINNEDOSA SUBDIVISION FOOTNOTES

4.0 SPEEDS

4.1	Westward MPH	Mile	Eastward MPH
	All Trains		All Trains
	35	0.0 to 0.7	35
	40	0.7 to 34.2	40
	+10	34.2 to 34.4	40
	+10	34.4 to 34.5	+10
	35	34.5 to 34.7	+10
	35	34.7 to 36.2	35
	40	36.2 to 50.9	40
	35	50.9 to 51.4	35
	40	51.4 to 73.0	40
	35	73.0 to 76.8	35
	25	76.8 to 77.8	25
	★15	77.8 (public crossing)	★15
	25	77.8 to 77.9	25

+ Until public crossings Mile 34.4 and 34.5 have both been fully occupied.

★ Until crossing is fully occupied.

4.2 Maximum speed 10 MPH on sidings.

5.0 CLEARANCES

5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies at Minnedosa. Clearance must be obtained from Minnedosa or Bredenburg Subdivision RTC.

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Junction with Carberry Subdivision at Portage La Prairie — CTC.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 OCS Rules apply between Begin/End CTC Sign Portage La Prairie and Station Name Sign Minnedosa.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 **Mile 21.2**
Pushbuttons provided to operate warning devices when switching or standing clear.

9.2 **Mile 60.5**
Pushbuttons provided to operate warning devices when switching or standing clear on main track. A crew member must provide manual protection of all movements on team track.

9.3 **Mile 69.6**
Pushbuttons provided to operate warning devices when switching or standing clear on main track. On other than main track, eastward movements must stop at STOP sign and operate warning devices by pushbutton and westward movements must stop at STOP sign before obstructing crossing.

10.0 INTERLOCKINGS

10.1 **Mile 35.3**
Automatic interlocked railway crossing at grade with CN Gladstone Subdivision.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	611
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	840 (Form V280)
Track Work	40.3

11.0 GENERAL FOOTNOTES

11.1 Rules 40.2 and 94.1 apply within Cautionary Limits at Minnedosa.

11.2 Minnedosa Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at Minnedosa.

11.3 Special Derail located on east end of siding Neepawa.

11.4 GOI Section 15, Item 29.4 applies to westward trains Mile 74.7 to Minnedosa, and to eastward trains Mile 74.7 to Neepawa.

11.5 In the application of Rule 102(a) and (c):
— tracks of other railways that are liable to be obstructed;
— standby channel of other railway; and
— emergency telephone numbers
are as follows:

	CPR	CN
Location	Mile 34.4 to Mile 35.3	Mile 36.6 to 37.4 CN Gladstone Subdivision adjacent.
Standby Channel	N/A	CN 1 AAR 87 87
☎ Emergency	403 543-2976	1-800-668-6222

It does not preclude the application of Rule 102 at other locations.

11.6 Trains approaching Minnedosa must contact Yardmaster Brandon for yarding instructions prior to arriving at Minnedosa East.

11.7 GOI Section 10, Item 5.4 applies between D L Zone Sign Mile 77.7 and Minnedosa. Minnedosa Subdivision RTC is responsible.

11.8 In the application of GOI Section 14, Item 2.0(c), grade greater than 1.5% between Mile 65.6 and 69.0.

11.9 In the application of GOI Section 18, Descending Heavy Grades are located as follows:

Mile 74.0 – 64.6	1.43%	Eastward
Mile 75.5 – 77.5	1.33%	Westward

Time Table No 21 – November 1, 2002

Haulage Factors — 10%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Minnedosa	WESTWARD	BREDBURY SUBDIVISION (Subdivision No 6321)	EASTWARD	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%
											↓	STATIONS	↑					
1.1	CP 4	213	CP 3 *61#	911	CP 20 *61#	313	CP 19	0.1	0.1	0.0	MINNEDOSA	BDU	1	OCS	Yard	8610	5785	Down-grade
3.3								4.4	4.4	LARGS	5823							
								5.6	10.0	BASSWOOD	5824							
		8.3						18.3	NEWDALE	5825								
		4.6						22.9	GLOSSOP	5826								
		4.7						27.6	STRATHCLAIR	5828								
		8.8						36.4	SHOAL LAKE	5830								
		3.8						40.2	BRYD	5831								
1.65*		214						5835	11.0	51.2	SOLSGIRTH	5835					1.65*	
8.0									59.2	BIRTLE	5837							
3.3	216	5838	7.6	66.8	FOXWARREN	5838	3.3											
			9.8	76.6	BINSCARTH	5840												
Down-grade	217	5841	2.4	79.0	JOHNSTON	5841	1.52*											
			5.1	84.1	MILLWOOD	5843	Down-grade											
1.52*	217	5845	5.1	89.2	HARROWBY	5843												
			6.2	95.4	MARCHWELL	5845												
			6.3	101.7	LANGENBURG	5846												
			9.2	110.9	CHURCHBRIDGE	5848												
3.3	217	5850	7.7	118.6	BREDBURY Jct Yarbo Sub	5850	3.3											
			BDUY	C L	Yard													

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Bredenburg	WESTWARD	WYNARD SUBDIVISION (Subdivision No 6352)	EASTWARD	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
											↓	STATIONS	↑					
3.3	CP 1	431	CP 3 *81#	911	CP 14 *81#	531	CP 13	1.4	1.4	0.0	BREDBURY	BDUY	1	C L	Yard	5850	3.5	
										1.4	U							

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Bredenburg	NORTHWARD	YARBO SUBDIVISION (Subdivision No 6374)	SOUTHWARD	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%
											↓	STATIONS	↑					
3.95	CP 1	431	CP 3 *81#	911	CP 14 *81#	531	CP 13	1.5	1.5	1.5	BREDBURY	BUY	1	C L		5850	2.91	
										0.0	U							

Rules 40.2 and 94.1 apply within Cautionary Limits at Minnedosa and Bredenburg														
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BREDENBURY SUBDIVISION FOOTNOTES

NOTE: BREDENBURY SUBDIVISION FOOTNOTES CONTAIN INSTRUCTIONS PERTAINING TO CAUTIONARY LIMITS ON:
 — Yarbo Subdivision between Mile 1.5 and Bredenburg; and
 — Wynyard Subdivision between Bredenburg and Mile 1.4.

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 6, except 8 on Wynyard and Yarbo Subdivisions.
- 0.3 Radio Base Station located at Minnedosa. Channel CP 4 monitored by Yardmaster, Brandon from 0700 Sunday until 2300 Saturday.

1.0 HOT BOX DETECTOR SYSTEM

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Strathclair		22.0		Immediate	Newdale
Immediate	Solsgirth		44.5		Immediate	Bryd
Immediate	Binscarth		68.5		Immediate	Foxwarren
Immediate	Marchwell		93.3		Immediate	Harrowby

2.0 EQUIPMENT RESTRICTIONS

- 2.1 **Crane and Auxiliary**
 — 414400-02 20 MPH on bridge Mile 75.58.
 — 414502 and 414651 10 MPH on bridges Mile 29.81 and 75.58.

4.0 SPEEDS

Westward (Northward) MPH	Mile	Eastward (Southward) MPH
All Trains	All Trains	All Trains
Bredenburg Subdivision		
25	0.0 to 3.7	25
40	3.7 to 51.5	40
35	51.5 to 58.5	35
40	58.5 to 75.5	40
35	75.5 to 77.4	35
25	77.4 to 88.1	25
30	88.1 to 118.6	30
Wynyard Subdivision		
10	0.0 to 0.2	10
40	0.2 to 1.4	40
Yarbo Subdivision		
25	1.5 to 0.4	25
10	0.4 to 0.0	10

- 4.2 Maximum speed 10 MPH on sidings.

0.4

To Call:	Channel	Dial
Diesel Specialist	CP 20	*61110#
S&C Support Desk	CP 20	*61406#
Time Signal	CP 20 or CP 3	*69778#

Disconnect call by dialing *6#

Wynyard and Yarbo Subdivisions		
To Call:	Channel	Dial
Diesel Specialist	CP 14	*81110#
S&C Support Desk	CP 14	*81406#
Time Signal	CP 14 or CP 3	*89775#

Disconnect call by dialing *8#

- 0.5 Spectra "DISP" feature does not apply.

5.0 CLEARANCES

- 5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies:
 — at Bredenburg. Clearance must be obtained from Bredenburg, Wynyard, or Yarbo Subdivision RTC.
 — at Minnedosa. Clearance must be obtained from Minnedosa or Bredenburg Subdivision RTC.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1 OCS Rules apply between Station Name Sign Minnedosa and Cautionary Limit Sign Mile 1.4 Wynyard Subdivision, and between Yarbo Subdivision junction switch Bredenburg and Cautionary Limit Sign Mile 1.5 Yarbo Subdivision.

BREDBURY SUBDIVISION FOOTNOTES

9.0 PUBLIC CROSSINGS AT GRADE

- 9.1 Mile 0.6**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.2 Mile 18.4**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.3 Mile 23.0**
Movements on other than main track must stop at STOP signs before obstructing crossing. STOP signs are located on the south side of all tracks and apply to movements on all tracks except the main track.
- 9.4 Mile 36.2**
Eastward movements on business track must stop at STOP sign before obstructing crossing.
- 9.5 Mile 36.9**
Pushbuttons provided to operate warning devices when switching or standing clear on main track.
- 9.6 Mile 51.7**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.7 Mile 66.9**
Pushbuttons provided to operate warning devices when switching or standing clear. Movements on other than main track must stop at STOP signs before obstructing crossing.
- 9.8 Mile 67.3**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.9 Mile 76.6**
Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on elevator track must stop at STOP signs and operate warning devices by pushbuttons.
- 9.10 Mile 90.2**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.11 Mile 95.6**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.12 Mile 101.4**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.13 Mile 101.8**
Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on other than main track must stop at STOP signs and operate warning devices by pushbuttons.
- 9.14 Mile 102.0**
Pushbuttons provided to operate warning devices when switching or standing clear on main track.

11.0 GENERAL FOOTNOTES

- 11.1** Rules 40.2 and 94.1 apply within Cautionary Limits at Minnedosa and Bredbury.
- 11.2** Yarbo and Wynyard Subdivisions are governed by Central Standard Time.
- 11.3** At Bredbury:
— Within Cautionary Limits at Bredbury, in the application of Rule 104(b), a train or engine may leave a main track switch lined and locked in reverse position.
— Employees encountering such switch in reverse position need not restore it to normal position, nor advise the RTC if restored.
— Both switches of a crossover or yard crossover must be left in the same position.
— In the application of Rule 104(c), a train or engine may leave other than main track switches at Bredbury lined and locked in either position.
- 11.4** GOI Section 15, Item 29.4 applies to eastward trains Largs to Minnedosa.
- 11.5** Wynyard Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at Bredbury and Minnedosa Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at Minnedosa.
- 11.6** Trains approaching Minnedosa must contact Yardmaster, Brandon between Basswood and Largs for yarding instructions.
Trains approaching Bredbury must contact Supervisor Bredbury or RTC between Langenburg and Churchbridge.
- 11.7** In the application of GOI Section 14, Item 1.1(k), when 30 or more cars are left in Bredbury yard, the minimum number of hand brakes to be applied is four.
- 11.8** GOI Section 10, Item 5.4 applies:
— within D L Zone Limits at Minnedosa. Minnedosa Subdivision RTC is responsible.
— within D L Zone Limits at Bredbury. Wynyard Subdivision RTC is responsible.
- 11.9** At Bredbury, west leg of wye is main track Yarbo Subdivision, and Rule 105 applies on east leg of wye. Yarbo Subdivision main track begins at Loop Track junction switch Mile 0.0.
- 11.10** In the application of GOI Section 14, Item 2.0(c), grades greater than 1.5% between:
Mile 0.0 and 3.5,
Mile 80.0 and 89.0.
- 11.11** *Haulage capacity is revised to read 1.70 when all operating units in the consist are GE AC4400 and/or GM SD90MAC. (Dead or isolated units may be DC traction units).

BREDBURY SUBDIVISION FOOTNOTES

11.12 In the application of GOI Section 18, Descending Heavy Grades are located as follows:

Mile 3.6 – 0.0*	1.61%	Eastward
*Note: between mile 2.6 and 1.9 the grade is 2%		
Mile 53.0 – 56.0	1.13%	Westward
Mile 58.5 – 56.0	1.27%	Eastward
Mile 76.0 – 84.5	1.32%	Westward
Mile 89.0 – 84.5	1.38%	Eastward

12.0 SPURS AND OTHER TRACKS

12.1 Minnedosa Yard

GE AC4400 and GM SD90MAC units prohibited and maximum number of units per consist is three in Agricore Track VMPE and Mohawk Oil Track VMMOH.

12.2 Agricore Spur

- A. Extends northward, Mile 76.6 Bredenburg Sub-division to end of track 5.0 miles
- B. Public Crossing at Grade
Mile 0.0, southward movements must stop at STOP signs before obstructing crossing.
- C. Haulage capacity factors Northward 1.5 (20%) and Southward 2.2 (20%).

12.3 Maximum speed 5 MPH on west leg of wye Binscarth, Mile 76.9.

Time Table No 21 – November 1, 2002

Haulage Factors	Train Standby Channel	Point to Train Tower code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	Cautionary Limits	DL Zone GOI Sec 10 Item 5.4	Subdivision Mileage	WINNIPEG TERMINAL		Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors							
												STATIONS														
KEEWATIN SUB																										
4.2	CP 1	751	CP 3	911	CP 14	771	CP 13	117.0		117.0	117.0	WEST ↓	W	2	CTC	117.0		5109	3.6							
	CP 4		*11#		*11#		118.7	119.2	124.5	124.8	125.7		1.7 MANSON Connection to CEMR							WX	0.5 NORCRAN Interlocked Railway Crossing	WX	5.3 WHITTIER Jct Emerson Sub	WXY	0.3 End of Main Tracks	W
CARBERRY SUB																										
3.1	CP 4	041	CP 8	911	CP 15	141	CP 11				0.0	WEST ↓	W	2	CL-ABS INTERLOCKING	5.8		5203	7.0							
	CP 7		*21#		*21#		1.7	1.9	2.2	5.5	5.7		5.8							2.2 ↕ 5.5	2.2	5.5	5.7	5.8	0.2 RUGBY Jct La Riviere and Winnipeg Beach Subs	XY
GLENBORO SUB																										
3.3	CP 5	221	CP 6 *81#	911			CP 13				0.0	WEST ↓	U	1	CTC			5300	Down-grade							
								0.0		4.5	4.5		U		OCS	4.5										
LA RIVIERE SUB																										
3.7	CP 5	221	CP 6 *81#	911			CP 13				0.0	WEST ↓	U	1	INT			5203	7.0							
								0.1		12.0	12.0		U		OCS	12.0										
ARBORG SUB																										
2.5	CP 5	243	CP 6 *51#	911	CP 20 *51#	343	CP 19				0.0	NORTH ↓	U	1	CL			5203	3.5							
								1.0		3.0	3.0		U		CL	3.0										
WINNIPEG BEACH SUB																										
3.5	CP 5	243	CP 6 *51#	911	CP 20 *51#	343	CP 19				0.0	NORTH ↓	U	1	INT			5203	3.5							
								0.0		4.0	4.0		U		CL	4.0										
EMERSON SUB																										
5.0	CP 5	243	CP 6 *51#	911	CP 20 *51#	343	CP 19				3.0	NORTH ↓	U	1	OCS	3.0		5199	5.0							
													1.1							1.9 Interlocked Railway Crossing	1.1 WHITTIER Jct Keewatin Sub	0.0				

WINNIPEG TERMINAL FOOTNOTES

ALL MOVEMENTS ON THE FOLLOWING SUBDIVISIONS ARE GOVERNED BY THESE FOOTNOTES:

Keewatin..... Mile 117.0 to Winnipeg
 Carberry Winnipeg to Mile 5.8
 Glenboro Woodman to Mile 4.5
 La Riviere Rugby to Mile 12.0
 Arborg..... Rugby to Mile 3.0
 Winnipeg Beach Rugby to Mile 4.0
 Emerson Whittier to Mile 3.0

0.0 RADIO

0.1 Radio Base Station located at Winnipeg. Channel CP 4 monitored on a continuous basis by the Interlocking RTC Rugby and Yard Operations Co-ordinator, Winnipeg yard.

2.0 EQUIPMENT RESTRICTIONS

2.1 Crane and Auxiliary

— 414502 and 414651 prohibited on La Riviere Subdivision.
 — 414216-33 30 MPH on bridge Mile 1.84 Carberry Subdivision.
 — 414502 and 414651 10 MPH on bridges Mile 0.08 and 5.1 and 20 MPH on bridge Mile 1.84 Carberry Subdivision.

2.2 Diesel Units

— GOI Section 15, Item 4.2 applies on Arborg Subdivision.

2.3 Cars

— short cars (less than 44 feet outside length) over 220,000 pounds gross weight prohibited on other than main track of Winnipeg Beach Subdivision.

3.0 DANGEROUS COMMODITIES

3.1 All movements handling one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities, unless a lower speed is otherwise prescribed, must not exceed:

Speed	Between	Subdivision	Direction
35 MPH	Mile 117.0 to 125.7	Keewatin	Both
15 MPH	Mile 0.0 to 3.0	Glenboro	Eastward
35 MPH	Mile 3.0 to 4.5	Glenboro	Eastward
35 MPH	Mile 0.0 to 4.5	Glenboro	Westward
35 MPH*	Mile 0.0 to 5.8	Carberry	Both

*Trains from Glenboro Subdivision at Woodman must not exceed 15 MPH between Woodman and Winnipeg.

3.2 GOI Section 5, Part 1, Item 1.1 applies to all trains and terminal transfers originating at any location within Winnipeg Terminal. Unless advised that the required inspection has been or will be done by other qualified employee(s), this inspection will be performed by the train or terminal transfer crew.

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains	Mile	All Trains
Keewatin Subdivision		
50	117.0 to 118.7	50
45	118.7 to 119.2	45
35	119.2 to 123.7	35
*25	123.7 to 124.0	*25
35	124.0 to 124.5	35
25	124.5 to 124.8	25
† 15	124.8 to 125.5	† 25
Carberry Subdivision		
15	1.7 to 2.2	15
35	2.2 to 3.6	35
40	3.6 to 5.8	40
Glenboro Subdivision		
30	0.0 to 4.5	30
La Riviere Subdivision		
10	0.0 to 4.7	10
25	4.7 to 11.5	25
40	11.5 to 12.0	40
Northward MPH		Southward MPH
All Trains	Mile	All Trains
Arborg Subdivision		
10	1.0 to 3.0	10
Winnipeg Beach Subdivision		
10	0.0 to 4.0	10
Emerson Subdivision		
25	3.0 to 1.0	25
15	1.0 to 0.7	15
★ 10	0.7 (public crossing)	★ 10
15	0.7 to 0.0	15

★ Until crossing is fully occupied.

† Maximum speed 10 MPH for engines in yard service.

* After crossings Mile 123.70, 123.92 and 124.00 have been fully occupied, 35 MPH applies.

4.2 Maximum speed 20 MPH on connecting track between Manson and CEMR.

WINNIPEG TERMINAL FOOTNOTES

5.0 CLEARANCES

- 5.1** Winnipeg Terminal DOB in effect in Winnipeg Terminal. Rule 83.1(e) is modified to require all train and engine movements in Winnipeg Terminal DOB Limits to be in possession of current DOB. The DOB will be issued by the Keewatin Subdivision RTC.
- 5.2** In the application of Rule 83.1(b), instructions from the RTC may be relayed in writing to a train or engine from the Keewatin Subdivision RTC through the Interlocking RTC Rugby.
- 5.3** In the application of Rule 81(a), a train or engine may operate within CTC at Woodman without a Clearance.

6.0 CENTRALIZED TRAFFIC CONTROL

- 6.1** CTC Rules apply:
 — on Carberry Subdivision at Woodman between Signals 55N, 55S, governing westward movements and Signals 58N, 58S, 58NB and 02, governing eastward movements; and
 — on Keewatin Subdivision between Mile 117.0 and Begin/End CTC Signs at end of main tracks Mile 124.8 and on connecting track between Manson and CEMR.
- 6.2** CTC between Manson and Mile 124.8 controlled by the Interlocking RTC Rugby.
 Authorization to pass signals indicating STOP at Manson must be obtained as follows:
 — Westward main track movements - from the Interlocking RTC Rugby.
 — Eastward main track movements - from the Keewatin Subdivision RTC.
 — Westward movements to CEMR - from the Keewatin Subdivision RTC.
- 6.3** Junction of Emerson and Keewatin Subdivisions at Whittier, and junction of Glenboro and Carberry Subdivisions at Woodman – CTC.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1** OCS Rules apply on:
 — Emerson Subdivision, between Begin/End CTC Sign Whittier and Mile 3.0;
 — La Riviere Subdivision, between Interlocking Signal 02 at Rugby and Mile 12.0;
 — Glenboro Subdivision, between Begin/End CTC Sign Woodman and Mile 4.5.

8.0 AUTOMATIC BLOCK SIGNAL SYSTEM

- 8.1** ABS Rules apply on Carberry Subdivision between Cautionary Limit Sign Mile 2.2 and Cautionary Limit Sign Mile 5.5.
- 8.2** Within ABS, block signals govern movements westward on North Track and eastward on South Track.

WINNIPEG TERMINAL FOOTNOTES

9.0 PUBLIC CROSSINGS AT GRADE

- 9.1 Mile 120.79 Keewatin Subdivision, Plessis Road**
Pushbuttons provided to operate warning devices when standing clear on the South Track.
- 9.2 Mile 0.32 Emerson Subdivision, Mission Street**
Movements from yard tracks must stop at STOP sign before obstructing crossing.
- 9.3 Mile 0.75 Emerson Subdivision, Plinguet Street**
Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on other than main track must stop at STOP signs before obstructing crossing.
- 9.4 Mile 0.96 Emerson Subdivision, Messier Street**
Movements from spur track must stop at STOP sign before obstructing crossing.
- 9.5 Mile 1.94 Arborg Subdivision, Church Avenue**
Northward movements on General Motors Lead Track must stop at STOP sign before obstructing crossing.
- 9.6 Mile 2.27 Arborg Subdivision, Inkster Boulevard**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.7 Mile 1.81 La Riviere Subdivision, Sargent Avenue**
Pushbuttons provided to operate warning devices when switching or standing clear east of crossing.
- 9.8 Mile 2.30 La Riviere Subdivision, St. Matthews Avenue**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.9 Mile 4.63 La Riviere Subdivision, Grant Avenue**
Pushbuttons provided to operate warning devices when standing clear.
- 9.10 Mile 5.11 La Riviere Subdivision, Taylor Avenue**
Westward movements approaching interlocking Signal 51 at STOP must stop at least 100 feet east of public crossing and stop operation of warning devices by pushbuttons.
- 9.11 Mile 5.32 La Riviere Subdivision, Wilkes Avenue**
Eastward movements approaching interlocking Signal 52 at STOP must stop at least 100 feet west of public crossing and stop operation of warning devices by pushbuttons.
- 9.12 Mile 7.45 La Riviere Subdivision, McGillivray Boulevard**
Pushbuttons provided to operate warning devices when switching or standing clear.

- 9.13** Whistle signal Rule 14(l) is prohibited at the following public crossings at grade:

Keewatin Subdivision:

- Mile 120.79 Plessis Road
- Mile 122.61 Panet Road
- Mile 122.86 Munroe Avenue
- Mile 123.71 Manhattan Avenue
- Mile 123.92 Talbot Avenue
- Mile 124.01 Grey Street

Emerson Subdivision:

- Mile 1.55 Marion Street
- Mile 2.34 Elizabeth Road

Winnipeg Beach Subdivision:

- Mile 0.50 Selkirk Avenue
- Mile 0.56 Pritchard Avenue
- Mile 0.68 Magnus Avenue
- Mile 0.73 Burrows Avenue
- Mile 0.91 Redwood Avenue
- Mile 1.02 College Avenue
- Mile 1.09 Mountain Avenue
- Mile 1.30 Church Avenue
- Mile 1.45 Cathedral Avenue
- Mile 1.52 Bannerman Avenue
- Mile 1.58 Atlantic Avenue
- Mile 1.63 Polson Avenue

Arborg Subdivision:

- Mile 1.04 Pritchard Avenue
- Mile 1.11 Manitoba Avenue

La Riviere Subdivision:

- Mile 0.33 Logan Avenue
- Mile 0.67 Lincoln Avenue
- Mile 0.88 Notre Dame Avenue
- Mile 2.06 Ellice Avenue
- Mile 3.27 Wellington Crescent
- Mile 3.43 Academy Road
- Mile 3.65 Kingsway Avenue
- Mile 3.89 Grosvenor Avenue
- Mile 4.15 Corydon Avenue
- Mile 4.63 Grant Avenue
- Mile 5.11 Taylor Avenue
- Mile 5.32 Wilkes Avenue
- Mile 7.96 Fleetwood Road

WINNIPEG TERMINAL FOOTNOTES

10.0 INTERLOCKINGS

10.1 Norcran, Mile 119.2 Keewatin Subdivision

Remotely-controlled interlocking, including railway crossing at grade with Central Manitoba Railway Inc. Controlled by Interlocking RTC Rugby.

Governing Signals on CPR for:

- eastward movements, 10 (located at exit from North Transcona yard), 1194N and 1194S;
- westward movements, 1191N and 1191S.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	839 (Form V280)
Track Work	49 (TOP) issued by Interlocking RTC Rugby

— In the application of Rule 614, Rule 564 does not apply.

— In the application of Rule 610(a)(iii), railway crossing is equipped with a box marked “switches”.

10.2 Mile 1.1 Emerson Sub and St. Boniface Lead

Remotely-controlled interlocked railway crossing at grade with CN Yard Lead.

Controlled by CN RTC, Edmonton.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	839 (Form V280)
Track Work	49 (TOP) issued by CN RTC (ph: 1-800-245-2055)

— In the application of Rule 610(a)(iii), railway crossing is equipped with a box marked “switches.”

— In the application of Rules 49 and 610, the appropriate CN form must be used when practicable.

10.3 Mile 5.2 La Riviere Subdivision

Remotely-controlled interlocked railway crossing at grade with CN Rivers Subdivision.

Controlled by CN RTC, Edmonton.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	839 (Form V280)
Track Work	49 (TOP) issued by CN RTC (ph:1-800-245-2055)

— In the application of Rule 610(a)(iii), railway crossing is equipped with a box marked “switches”.

— In the application of Rules 49 and 610, the appropriate CN form must be used when practicable.

10.4 Rugby, Mile 0.0 Winnipeg Beach Sub, Mile 0.0 La Riviere Sub and Mile 1.9 Carberry Sub

Locally-controlled interlocked junctions between Carberry Sub and La Riviere and Winnipeg Beach Subs. Controlled by Interlocking RTC Rugby.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	609
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	Verbal Authority ①
Track Work	49 (TOP) issued by Interlocking RTC Rugby ②

Rule 509 does not apply.

Rule 602(c) does not apply provided:

- (i) entry to the interlocking is authorized by Signal 34, 36 or 40;
- (ii) permission is received from the RTC Rugby to “switch”; and
- (iii) all movements are made at restricted speed.

Signal must not be restored to STOP while any portion of the train or engine is within interlocking limits and RTC Rugby must be advised when permission to “switch” is no longer required.

① A foreman operating a track unit must stop before passing the signal governing movement into Rugby Interlocking. Further movement must not be made until verbal authority has been received from the RTC Rugby.

When such authority is requested, the communication with the RTC Rugby must include the name and location of the foreman, and the destination. This request must be made from the location the track unit will enter the interlocking limits.

The RTC Rugby may provide verbal authority to the foreman as follows:

“Foreman (name) at (Signal No) this is verbal authority to occupy route as lined Rugby Interlocking between (Signal No) and (Signal No).”

This verbal authority must be repeated to and acknowledged by the RTC Rugby. The provisions of V280 Rule 841 apply on the route to be used.

The foreman must advise the RTC Rugby once the track unit is clear of the interlocking limits.

② In the application of Rule 49, the RTC Rugby may issue TOP protection specifying item 4 limits “All tracks Rugby Interlocking” when necessary to protect track work on multiple tracks or track unit movements on multiple routes.

All movements entering Rugby Interlocking at H-Yard lead crossover No 43 must first obtain permission from Interlocking RTC Rugby. Request must include occupation and name of crew member, train or engine designation and route to be used. H-Yard lead crossover switches may be left in reverse position when instructed by Interlocking RTC Rugby.

WINNIPEG TERMINAL FOOTNOTES

11.0 GENERAL FOOTNOTES

- 11.1** Rules 40.2 and 94.1 apply within Cautionary Limits in Winnipeg Terminal.
- 11.2** Keewatin Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within the Winnipeg Terminal.
- 11.3** All movements entering the main track between Whittier and Mile 2.3 Emerson Subdivision must first obtain permission from Yard Operations Co-ordinator, Winnipeg yard.
- 11.4** Eastward trains must obtain permission from Yard Operations Coordinator, Winnipeg yard before passing Mile 12.0 La Riviere Subdivision.
- 11.5** Main tracks Keewatin Subdivision end at Begin/End CTC Signs Mile 124.8. Main tracks Carberry Subdivision begin at Interlocking Signal 17, Mile 1.7. Rule 105 applies on all tracks between Begin/End CTC Signs Mile 124.8 Keewatin Subdivision and Signal 17, Mile 1.7 Carberry Subdivision.
- 11.6** Running test of brakes must not be made on Red River Bridge, Mile 124.6 Keewatin Subdivision.
- 11.7** Southward trains must obtain permission from Yard Operations Co-ordinator, Winnipeg yard to enter Winnipeg yard before obstructing public crossing Mile 3.2 Winnipeg Beach Subdivision.
- 11.8** All movements entering main track Glenboro Subdivision between Mile 0.0 and Mile 4.5 must obtain permission from the Yard Operations Co-ordinator, Winnipeg yard.
- 11.9** GOI Section 10, Item 5.4 applies on following subdivisions:
 Keewatin....Mile 117.0 to end of main tracks Mile 124.8
 Emersonjunction switch Whittier to Mile 3.0
 Winnipeg BeachSignal 02B Rugby to Mile 4.0
 ArborgMile 1.0 to Mile 3.0
 La Riviere Signal 02 Rugby to Mile 12.0
 Glenboro Signal 02 Woodman to Mile 4.5
 Carberrybegin main tracks Mile 1.7 to Mile 5.8
 Yard Operations Co-ordinator, Winnipeg is responsible.
- 11.10** In Winnipeg Terminal:
 — within Cautionary Limits on Winnipeg Beach, Arborg and Carberry Subdivisions, in the application of Rule 104(b), a train or engine may leave a main track switch lined and locked in reverse position;
 — The RTC need not be advised when such switches have been restored to normal position;
 — Both switches of a crossover or yard crossover must be left in the same position;
 — in the application of Rule 104(c), a train or engine may leave other than main track switches lined and locked in either position.

- 11.11** In the application of Rule 102(a) and (c):
 — tracks of other railways that are liable to be obstructed;
 — standby channel of other railway; and
 — emergency telephone numbers;
 are as follows:

	CPR	CN
Location	Mile 0.3 Emerson Subdivision	Mile 249.2 CN Redditt Sub passes over CPR
Standby Channel	N/A	CN 1 AAR 87 87
☎ Emergency	403-543-8315	1-800-668-6222

It does not preclude the application of Rule 102 at other locations.

- 11.12** In the application of GOI Section 14, Item 1.1(k), the following is the minimum number of hand brakes to be applied in the Winnipeg Terminal:

Tracks	Minimum number of hand brakes
Winnipeg main yard (between Whittier and Woodman)	3
North hump arrival and classification tracks	3* on west end of all tracks
South hump arrival and classification tracks	3* on east end of all tracks
All tracks I yard	3 on east end of all tracks
All tracks NW yard	3 on west end of all tracks
All tracks St. Boniface yard	1 on each end of track

* On hump arrival tracks, hand brakes are applied on the high end of downward sloping track. After testing hand brake effectiveness, equipment must be left with slack stretched.

WINNIPEG TERMINAL FOOTNOTES

12.0 SPURS AND OTHER TRACKS

12.1 Marconi Spur

- A. Extends northward,
Whittier to end of track 6.0 miles
- B. SPEED

Northward MPH	Mile	Southward MPH
All Trains		All Trains
10	0.0 to 1.1	10
25	1.1 to 2.4	25
★ 10	2.4 (public crossing)	★ 10
25	2.4 to 6.0	25

★ Until crossing is fully occupied.

- C. Junction with Keewatin Subdivision at Whittier – CTC.
- D. Whistle signal Rule 14(I) is prohibited at the following public crossings at grade:
 Mile 0.32..... Talbot Avenue
 Mile 0.61..... Chalmers Avenue
 Mile 1.12..... Munroe Avenue
 Mile 2.41..... McLeod Avenue
 Mile 2.97..... Springfield Road
- E. Mile 0.32, Talbot Avenue
 When a movement stops at a point where warning devices have been actuated, a crew member must flag public traffic over the crossing.
- F. Mile 0.61, Chalmers Avenue
 Movements on other than Marconi Spur must stop at STOP signs before obstructing crossing. STOP signs are located on both the west and east sides of all tracks, and apply to movements on all tracks except Marconi Spur.
- G. Mile 1.12, Munroe Avenue
 Movements from adjacent switch must stop at STOP sign before obstructing crossing.

12.2 Transcona Lead (off Mile 2.8 Marconi Spur)

At Mile 0.87, Lagimodiere Boulevard, westward movements must stop at STOP sign before obstructing crossing.

12.3 St. James Industrial Area

Maximum speed 5 MPH within the following limits over each public crossing with no warning device until crossing is fully occupied:
 North – Notre Dame Avenue
 East – Empress Street and its projection northward
 South – St. Matthews Avenue
 West – Winnipeg International Airport.

12.4 Maximum speed 5 MPH on curves from switch WZL to west end of switch WNR and from switch WZL to west end of switch W56.

12.5 Saskatchewan Avenue Lead, Mile 0.91 La Riviere Subdivision

- A. Public crossing, Mile 0.6, St. James Street
 Operation of warning devices interconnected with traffic signals. Westward movements must stop at STOP sign for 30 seconds before obstructing crossing, and must not exceed 5 MPH until crossings Mile 0.6 and 0.8 are fully occupied.
- B. Public crossing, Mile 0.8, Century and Border Streets
 Eastward movements must stop at STOP sign located west of Century Street, and must not exceed 5 MPH until crossings Mile 0.8 and 0.6 are fully occupied.
- C. Public crossing, Mile 1.0, King Edward Street
 Movements must stop at STOP signs before obstructing crossing.

12.6 Manitoba Sugar Spur

- A. Extends eastward, Mile 8.5 La Riviere Subdivision to end of track 2.5 miles
- B. Public crossing, Mile 2.06, Waverley Street
 Westward movements must stop at STOP sign and operate warning devices by pushbuttons.
- C. Movements must approach all public crossings at grade equipped with automatic warning devices prepared to stop and must not obstruct crossing until warning devices are seen to be operating for at least 20 seconds or until a crew member has provided manual protection of the crossing.
- D. Haulage capacity factor Westward (30%) and Eastward 3.7 (30%).
- E. Station number Manitoba Sugar - 5397.

12.7 Paddington yard, Mile 1.9 Emerson Subdivision

— Detour trains to or from CN Symington yard must use track S-86.
 — GE AC4400 and GM SD90MAC units prohibited on south leg of wye.

12.8 "L" Lead, off Mile 1.25 Carberry Subdivision

- A. Whistle signal Rule 14(I) is prohibited at the following public crossings:
 Mile 0.24 Logan Avenue
 Mile 0.53 McPhillips Street
 Mile 1.0 Notre Dame Avenue
 Mile 1.15 Erin Street
 Mile 1.2 Clifton Street
 Mile 1.29 Spruce Street
- B. At the following public crossings, movements must stop at STOP signs and operate warning devices by pushbuttons:
 Mile 0.24 Logan Avenue
 Mile 0.53 McPhillips Street
 Mile 1.0 Notre Dame Avenue
 Mile 1.15 Erin Street

12.9 Industrial lead, Mile 3.3 Glenboro Subdivision

Maximum speed 5 MPH over each crossing at grade until crossing is fully occupied.

WINNIPEG TERMINAL FOOTNOTES

12.10 Great West Development Lead off Mile 1.03 Carberry Subdivision "L" Lead

- A. Whistle signal Rule 14(l) is prohibited at the following public crossings:
 Mile 0.31 Richard Avenue
 Mile 0.54 Wellington Avenue
 Mile 0.77 Sargent Avenue
 Mile 1.02 Ellice Avenue
 Mile 1.25 St. Matthews Avenue
- B. Movements must stop at STOP signs and operate warning devices by pushbuttons at the following public crossings:
 Mile 0.54 Wellington Avenue
 Mile 0.77 Sargent Avenue
- C. A crew member must provide manual protection of all movements over the following public crossings:
 Mile 0.31 Richard Avenue
 Mile 1.25 St. Matthews Avenue
- D. Movements must stop at STOP signs before obstructing the following public crossing:
 Mile 1.02 Ellice Avenue

12.11 Restricted clearances not marked by restricted clearance signs:

Location	Track	Reason	Side of Track
Keewatin Subdivision	B-20	Building	South
		Fence	North
"F" Yard	F-1 to F-16	Slaw Rebchuk & Arlington St. bridge piers	Both
	N-1 to N-35		
"N" Yard	N-21 to N-27	Less than standard clearance	Both
	N-3 to N-5 (westward)		
Emerson Subdivision	S-82 Paddington	Electrical outlet	North
	S-44	Cement Pillar	
Arborg Subdivision	O-295 & O-68	Unloading Dock	East

Time Table No 21 – November 1, 2002

Haulage Factors	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Molson	NORTHWARD ↓	LAC DU BONNET SUBDIVISION (Subdivision No 6317)		SOUTHWARD ↑	Main Track(s)	Method of Train Control	Station Number	Haulage Factors
												STATIONS						
3.5	CP 1	752	CP 3 *11#	911	CP 14 *11#	772	CP 13	2.0	2.0	0.0	↓	MOLSON Jct Keewatin Sub		U	1	OCS	5102	3.5
										9.6		BEAUSEJOUR					5134	
										9.6		0.6 End of Track					Rule 105	
												Rules 40.2 and 94.1 apply within Cautionary Limits at Molson						

LAC DU BONNET SUBDIVISION FOOTNOTES

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 1.

0.3

To Call:	Channel	Dial
Diesel Specialist	CP 14	*11110#
S&C Support Desk	CP 14	*11406#
Time Signal	CP 14 or CP 3	*19778#

Disconnect call by dialing *1#

2.0 EQUIPMENT RESTRICTIONS

- 2.1 **Diesel Units**
— GOI Section 15, Item 4.2 applies.
- 2.2 **Cars**
— Cars over 268,000 pounds not exceeding 286,000 pounds gross weight, 10 MPH.

4.0 SPEEDS

4.1

Northward MPH		Southward MPH
All Trains	Mile	All Trains
25	0.0 to 9.6	25

5.0 CLEARANCES

- 5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies at Molson. Clearance must be obtained from Lac du Bonnet or Keewatin Subdivision RTC.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1 OCS Rules apply between Lac du Bonnet Subdivision junction switch Molson and Station Name Sign Beausejour.

11.0 GENERAL FOOTNOTES

- 11.1 Rules 40.2 and 94.1 apply within Cautionary limits at Molson.
- 11.2 Lac du Bonnet Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at Molson.
- 11.3 GOI Section 10, Item 5.4 applies within D L Zone Limits at Molson. Lac du Bonnet Subdivision RTC is responsible.
- 11.4 Main track ends at Station Name Sign Beausejour, Mile 9.6.

12.0 SPURS AND OTHER TRACKS

- 12.1 Maximum speed 5 MPH for 6 axle units on storage tracks at Beausejour.

Time Table No 21 – November 1, 2002

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	D L Zone GOI Sec 10 item 5.4	Miles from Kenora	WESTWARD ↓	KEEWATIN SUBDIVISION (Subdivision No 6316)		EASTWARD ↑	Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
												STATIONS								
3.3	CP 1	755	CP 3 *11#	911	CP 14 *11#	775	CP 13	8.0	8.0	0.0		KENORA	BW	2	CTC		Yard	5075	3.3	
										0.2		KENORA WEST	WX							
										3.3		KEEWATIN	WX							
										3.4		LACLU	W							
										13.5		LOWTHER								
		20.4								INGOLF										
		31.1								CROSS LAKE										
		35.9								TELFORD										
		45.6								CULVER										
		60.1								SHELLEY										
75.1		JULIUS																		
86.1		MOLSON																		
87.9		Jct Lac du Bonnet Sub																		
90.1		MOLSON WEST	X																	
92.2		LYDIATT																		
105.0		HAZELRIDGE																		
117.0		MANSON	WX																	
117.0		Connection to CEMR																		
119.2		NORCRAN	WX																	
124.5		Interlocked Railway Crossing																		
124.5		WHITTIER	WXY																	
124.5		Jct Emerson Sub																		
124.8		End of Main Tracks	W																	
125.7		WINNIPEG	B																	

KEEWATIN SUBDIVISION FOOTNOTES

ALL MOVEMENTS WEST OF MILE 117.0 ARE ALSO GOVERNED BY WINNIPEG TERMINAL FOOTNOTES COMMENCING ON PAGE 22.

KEEWATIN SUBDIVISION FOOTNOTES

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 1.
- 0.3 Radio Base Station located at Kenora. Channels CP 1 and CP 4 monitored 0730 - 2330 by Terminal Operations Coordinator.

- 0.4 To contact Ignace Sub RTC: from Channel CP 3, dial *11408#, after "OK" and "RINGBACK" tones, switch to Channel CP 1 and wait for RTC to answer.

0.5

To Call:	Channel	Dial
Diesel Specialist	CP 14	*11110#
S&C Support Desk	CP 14	*11406#
Time Signal	CP 14 or CP 3	*19778#

Disconnect call by dialing *1#.

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Mile 13.5		11.1	**	Immediate	Kenora
Immediate	Ingolf		27.5		Immediate	Lowther
Immediate	Mile 53.0 (South Storage)		49.6		Immediate	Telford
Immediate	Mile 72.9		65.7		Immediate	Culver
Immediate	Molson		83.3		Immediate	Shelley
Immediate	113.3	**	109.2 North Track		Immediate	Hazelridge
Immediate	113.1	**	109.2 South Track		Immediate	Hazelridge

2.0 EQUIPMENT RESTRICTIONS

2.1 Cars

— Short cars (less than 44 feet outside length) over 220,000 pounds and not exceeding 268,000 pounds gross weight 20 MPH on bridges Mile 0.7 and 1.2.

3.0 DANGEROUS COMMODITIES

- 3.1 All movements handling one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities between Mile 109.2 and Mile 117.0 are restricted to a maximum speed of 35 MPH unless a lower speed is otherwise prescribed.

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains	Mile	All Trains
25	0.0 to 1.3	25
40	1.3 to 9.1	40
45	9.1 to 21.0	45
40	21.0 to 28.5	40
45	28.5 to 40.0	45
50	40.0 to 86.1	50
30	86.1 to 92.2 South Track	30
50	86.1 to 92.2 North Track	50
50	92.2 to 118.7	50
45	118.7 to 119.2	45
35	119.2 to 123.7	35
*25	123.7 to 124.0	*25
35	124.0 to 124.5	35
25	124.5 to 124.8	25
† 15	124.8 to 125.5	† 25

† Maximum speed 10 MPH for engines in yard service.
* After crossings Mile 123.70, 123.92 and 124.00 have been fully occupied, 35 MPH applies.

- 4.2 Maximum speed 30 MPH on sidings.

5.0 CLEARANCES

- 5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies between Kenora and Switching Zone Sign Mile 8.0. Clearance must be obtained from Ignace or Keewatin Subdivision RTC.

6.0 CENTRALIZED TRAFFIC CONTROL

- 6.1 CTC Rules apply between Kenora and Begin/End CTC Signs at end of main tracks Mile 124.8.
- 6.2 All sidings are signalled sidings and CTC Rules apply.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Mile 3.15

Pushbuttons provided to operate warning devices for westward trains when switching or standing on main tracks at least 100 feet east of crossing.

9.2 Miles 3.15, 3.85 and 4.00

Whistle signal Rule 14(l) is prohibited at the following public crossings at grade:

Mile 3.15 Government Road
Mile 3.85 First West Bay Road
Mile 4.00 West Bay Road

9.3 Mile 72.50

Movements on north storage track must stop at STOP signs before obstructing crossing.

9.4 Mile 106.59

Pushbuttons provided to operate warning devices when switching or standing on main tracks at least 100 feet from the crossing.

KEEWATIN SUBDIVISION FOOTNOTES

11.0 GENERAL FOOTNOTES

- 11.1** Ignace Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Switching Zone between Kenora and Mile 8.0.
- 11.2** GOI Section 10, Item 5.4 applies between Kenora and D L Zone Sign Mile 8.0. Ignace Subdivision RTC is responsible.
- 11.3** Dual control switch point derail located on north lead at Kenora West.
- 11.4** In the application of Rule 102(a) and (c):
 — tracks of other railways that are liable to be obstructed;
 — standby channel of other railway; and
 — emergency telephone numbers;
 are as follows:

	CPR	CN
Location	Mile 54.8	Mile 183.4 CN Redditt Sub passes over CPR
Standby Channel	N/A	CN 1 AAR 87 87
☎ Emergency	403-543-8315	1-800-668-6222

It does not preclude the application of Rule 102 at other locations.

12.0 SPURS AND OTHER TRACKS

- 12.1 Abitibi Consolidated (Spur Track)**
 6 axle units prohibited west of Brinkman road crossing except when authorized by operating officer.
- 12.2** Restricted clearances not marked with restricted clearance signs, Kenora yard:

Track(s)	Structure	Side of Track
BA1 6	loading platform	north side

- 12.3** Kenora Forest Products, Mile 2.5 South Track.
 — 6 axle units prohibited.
 — air must be cut in on all cars when switching.
 — restricted clearances not marked with restricted clearance signs:

Structure	Side of Track
loading ramp	both sides
former chip facility	both sides
rock formation	south side

- 12.4 Station Numbers:**
 Mile 52.1 (Rennie) 5094
 Mile 72.1 (Whitemouth)..... 5098
 Mile 99.7 (Cloverleaf)..... 5105
 Mile 112.4 (Oakbank) 5107

Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zone	D L Zone GOI Sec 10 item 5.4	Miles from Thunder Bay	WESTWARD	KAMINISTIQUIA SUBDIVISION (Subdivision No 6314)	EASTWARD	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%			
											STATIONS										
3.0	CP 1	851	CP 3 *31#	911	CP 14 *31#	871	CP 13	142.0	142.0	142.0	WESTWARD	KAMINISTIQUIA SUBDIVISION (Subdivision No 6314)	EASTWARD	1	CTC	Yard	5035	3.3			
											0.9		W								
											NOTMAN		W								
											4.0		WX								
											IGNACE EAST		WY								
		146.9		0.3		IGNACE															
		147.2																			
Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zone	D L Zone GOI Sec 10 item 5.4	Miles from Ignace	WESTWARD	IGNACE SUBDIVISION (Subdivision No 6315)	EASTWARD	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%			
											STATIONS										
3.3	CP 4	818	CP 3 *21#	911	CP 20 *21#	838	CP 19	3.0	3.0	0.0	WESTWARD	IGNACE SUBDIVISION (Subdivision No 6315)	EASTWARD	1	CTC	Yard	5035	3.3			
											IGNACE		WY								
											1.3		W	IGNACE WEST							
											3.6			OSAQUAN							
											4.9			14.3					1	15300	5045
											19.2			RALEIGH							
											34.1			14.9						5049	
											36.2			DYMENT							
											36.2			2.1							
											39.2			BRULE					X		
											39.2			3.0							
											54.8			SUMMIT LAKE							
											54.8			15.6					1		
											62.2			BARCLAY							
											62.2			7.3							
											64.2			DRYDEN EAST					WX		
											64.2			2.0							
											67.0			DRYDEN WEST					BWX		
											67.0			2.8							
											83.4			OXDRIFT							
											83.4			16.4					1	14600	5060
											97.9			EAGLE RIVER							
		97.9		14.5																	
		103.2		EDISON																	
		103.2		5.3	2																
		109.9		CHARLOTTE																	
		109.9		6.7	1																
		122.6		PINE																	
		122.6		12.7	2																
		132.7		HAWK LAKE																	
		132.7		10.1	1																
		144.5		SCOVIL																	
		144.5		11.8	2																
		146.2		KENORA EAST	WX																
		146.2		1.7																	
				KENORA	BW																
							Yard	5075													

IGNACE SUBDIVISION FOOTNOTES COMMENCE ON PAGE 35.

IGNACE SUBDIVISION FOOTNOTES

IGNACE SUBDIVISION FOOTNOTES CONTAIN INSTRUCTIONS PERTAINING TO IGNACE SWITCHING ZONE.

Note: "Ignace Switching Zone" and "Ignace D L Zone" extend between mile 142.0 Kaministiquia Subdivision and mile 3.0 Ignace Subdivision.

0.0 RADIO

- 0.1 Trackage Radio System 2 in effect.
- 0.2 Zone Code (Z) is 2, except 3 on Kaministiquia Sub.
- 0.3 Maintenance of Way authorities Channel is CP 5, except CP 7 on Kaministiquia Sub.

0.4 Radio Base Station located at Kenora. Channels CP 1 and CP 4 monitored 0730 - 2330 by Terminal Operations Coordinator.

0.5 Spectra "DISP" feature does not apply.

0.6

To Call:	Channel	Dial
Diesel Specialist	CP 20	*21110#
S&C Support Desk	CP 20	*21406#
Time Signal	CP 20 or CP 3	*29778#

Disconnect call by dialing *2#

Kaministiquia Subdivision		
To Call:	Channel	Dial
Diesel Specialist	CP 14	*31110#
S&C Support Desk	CP 14	*31406#
Time Signal	CP 14 or CP 3	*39778#

Disconnect call by dialing *3#

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Mile 14.2		9.3		Immediate	Ignace
Immediate	Dyment		29.3		Immediate	Mile 26.0
Immediate	Mile 54.4	**	49.8		Immediate	Mile 45.0
Immediate	Mile 79.8		69.5	**	Immediate	Dryden
Immediate	Mile 99.0 (South Track)		94.4		Immediate	Mile 90.0
Immediate	Hawk Lake		118.5 North Track		Immediate	Mile 109.6
Immediate	Hawk Lake		118.5 South Track		Immediate	Mile 109.6
Immediate	Kenora	**	140.5 North Track		Immediate	Mile 132.5
Immediate	Kenora	**	140.5 South Track		Immediate	Mile 132.5

2.0 EQUIPMENT RESTRICTIONS

2.1 Crane and Auxiliary

— 414502 and 414651 10 MPH on culvert Mile 46.4 and 20 MPH on culvert Mile 44.1.

IGNACE SUBDIVISION FOOTNOTES

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains	Mile	All Trains
Kaministiquia Subdivision		
60	142.0 to 147.2	60
Ignace Subdivision		
25	0.0 to 0.8	25
35	0.8 to 4.9 South Track	35
45	0.8 to 2.1 North Track	45
50	2.1 to 4.9 North Track	50
50	4.9 to 6.7	50
60	6.7 to 22.0	60
55	22.0 to 23.0	55
60	23.0 to 34.2	60
60	34.2 to 36.0 South Track	60
50	36.0 to 37.0 South Track	50
60	37.0 to 39.2 South Track	60
30	34.2 to 39.2 North Track	30
60	39.2 to 50.0	60
50	50.0 to 53.2	50
40	53.2 to 54.7	40
40	54.7 to 67.0 South Track	40
55	54.7 to 58.0 North Track	55
60	58.0 to 62.0 North Track	60
55	62.0 to 64.0 North Track	55
60	64.0 to 67.0 North Track	60
60	67.0 to 69.0	60
55	69.0 to 71.0	55
60	71.0 to 79.9	60
45	79.9 to 97.9	45
40	97.9 to 103.3 South Track	40
45	97.9 to 101.6 North Track	45
35	101.6 to 102.9 North Track	35
45	102.9 to 103.3 North Track	45
45	103.3 to 110.0	45
35	110.0 to 110.6 South Track	35
45	110.0 to 110.6 North Track	45
35	110.6 to 110.9	35
40	110.9 to 127.3	40
35	127.3 to 127.6	35
40	127.6 to 134.6	40
40	134.6 to 142.9 South Track	40
45	134.6 to 142.9 North Track	45
45	142.9 (public crossing)	★30
40	142.9 to 144.4 South Track	40
45	142.9 to 144.4 North Track	45
35	144.4 to 146.2	35

★ Until crossing is fully occupied.

4.2 Maximum speed 30 MPH on sidings.

5.0 CLEARANCES

- 5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies:
- within Ignace Switching Zone. Clearance must be obtained from Kaministiquia or Ignace Subdivision RTC.
 - between Switching Zone Signs Mile 60.7 and 65.0.
 - between Switching Zone Sign Mile 138.0 and Kenora. Clearance must be obtained from Keewatin or Ignace Subdivision RTC.

6.0 CENTRALIZED TRAFFIC CONTROL

- 6.1 CTC Rules apply between Switching Zone Sign Mile 142.0, Kaministiquia Subdivision and Kenora.
- 6.2 All sidings are signalled sidings and CTC Rules apply.

9.0 PUBLIC CROSSINGS AT GRADE

- 9.1 **Mile 144.39**
Whistle signal Rule 14(l) prohibited at this crossing. Pushbuttons provided to operate warning devices when authorized to pass Signal 1443N or 1443S indicating STOP.
- 9.2 **Mile 144.84**
Whistle signal Rule 14(l) prohibited at this crossing. Eastward movements on south yard track must stop at STOP sign before obstructing crossing.

IGNACE SUBDIVISION FOOTNOTES

11.0 GENERAL FOOTNOTES

- 11.1 Ignace Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Ignace Switching Zone or within Switching Zone between Mile 138.0 and Kenora.
- 11.2 In the application of GOI Section 10, Item 4.4, dimensional bulges located at:
 - Raleigh, between Mile 18.6 and 19.0; and
 - Eagle River, between Mile 83.5 and 83.9.
- 11.3 Following Station Mile Signs located at other than standard distance from station:
 - West Station Mile Sign for Ignace East (Kaministiquia Subdivision) located between main tracks at Mile 0.1.
 - East Station Mile Sign for Kenora West (Keewatin Subdivision) located on cantilever structure Mile 145.7.
 - East Station Mile Sign for Kenora located at Mile 144.5.
 - West Station Mile Sign for Kenora East located on cantilever structure Mile 145.7.
- 11.4 In the application of GOI Section 14, Item 1.1(k), when a train is left unattended on any track between Ignace East and Ignace West, the minimum number of hand brakes to be applied is five.
- 11.5 Dual control switch point derails located on north lead at Ignace West and Ignace East, and at Kenora East.
- 11.6 GOI Section 10, Item 5.4 applies within Ignace D L Zone and between D L Zone Sign Mile 138.0 and Kenora. Ignace Subdivision RTC is responsible.

12.0 SPURS AND OTHER TRACKS

- 12.1 Maximum speed 5 MPH on wye at Ignace
- 12.2 **Weyerhaeuser mill tracks, Dryden**
 - GE AC4400 and GM SD90MAC units prohibited. Other 6 axle units prohibited except as single unit on track BJM1 to BJM15 switch and on track BJM15.
 - maximum speed 4 MPH within paper shed.
 - air must be cut in on all cars when switching.
- 12.3 **Weyerhaeuser Truss Joist Mill – Mile 140.0**
 - Air must be cut in on all cars when switching.
- 12.4 Restricted clearances not marked with restricted clearance signs, Kenora Yard

Track (s)	Structure	Side of Track
BA16	loading platform	north side

- 12.5 **Station Numbers:**
 - Mile 44.9 (Dinorwic) 5051
 - Mile 90.0 (Vermilion Bay)..... 5064

Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Rugby	NORTHWARD ↓	ARBORG SUBDIVISION (Subdivision No 6312)		SOUTHWARD ↑	Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
												STATIONS								
2.5	CP 5	243	CP 6	911	CP 20	343	CP 19	3.0	3.0	1.0	Winnipeg Terminal	RUGBY Jct Winnipeg Beach Sub 1.0		Rule 105	C L	3.0			5203	3.5
		242										*51#	*51#						342	
3.0	CP 5	241	CP 6	911	CP 20	341	CP 19	3.0	3.0	74.3		BALMORAL 9.9		Rule 105				5282	3.0	
		241										*51#	*51#					341		37.7
										75.1		0.8 End of Track								

Rules 40.2 and 94.1 apply within
Cautionary Limits Between Mile 1.0 and Mile 3.0

ARBORG SUBDIVISION FOOTNOTES

ALL MOVEMENTS SOUTH OF MILE 3.0 ARE ALSO GOVERNED BY WINNIPEG TERMINAL FOOTNOTES COMMENCING ON PAGE 22.

0.0 RADIO

0.1 Trackside Radio System 2 in effect.

0.2 Zone Code (Z) is 5.

To Call:	Channel	Dial
Diesel Specialist	CP 20	*51110#
S&C Support Desk	CP 20	*51406#
Time Signal	CP 20 or CP 6	*59778#

Disconnect call by dialing *5#

2.0 EQUIPMENT RESTRICTIONS

2.1 Diesel Units

- 6 axle units prohibited on bridge Mile 26.3.
- GOI Section 15, Item 4.2 applies.

2.2 Crane and Auxiliary

- all movements 15 MPH.
- 414502 and 414651 prohibited on bridge Mile 26.3.

2.3 Cars

- Over 268,000 pounds gross weight prohibited north of Mile 12.0.
- Over 268,000 pounds not exceeding 286,000 pounds gross weight, 55 feet or longer, 10 MPH between Mile 3.0 and Mile 12.0.

3.0 DANGEROUS COMMODITIES

3.1 GOI Section 5, Part 1, Item 1.1 applies to southward trains at Mile 18.0.

4.0 SPEEDS

4.1	Northward MPH		Southward MPH
	All Trains	Mile	All Trains
	10	1.0 to 3.0	10
	25	3.0 to 18.7	25
	10	18.7 to 19.6	10
	25	19.6 to 37.8	25
	★ 10	37.8 (public crossing)	★ 10
	25	37.8 to 72.5	25
	15	72.5 to 73.9	15
	★ 10	73.9 (public crossing)	★ 10
	15	73.9 to 74.2	15
	★ 5	74.2 (public crossing)	★ 5
	15	74.2 to 74.3	15

★ Until crossing is fully occupied.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 OCS Rules apply between Cautionary Limit Sign Mile 3.0 and Station Name Sign Arborg.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Mile 18.0

Pushbuttons provided to operate warning devices when switching or standing clear. Movements on other than main track must stop at STOP signs before obstructing crossing.

ARBORG SUBDIVISION FOOTNOTES

11.0 GENERAL FOOTNOTES

- 11.1 Rules 40.2 and 94.1 apply within Cautionary Limits between Mile 1.0 and Mile 3.0.
- 11.2 Southward trains must obtain permission from Yard Operations Co-ordinator, Winnipeg yard to enter Winnipeg yard before passing Mile 6.0.
- 11.3 Main track begins at Mile 1.0 and ends at Station Name Sign Arborg, Mile 74.3.

12.0 SPURS AND OTHER TRACKS

- 12.1 Station number Agricore South Lakes elevator, Mile 8.0 – 5275.

Time Table No 21 – November 1, 2002

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Rugby	NORTHWARD ↓	WINNIPEG BEACH SUBDIVISION (Subdivision No 6313)		SOUTHWARD ↑	Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%	
												STATIONS									
3.5	CP 5	243	CP 6 *51#	911	CP 20 *51#	343	CP 19	0.0 ↕ 4.0	4.0	0.0	Winnipeg Terminal	RUGBY Jct Carberry Sub Jct Arborg Sub		U	1	INT	4.0		5203	3.5	
		242				342		18.8 ↕ 22.1				21.0	21.0 SELKIRK						U		5241
		241				341						56.5	35.5 GIMLI								5255
			58.0		1.5 End of Track							Rule 105									

Rules 40.2 and 94.1 apply within Cautionary Limits at Rugby and Selkirk

WINNIPEG BEACH SUBDIVISION FOOTNOTES

ALL MOVEMENTS SOUTH OF MILE 4.0 ARE ALSO GOVERNED BY WINNIPEG TERMINAL FOOTNOTES COMMENCING ON PAGE 22.

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 5.

0.3 To Call:	Channel	Dial
Diesel Specialist	CP 20	*51110#
S&C Support Desk	CP 20	*51406#
Time Signal	CP 20 or CP 6	*59778#

Disconnect call by dialing *5#

2.0 EQUIPMENT RESTRICTIONS

- 2.1 **Crane and Auxiliary**
— 414502 and 414651 prohibited on bridge Mile 52.9, 10 MPH on bridge Mile 33.0 and 20 MPH on bridges Mile 6.9 and 17.5.
- 2.2 **Diesel Units**
— 6 axle units prohibited on bridge Mile 52.9.
— GOI Section 15, Item 4.2 applies north of Mile 50.0.
- 2.3 **Cars**
— freight cars over 220,000 pounds and less than 268,000 pounds gross weight must be separated by one car, 44 feet or longer, not exceeding 177,000 pounds gross weight on bridge Mile 52.9.
— short cars (less than 44 feet outside length) over 220,000 pounds gross weight prohibited on other than main track.
— Cars over 268,000 pounds gross weight prohibited.

3.0 DANGEROUS COMMODITIES

- 3.1 GOI Section 5, Part I, Item 1.1 applies to southward trains at Mile 24.0 and 18.0, and to northward trains at Mile 18.0.

4.0 SPEEDS

4.1 Northward MPH	Southward MPH	
	All Trains	All Trains
	Mile	
10	0.0 to 4.0	10
25	4.0 to 46.9	25
10	46.9 to 47.7	10
25	47.7 to 49.8	25
★ 15	49.8 (public crossing)	★ 15
25	49.8 to 56.5	25

★ Until crossing is fully occupied.

5.0 CLEARANCES

- 5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies at Selkirk. This does not apply to Manitoba Rolling Mills engines operating between crossovers at Mile 19.68 and Mile 19.73.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1 OCS Rules apply:
— between Cautionary Limit Sign Mile 4.0 and Cautionary Limit Sign Mile 18.8; and
— between Cautionary Limit Sign Mile 22.1 and Station Name Sign Gimli.

WINNIPEG BEACH SUBDIVISION FOOTNOTES

11.0 GENERAL FOOTNOTES

- 11.1** Rules 40.2 and 94.1 apply within Cautionary Limits at Rugby and Selkirk.
- 11.2** Manitoba Rolling Mills engines operate on main track between crossovers Mile 19.68 and Mile 19.73.
Northward movements must stop at STOP sign at Mile 19.55 and southward movements must stop at STOP sign at Mile 19.96. Further movement must not be made until all crossover switches have been lined and locked for main track.
Track units must not foul the route used by Manitoba Rolling Mills engines until all crossover switches are lined for the route to be used.
Crossover switches must be reversed for crossover movements immediately after the train, engine or track unit has cleared the route used by Manitoba Rolling Mills engines.
Track work within cautionary limits at Selkirk must be authorized by Rule 40.2.
- 11.3** In the application of Rule 104(b), crossover switches at Mile 19.68 and Mile 19.73 may be left lined and locked in reverse position.
- 11.4** Main track ends at Station Name Sign Gimli, Mile 56.5.

12.0 SPURS AND OTHER TRACKS

- 12.1 Silica Sand Plant lead, Selkirk**
— 6 axle units prohibited.
— Maximum speed 5 MPH.
— all movements must stop before obstructing public crossing at Taylor Avenue and Main Street.
- 12.2** Station Numbers:
Mile 47.1 (Winnipeg Beach) 5250

Time Table No 21 – November 1, 2002

		Yard Limits	Mile Post Location	WESTWARD	NOYES SUBDIVISION	EASTWARD			Siding Capacity in Feet Signalled Siding	Station Number	
		383.5	383.5	↓	STATIONS	↑					
		386.5			3.0 NOYES		YZ			Yard	4925
		386.7			0.2 International Boundary		Z				

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Whittier	NORTHWARD	EMERSON SUBDIVISION (Subdivision No 6311)	SOUTHWARD	Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%		
5.0	CP 5	245	CP 6	911	CP 20	345	CP 19	3.0 ↓ 0.2	3.0	64.1	↓	<i>International Boundary Non-Interlocked Railway Crossing</i>	↑	1	OCS	3.0					
												63.8					0.3 EMERSON	Rule 105		Yard	5215
												60.6					FREDENSTHAL WEST		5216		
												53.9					DOMINION CITY		5217		
												45.9					ARNAUD		5219		
		37.0	DUFROST		5220																
		32.2	CAREY	9671	5222																
		28.5	OTTERBURNE		5223																
		21.0	NIVERVILLE		5225																
		9.3	GRANDE POINTE		5228																
		1.1	Interlocked Railway Crossing		5199																
	0.0	WHITTIER Jct Keewatin Sub		UY																	

Rules 40.2 and 94.1 apply
within Cautionary Limits at Whittier

EMERSON SUBDIVISION FOOTNOTES

ALL MOVEMENTS NORTH OF MILE 3.0 ARE ALSO GOVERNED BY WINNIPEG TERMINAL FOOTNOTES COMMENCING ON PAGE 22.

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 5.

0.3

To Call:	Channel	Dial
Diesel Specialist	CP 20	*51110#
S&C Support Desk	CP 20	*51406#
Time Signal	CP 20 or CP 6	*59778#

Disconnect call by dialing *5#

EMERSON SUBDIVISION FOOTNOTES

1.0 HOT BOX DETECTOR SYSTEM

NORTHWARD			LOCATION	SOUTHWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Grande Point	**	15.9		Immediate	Niverville
Immediate	Dufrost		42.6		Immediate	Arnaud

2.0 EQUIPMENT RESTRICTIONS

2.1 Diesel Units

— GE AC4400 and GM SD90MAC units prohibited south of Mile 3.0, except when authorized by Service Area Manager, Engineering Services. When so authorized, maximum speed 20 MPH.

4.0 SPEEDS

Northward MPH	Mile	Southward MPH
All Trains		All Trains
15	64.1 to 62.8	15
25	62.8 to 60.6	
	60.6 to 1.0	25
15	1.0 to 0.7	15
★ 10	0.7 (public crossing)	★ 10
15	0.7 to 0.0	15

★ Until crossing is fully occupied.

4.2 Maximum speed 10 MPH on siding Dufrost.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 OCS Rules apply between Begin/End CTC Sign Whittier and Station Name Sign Fredensthal West.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle signal Rule 14(l) is prohibited at the following public crossings at grade:
 Mile 3.18 Cottonwood Road
 Mile 3.44 Trans Canada Highway No 1 East
 Mile 3.62 Pedestrian Walkway
 Mile 3.72 Meadowbrook Road
 Mile 4.05 Willowlake Crescent
 Mile 4.35 Beaverhill Boulevard
 Mile 4.54 Bishop Grandin Boulevard

9.2 Mile 9.27

Pushbuttons provided to operate warning devices when switching or standing clear south of crossing.

9.3 Mile 20.97

Pushbuttons provided to operate warning devices when switching or standing clear on main track. On other than main track, northward movements must stop at STOP sign before obstructing crossing and southward movements must stop at STOP sign and operate warning devices by pushbuttons.

9.4 Mile 45.88

Movements on other than main track must stop at STOP signs before obstructing crossing.

9.5 Mile 53.83, Isabella Avenue

Movements on other than main track must stop at STOP signs before obstructing crossing.

10.0 INTERLOCKINGS

10.1 Mile 64.1

Non-interlocked railway crossing at grade with CN Emerson Extension.

EMERSON SUBDIVISION FOOTNOTES

11.0 GENERAL FOOTNOTES

- 11.1 Rules 40.2 and 94.1 apply within Cautionary Limits at Whittier.
- 11.2 Main track ends at Station Name Sign Fredensthal West, Mile 60.6.
- 11.3 Northward trains must contact Yard Operations Coordinator, Winnipeg before leaving Grande Pointe.
- 11.4 Yard limits in effect on main track Noyes Subdivision St Paul Service Area between yard limit signs located at the International Boundary, mile 386.7 and at mile 383.5.

The following are excerpts of applicable General Code of Operating Rules (GCOR) which apply at Noyes.

- “Within yard limits, before initiating movement on a main track, a crew member must determine from the Minnesota or Portal Dispatcher if any Track Bulletins are required.”

{The Dispatcher may be contacted as follows:

Phone: Monday to Friday 0730 to 1530 and Saturday and Sunday 1530 to 2330, Portal Dispatcher at (612) 904-6108. At other times, Minnesota Dispatcher at (612) 904-5820 or (612) 904-5821; or

Radio: On AAR Channel 9494, dial 386 and wait for the dispatcher to answer.

If Track Bulletins are required, they may be obtained from the RIT at Noyes prior to commencing movement south of International Boundary. Southward trains may obtain Track Bulletins from RIT at Winnipeg, but must contact train dispatcher immediately before commencing movement south of international boundary.}

- “Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach.

- All movements entering or moving within yard limits must be made at “Restricted Speed” as defined in the GCOR:

“When a train or engine is required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of: Train, Engine, Railroad Car, Men or equipment fouling the track, Stop signal, or Derail or switch lined improperly. The crew must keep a look out for broken rail and not exceed 20 MPH. Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.”

- GCOR Rule 5.8.2(11): — — o — (same as CROR Rule 14(l)) must be sounded to warn employees when: Approaching men working on or near the right of way, regardless of any whistle prohibitions; or View is obstructed.

- Within yard limits at Noyes, the east main (No 2) track switch at mile 385.0 and the west main (No 1) track switch at mile 386.6 maybe left lined and locked in either position.

11.5 Hand brakes Emerson and Noyes yards

— In the application of GOI Section 14, Item 1.1(g), when 1-3 cars are left, hand brakes must be applied on all cars.

— In the application of GOI Section 14, item 1.1(k), the minimum number of hand brakes to be applied when four or more cars are left is four.

12.0 SPURS AND OTHER TRACKS

- 12.1 Maximum speed 5 MPH on wye at Noyes.

Time Table No 21 – November 1, 2002

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Maintenance of Way Channel	Miles from Rosenfeld	NORTHWARD ↓	GRETNA SUBDIVISION (Subdivision No 6325)	SOUTHWARD ↑	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
								STATIONS						
3.5	CP 5	222	CP 6	911	CP 13	7.5		<i>End of Track</i>			Rule 105			
							2.5							
			*81#						ALTONA					5435
						0.0		5.0 ROSENFELD Jct La Riviere Sub	Y	1	OCS	Yard	5408	3.5

GRETNA SUBDIVISION FOOTNOTES

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 8.

0.3

To Call:	Channel	Dial
Diesel Specialist	CP 6	*81110#
S&C Support Desk	CP 6	*81406#
Time Signal	CP 6	*89778#

Disconnect call by dialing *8#

2.0 EQUIPMENT RESTRICTIONS

- 2.1 **Diesel Units**
— GOI Section 15, Item 4.2 applies.
- 2.2 **Cars**
— over 268,000 pounds not exceeding 286,000 pounds gross weight, 55 feet or longer, 10 MPH between Mile 0.0 and 5.0.

4.0 SPEEDS

4.1

Northward MPH		Southward MPH
All Trains	Mile	All Trains
20	0.0 to 5.0	20

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1 OCS Rules apply between Gretna Subdivision junction switch Rosenfeld and Station Name Sign Altona.

11.0 GENERAL FOOTNOTES

- 11.1 Main track ends at Station Name Sign Altona, Mile 5.0.

Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 Item 5.4	Miles from Rugby	WESTWARD ↓	LA RIVIERE SUBDIVISION (Subdivision No 6324)	EASTWARD ↑	Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%								
										STATIONS															
3.7	CP 5	221	CP 6 *81#	911	CP 13	0.1		0.0	Winnipeg Terminal	RUGBY	U	1	INT	↓ 12.0		5203	7.0								
						12.0	12.0	Jct Carberry Sub																	
								5.2	Interlocked Railway Crossing				11.2												
								16.4	LA SALLE				6.1											5399	
								22.5	DOMAIN				11.1											5400	
								33.6	McTAVISH				7.1											5403	
							40.7	MORRIS															5405		
							41.0	Interlocked Railway Crossing			0.3														
							54.2	ROSENFELD			13.2													5408	
							63.8	Jct Gretna Sub			9.6													5410	
							71.9	PLUM COULEE			8.1													5412	5.56
							79.3	WINKLER			7.4													5414	
							92.6	MORDEN			13.3													5417	Down-grade
1.72						7.8										5420	3.46								
3.2		224				10.6										5425	1.85								
Down-grade						109.7	109.7	111.0		LA RIVIERE	UY				Yard										

Rules 40.2 and 94.1 apply within Cautionary Limits at Rugby and at La Riviere

LA RIVIERE SUBDIVISION FOOTNOTES

ALL MOVEMENTS EAST OF MILE 12.0 ARE ALSO GOVERNED BY WINNIPEG TERMINAL FOOTNOTES COMMENCING ON PAGE 22.

0.0 RADIO

0.1 Trackside Radio System 2 in effect.

0.2 Zone Code (Z) is 8.

0.3	To Call:	Channel	Dial
	Diesel Specialist	CP 6	*81110#
	S&C Support Desk	CP 6	*81406#
	Time Signal	CP 6	*89778#

Disconnect call by dialing *8#

2.0 EQUIPMENT RESTRICTIONS

2.1 Cars

— over 268,000 pounds not exceeding 286,000 pounds gross weight, 55 feet or longer, 10 MPH on bridges Mile 2.3 (on spur track), 44.8, 46.2, 47.8, 51.4, 105.1, 106.25, 106.42, 106.72, 106.84, and are prohibited on bridges Mile 108.7 and 108.8.

2.2 Crane and Auxiliary

— 414502 and 414651 prohibited.

3.0 DANGEROUS COMMODITIES

3.1 GOI Section 5, Part 1, Item 1.1 applies to eastward trains at Mile 16.0.

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains	Mile	All Trains
10	0.0 to 4.7	10
25	4.7 to 11.5	25
40	11.5 to 40.0	40
10	40.0 to 41.0	10
40	41.0 to 54.2	40
30	54.2 (through turnout)	30
40	54.2 to 71.2	40
25	71.2 to 72.5	25
40	72.5 to 105.1	40
10	105.1 to 111.0	10

LA RIVIERE SUBDIVISION FOOTNOTES

5.0 CLEARANCES

5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies at La Riviere. Clearance must be obtained from La Riviere or Napinka Subdivision RTC.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 OCS Rules apply between Interlocking Signal 02 at Rugby and Station Name Sign La Riviere.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Mile 33.67
Pushbuttons provided to operate warning devices when switching or standing clear.

9.2 Mile 63.49
Pushbuttons provided to operate warning devices when switching or standing clear.

9.3 Mile 71.68, Highway 32
Pushbuttons provided to operate warning devices when switching or standing clear.

9.4 Mile 71.94
Movements on other than main track must stop at STOP signs before obstructing crossing.

9.5 Mile 92.52
Movements on other than main track must stop at STOP signs before obstructing crossing.

10.0 INTERLOCKINGS

10.1 Mile 41.0
Automatic interlocked railway crossing at grade with Southern Manitoba Railway (SMNR).

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	611
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	840 (Form V280)
Track Work	40.3

11.0 GENERAL FOOTNOTES

11.1 Rules 40.2 and 94.1 apply within Cautionary Limits at Rugby and at La Riviere.

11.2 Napinka Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at La Riviere.

11.3 GOI Section 15, Item 29.4 applies to eastward trains Darlingford to Morden, and westward trains Mile 103.5 to La Riviere.

11.4 GOI Section 10, Item 5.4 applies Between D L Zone Sign Mile 109.7 and La Riviere. Napinka Subdivision RTC is responsible.

11.5 In the application of GOI Section 14, Item 2.0(c), grades greater than 1.5% between:
Mile 81.0 and 92.6,
Mile 107.0 and 110.0.

11.6 In the application of GOI Section 18, Descending Heavy Grades are located as follows:

Mile 93.0 – 81.0	1.60%	Eastward
Mile 107.0 – 111.0	1.50%	Westward

12.0 SPURS AND OTHER TRACKS

12.1 6 axle units prohibited on Winkler Industrial track U412G.

12.2 Station Numbers:
Mile 7.4 (Fort Whyte) 5395
Mile 74.3 (Agassiz Agricore)..... 5413

Time Table No 21 – November 1, 2002

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Woodman	WESTWARD ↓ Winnipeg Terminal	GLENBORO SUBDIVISION (Subdivision No 6330)		EASTWARD ↑	Main Track(s)	Method of Train Control	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
										STATIONS								
3.3	CP 5	221	CP 6 *81#	911	CP 13	0.0	4.5	0.0	Winnipeg Terminal	WOODMAN	U	1	CTC	4.5	2520	5300	Down-grade	
						12.4	Jct Carberry Sub											
3.0	CP 4	231	CP 3 *71#	911	CP 13	143.5		12.4		Interlocked Railway Crossing								
						23.1	STARBUCK											
3.3	CP 4	231	CP 3 *71#	911	CP 13			30.8		FANNYSTELLE								
						37.1	CULROSS											
3.0	CP 4	231	CP 3 *71#	911	CP 13			41.7		ELM CREEK								
						57.3	ST. CLAUDE											
3.3	CP 4	231	CP 3 *71#	911	CP 13			66.5		RATHWELL								
						73.4	TREHERNE											
3.0	CP 4	231	CP 3 *71#	911	CP 13			81.9		HOLLAND								
						92.0	CYPRESS RIVER											
3.3	CP 4	231	CP 3 *71#	911	CP 13			100.9		GLENBORO								
						128.2	NESBITT											
3.0	CP 4	231	CP 3 *71#	911	CP 13			131.3		PAGE								
						146.8	SOURIS	*UY										
										Jct Estevan Sub								

Rules 40.2 and 94.1 apply within Cautionary Limits at Woodman and Souris

GLENBORO SUBDIVISION FOOTNOTES

ALL MOVEMENTS EAST OF MILE 4.5 ARE ALSO GOVERNED BY WINNIPEG TERMINAL FOOTNOTES COMMENCING ON PAGE 22.

0.0 RADIO

0.1 Trackside Radio System 2 in effect.

To Call:	Channel	Dial
Woodman to Fannystelle		
Diesel Specialist	CP 6	*81110#
S&C Support Desk	CP 6	*81406#
Time Signal	CP 6	*89778#
Nesbitt to Souris		
Diesel Specialist	CP 8	*71110#
S&C Support Desk	CP 8	*71406#
Time Signal	CP 8	*79778#

Disconnect call by dialing *(Z)#

0.3 Zone Code (Z) is 8 between Woodman and Fannystelle and 7 between Nesbitt and Souris.

2.0 EQUIPMENT RESTRICTIONS

2.1 Crane and Auxiliary

— 414400-02 20 MPH on bridges Mile 73.24, 74.36 and 114.7.
 — 414502 and 414651 10 MPH on bridges Mile 73.24, 74.36 and 114.7, and 20 MPH on bridges Mile 10.2 and 90.7.

2.2 Diesel Units

— 6 axle units 25 MPH between Mile 145.4 and 146.8.

GLENBORO SUBDIVISION FOOTNOTES

3.0 DANGEROUS COMMODITIES

- 3.1** GOI Section 5, Part I, Item 1.1 applies to eastward trains at Mile 23.0.
- 3.2** All eastward movements handling one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities, unless a lower speed is otherwise prescribed, are restricted to a maximum speed of 35 MPH between Mile 9.0 and Mile 4.5.
- 3.3** All westward movements handling one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities, unless a lower speed is otherwise prescribed, are restricted to a maximum speed of 35 MPH between Mile 4.5 and Mile 8.6.

4.0 SPEEDS

4.1	Westward MPH	Mile	Eastward MPH
	All Trains		All Trains
	30	0.0 to 12.4	30
	40	12.4 to 41.0	40
	30	41.0 to 42.5	30
	40	42.5 to 146.8	40

5.0 CLEARANCES

- 5.1** System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies at Souris. Clearance must be obtained from Glenboro or Estevan Subdivision RTC.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1** OCS Rules apply between Signal 02 at Woodman and Glenboro Subdivision junction switch Souris.

9.0 PUBLIC CROSSINGS AT GRADE

- 9.1 Mile 23.22**
Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on other than main track must stop at STOP signs before obstructing crossing. STOP signs are located on the south side of all tracks and apply to movements on all tracks except the main track.
- 9.2 Mile 41.23**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.3 Mile 42.17**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.4 Mile 66.74**
Pushbuttons provided to operate warning devices when switching or standing clear on main track.

9.5 Mile 82.02

Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on business track and eastward movements on storage track must stop at STOP signs before obstructing crossing. Eastward STOP sign is located between business and storage track and applies to both tracks.

9.6 Mile 91.75

On other than main track, eastward movements must stop at STOP sign before obstructing crossing and westward movements must stop at STOP sign and operate warning devices by pushbuttons.

10.0 INTERLOCKINGS

10.1 Mile 12.4

Remotely-controlled interlocked railway crossing at grade with CN Rivers Subdivision. Controlled by CN Winnipeg Terminals RTC, Edmonton.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	839 (Form V280)
Track Work	49 (TOP) issued by CN RTC (ph:1-800-245-2055)

- In the application of Rule 610(a)(iii), railway crossing is equipped with a box marked “switches”.
- In the application of Rules 49 and 610, the appropriate CN form must be used when practicable.

11.0 GENERAL FOOTNOTES

- 11.1** Rules 40.2 and 94.1 apply within Cautionary Limits at Woodman and Souris.
- 11.2** *Designated switch at Souris at Mile 145.5.
- 11.3** Estevan Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the GBO is located within Cautionary Limits at Souris.

12.0 SPURS AND OTHER TRACKS

- 12.1** Maximum speed 5 MPH on east leg of wye Souris and on spur track U456C Elm Creek.

Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from La Riviere	WESTWARD ↓	NAPINKA SUBDIVISION (Subdivision No 6327)		EASTWARD ↑	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
										STATIONS							
1.75	CP 5	224	CP 6 *81#	911	CP 13	1.4	1.4	0.0	LA RIVIERE	*UY	1	OCS	Yard	5425	Down-grade		
4.7								7.5	WOOD BAY	5509							
								12.4	4.9	PILOT MOUND				5510			
4.4		225						17.0	4.6	CRYSTAL CITY				5511	3.5		
								21.2	4.2	CLEARWATER				5512	4.1		
4.7								226	28.7	7.5				MATHER	5513	4.5	
		35.6							6.9	CARTWRIGHT				5515			
		42.8							7.2	HOLMFIELD				5516			
		51.5							8.7	KILLARNEY				5517			
4.3		227						62.2	10.7	NINGA				5519	4.2		
								69.8	7.6	BOISSEVAIN				5520			
5.0		227						89.9	20.1	DELORAINE				5527	3.1		
4.5								100.2	10.3	MEDORA				5529			
								108.5	8.3	NAPINKA Jct Estevan Sub				5658			

Rules 40.2 and 94.1 apply within Cautionary Limits at La Riviere

NAPINKA SUBDIVISION FOOTNOTES

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 8.

To Call:	Channel	Dial
Diesel Specialist	CP 6	*81110#
S&C Support Desk	CP 6	*81406#
Time Signal	CP 6	*89778#

Disconnect call by dialing *8#

2.0 EQUIPMENT RESTRICTIONS

- 2.1 **Crane and Auxiliary**
— 414502 and 414651 10 MPH on bridges Mile 2.8 and 42.8 and 20 MPH on bridges Mile 45.24 and 89.28.
- 2.2 **Diesel Units**
— 6 axle units prohibited between La Riviere and Mile 76.1.
— GOI Section 15, Item 4.2 applies between La Riviere and Mile 76.1.

2.3 Cars

— short cars (less than 44 feet outside length) over 220,000 pounds and less than 268,000 pounds gross weight 10 MPH on bridge Mile 34.64.
— over 268,000 pounds not exceeding 286,000 pounds gross weight, 55 feet or longer, 10 MPH between Mile 0.0 and 70.1.

4.0 SPEEDS

Westward MPH	Mile	Eastward MPH
20	0.0 to 6.0	20
25	6.0 to 28.5	25
★ 10	28.5 (public crossing)	★ 10
25	28.5 to 76.1	25
40	76.1 to 89.9	40
★ 10	89.9 (public crossing)	★ 10
40	89.9 to 108.2	40
10	108.2 to 108.5	10

★ Until crossing is fully occupied.

NAPINKA SUBDIVISION FOOTNOTES

5.0 CLEARANCES

5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies at La Riviere. Clearance must be obtained from La Riviere or Napinka Subdivision RTC.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 OCS Rules apply between Station Name Sign La Riviere and Napinka Subdivision junction switch Napinka.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Mile 12.4
Movements on other than main track must stop at STOP signs before obstructing crossing.

9.2 Mile 35.5
Movements on other than main track must stop at STOP signs before obstructing crossing.

9.3 Mile 50.9
Pushbuttons provided to operate warning devices when switching or standing clear.

9.4 Mile 70.0
Pushbuttons provided to operate warning devices when switching or standing clear on main track. Westward movements on other than main track must stop at STOP signs before obstructing crossing. STOP sign is located on the south side of all tracks and applies to movements on all tracks except the main track.

9.5 Mile 89.9
Pushbuttons provided to operate warning devices when switching or standing clear. Movements on elevator track must stop at STOP signs and operate warning devices by pushbuttons.

9.6 Mile 90.6
Pushbuttons provided to operate warning devices when switching or standing clear.

11.0 GENERAL FOOTNOTES

11.1 Rules 40.2 and 94.1 apply within Cautionary Limits at La Riviere.

11.2 *Designated switch at La Riviere at Mile 0.5.

11.3 Napinka Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at La Riviere.

11.4 GOI Section 15, Item 29.4 applies to eastward trains Wood Bay to Mile 1.5.

11.5 GOI Section 10, Item 5.4 applies between La Riviere and D L Zone Sign Mile 1.4. Napinka Subdivision RTC is responsible.

11.6 In the application of GOI Section 14, Item 2.0(c), grade greater than 1.5% between Mile 4.0 and 6.0.

11.7 In the application of GOI Section 18, Descending Heavy Grades are located as follows:

Mile 6.0 – 0.0	1.55%	Eastward
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12.0 SPURS AND OTHER TRACKS

12.1 Maximum speed 5 MPH on United Grain Growers Spur, Boissevain.

Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Maintenance of Way Channel	Cautionary Limits	Miles from Schwitzer	WESTWARD ↓	ARCOLA SUBDIVISION (Subdivision No 6328)		EASTWARD ↑	Main Track(s)	Method of Train Control	Station Number	Haulage Factors — 30%						
									STATIONS												
2.7	CP 4	231	CP 3 *71#	911	CP 13	↓ 2.0	0.0	↓	SCHWITZER	DU	↑	1	OCS	5651	Downgrade						
							26.1		Jct Estevan Sub	5685											
1.95		232					26.1		32.8	41.7				49.3	60.2	69.8	77.8	26.1	PIPESTONE	5686	5.5
																		6.7	RESTON	5688	
																		8.9	SINCLAIR	5690	
																		7.6	ANTLER	5692	
																		10.9	REDVERS	5694	
																		9.6	WAUCHOPE	5696	
2.6	233	77.8	85.0	85.0	85.0	85.0	85.0	85.0	8.0	MANOR	5698										
									7.2	CARLYLE	5698										
Rules 40.2 and 94.1 apply within Cautionary Limits at Schwitzer																					

ARCOLA SUBDIVISION FOOTNOTES

0.0 RADIO

- 0.1 Trackage Radio System 2 in effect.
- 0.2 Zone Code (Z) is 7.
- 0.3

To Call:	Channel	Dial
Diesel Specialist	CP 3	*71110#
S&C Support Desk	CP 3	*71406#
Time Signal	CP 3	*79778#

Disconnect call by dialing *7#
- 0.4 Radio coverage between Mile 40.0 and 85.0 is marginal.
- 0.5 Spectra "DISP" feature does not apply.

2.0 EQUIPMENT RESTRICTIONS

- 2.1 **Crane and Auxiliary**
— 20 MPH on curve Mile 38.3.

4.0 SPEEDS

Westward MPH	Mile	Eastward MPH
25	0.0 to 2.0	25
40	2.0 to 60.2	40
★ 25	60.2 (private crossing)	★ 25
40	60.2 to 69.8	40
★ 10	69.8 (private crossing)	★ 10
40	69.8 to 85.0	40

★ Until crossing is fully occupied.

5.0 CLEARANCES

- 5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies at Schwitzer. Clearance must be obtained from Arcola or Estevan Subdivision RTC.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1 OCS Rules apply between Arcola Subdivision junction switch Schwitzer and Station Name Sign Carlyle.

9.0 PUBLIC CROSSINGS AT GRADE

- 9.1 **Mile 33.0**
Pushbuttons provided to operate warning devices when switching or standing clear on main track.

11.0 GENERAL FOOTNOTES

- 11.1 Rules 40.2 and 94.1 apply within Cautionary Limits at Schwitzer.
- 11.2 Estevan Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at Schwitzer.

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Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Miles from Pasqua	NORTHWARD ↓	WEYBURN SUBDIVISION (Subdivision No 6375)		SOUTHWARD ↑	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%
										STATIONS							
3.3	CP 5	056	CP 6 *61#	911	CP 15 *61#	156	CP 11	143.5	↓	SHAND		↑	1	OCS	6690	6077	Down-grade
								137.5		6.0 ESTEVAN Jct Estevan and Bromhead Subs							3.5
								129.4		8.1 HITCHCOCK							6079

WEYBURN SUBDIVISION FOOTNOTES

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 6.

0.3

To Call:	Channel	Dial
Diesel Specialist	CP 15	*61110#
S&C Support Desk	CP 15	*61406#
Time Signal	CP 15 or CP 6	*69775#

Disconnect call by dialing *6#

1.0 HOT BOX DETECTOR SYSTEM

1.1

NORTHWARD			LOCATION	SOUTHWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Estevan	**	143.2		Immediate	North Portal

2.0 EQUIPMENT RESTRICTIONS

- 2.1 **Crane and Auxiliary**
— all movements 30 MPH, except 25 MPH between Estevan and Shand.
- 2.2 **Cars**
— over 268,000 pounds not exceeding 286,000 pounds gross weight, 55 feet or longer, 35 MPH on curve at Mile 136.1.

4.0 SPEEDS

4.1	Northward MPH		Southward MPH
	All trains	Mile	All trains
	50	143.5 to 138.8	50
	★ 30	138.8 (public crossing)	★ 30
	50	138.8 to 137.4	50
	★ 20	137.4 (public crossing)	★ 20
	50	137.4 to 129.4	50

★ Until crossing is fully occupied.

- 4.2 Solid bulk trains handling loaded covered hoppers, loaded open top hoppers or loaded tank cars must not exceed 40 MPH.
- 4.3 Maximum speed 20 MPH on siding Estevan when entering or leaving main track at north siding switch to expedite clearing public crossing Mile 137.4.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1 OCS Rules apply between Station Name Sign Hitchcock and Station Name Sign Shand.

9.0 PUBLIC CROSSINGS AT GRADE

- 9.1 **Mile 138.8**
Pushbuttons provided to operate warning devices when switching or standing clear.

11.0 GENERAL FOOTNOTES

- 11.1 In the application of GOI Section 14, Items 1.1(k) and 3.0, when a train is left unattended with engine attached at Estevan, the minimum number of hand brakes to be applied is two.
- 11.2 In the application of Rule 104(c), a train or engine required to operate on both Weyburn and Estevan Subdivisions may leave other than main track switches in Estevan yard lined and locked in either position.

12.0 SPURS AND OTHER TRACKS

- 12.1 **Estevan Yard**
— Maximum speed 5 MPH for GE AC4400 and GM SD90MAC units on east leg of wye.
— Maximum speed 5 MPH for facing point movements when pushing equipment over other than main track switches in reverse position.
— Temporary derails will be installed 150 feet each side of loading platform when a carload of dangerous goods is to be unloaded on Elevator Track, Estevan. These derails will be removed when the car is unloaded.

Time Table No 21 – November 1, 2002

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Maintenance of Way Channel	Cautionary Limits	D L Zone GOI Sec 10 item 5.4	Miles from Kemnay	WESTWARD ↓	ESTEVAN SUBDIVISION (Subdivision No 6329)	EASTWARD ↑	Main Track(s)	Method of Train Control	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%							
										STATIONS													
2.75	CP 4	231	CP 3 *71#	911	CP 13	1.7		0.0		KEMNAY Jct Broadview Sub	*DU	1	CTC		5610	4.3							
						4.0		4.0		4.2				Interlocked Railway Crossing									
											8.2				BERESFORD						5647		
											15.9				7.7		SOURIS Jct Glenboro Sub	Y		Yard	5650		
											21.6				5.7		SCHWITZER Jct Arcola Sub				5651		
											25.7				4.1		MENTEITH				5652		
3.0											32.3				6.6		HARTNEY				5654		
											50.4				18.1		NAPINKA Jct Napinka Sub			5560	5658		
3.3							232				58.7				8.3		MELITA					5660	3.3
														63.9			5.2	ELVA				5661	
											72.9				9.0		PIERSON				5662		
											81.2				8.3		GAINSBOROUGH				5664		
2.6											89.4				8.2		CARIEVALE				5665	3.5	
						233					97.0				7.6		CARNDUFF					5666	
														107.2			10.2	GLEN EWEN				5668	
														114.7			7.5	OXBOW				5669	
														121.8			7.1	ALAMEDA				5671	2.6
														129.5			7.7	FROBISHER				5673	
						234				146.7				17.2	Interlocked Railway Crossing							3.2	
3.3										147.6				0.9	BIENFAIT		DY		Yard		5675		
											148.0			148.0	7.4		ESTEVAN EAST	U					
														155.0									3.1
														156.1			1.1 ESTEVAN Jct Weyburn Sub	Y	Rule 105	Yard		6077	

Rules 40.2 and 94.1 apply within Cautionary Limits at Kemnay and Estevan East

ESTEVAN SUBDIVISION FOOTNOTES

0.0 RADIO

- 0.1 Trackside Radio System 2 in effect.
- 0.2 Zone Code (Z) is 7.

0.3

To Call:	Channel	Dial
Diesel Specialist	CP 3	*71110#
S&C Support Desk	CP 3	*71406#
Time Signal	CP 3	*79778#

Disconnect call by dialing *7#

ESTEVAN SUBDIVISION FOOTNOTES

1.0 HOT BOX DETECTOR SYSTEM

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Souris		11.8	**	Immediate	Beresford
Immediate	Napinka		36.1		Immediate	Hartney
Immediate	Pierson		62.5		Immediate	Melita
Immediate	Carievale		85.7		Immediate	Gainsborough
Immediate	Oxbow		111.0		Immediate	Glen Ewen
Immediate	Bienfait	**	137.3		Immediate	Frobisher

2.0 EQUIPMENT RESTRICTIONS

- 2.1 Crane and Auxiliary**
— 414502 and 414651 20 MPH on bridge Mile 80.9.
- 2.2 Cars**
— over 268,000 pounds not exceeding 286,000 pounds gross weight, 55 feet or longer, 10 MPH between Mile 155.5 and 156.1.

4.0 SPEEDS

Westward MPH	Mile	Eastward MPH
All Trains	All Trains	All Trains
15	0.0 to 0.4	15
25	0.4 to 15.5	25
20	15.5 to 16.7	20
25	16.7 to 51.0	25
40	51.0 to 56.8	40
30	56.8 to 59.0	30
40	59.0 to 115.0	40
30	115.0 to 121.2	30
40	121.2 to 146.1	40
‡ 25	146.1 to 146.7	
35	146.7 (railway crossing)	35
40	146.7 to 147.0	‡ 25
	147.0 to 155.0	40
★ 20	155.0 (public crossing)	★ 20
25	155.0 to 156.1	25

★ Until crossing is fully occupied.
‡ After engine passes Advance Signal for Interlocking Mile 146.7, if governing Interlocking Signal displays Clear Signal, Rule 405, 35 MPH applies.

5.0 CLEARANCES

- 5.1** System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies
— at Kemnay. Clearance must be obtained from Broadview or Estevan Subdivision RTC.
— at Estevan East. Clearance must be obtained from Estevan or Weyburn Subdivision RTC.

6.0 CENTRALIZED TRAFFIC CONTROL

- 6.1** Junction with Broadview Subdivision at Kemnay — CTC.

7.0 OCCUPANCY CONTROL SYSTEM

- 7.1** OCS Rules apply between Begin/End CTC Sign Kemnay and Station Name Sign Estevan East.

9.0 PUBLIC CROSSINGS AT GRADE

- 9.1 Mile 16.0**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.2 Mile 16.5**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.3 Mile 32.2**
Pushbuttons provided to operate warning devices when switching or standing clear on main track. Westward movements on other than main track must stop at STOP sign before obstructing crossing.
- 9.4 Mile 58.5**
Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on other than main track must not exceed 5 MPH within 150 feet of crossing.
- 9.5 Mile 58.9**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.6 Mile 81.3, Peter Street**
Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on elevator track must stop at STOP signs and operate warning devices by pushbuttons.
- 9.7 Mile 81.5, Souris Street**
Pushbuttons provided to operate warning devices when switching or standing clear.
- 9.8 Mile 89.8**
Westward movements on other than main track must stop at STOP signs before obstructing crossing.

ESTEVAN SUBDIVISION FOOTNOTES

9.9 Mile 97.1, Broadway Street

Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on other than main track must stop at STOP signs and operate warning devices by push-buttons. Cars must not be left between clearance posts unless a crew member provides manual protection of the crossing.

9.10 Mile 97.3, 3rd Street West

Pushbuttons provided to operate warning devices when switching or standing clear on main track. Westward movements on elevator track must stop at STOP sign before obstructing crossing.

9.11 Mile 114.7

Pushbuttons provided to operate warning devices when switching or standing clear on main track. Movements on elevator track must stop at STOP signs before obstructing crossing.

9.12 Mile 129.8

Pushbuttons provided to operate warning devices when switching or standing clear.

9.13 Mile 155.0

Rule 103.1(b)(ii) does not apply to eastward movements.

10.0 INTERLOCKINGS

10.1 Mile 4.0

Automatic interlocked railway crossing at grade with CN Cromer Subdivision.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	611
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	840 (Form V280)
Track Work	40.3

10.2 Mile 146.7

Automatic interlocked railway crossing at grade with CN Lampman Subdivision.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	611
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	840 (Form V280)
Track Work	40.3

11.0 GENERAL FOOTNOTES

11.1 Rules 40.2 and 94.1 apply within Cautionary Limits at Kemnay and Estevan East.

11.2 *Designated switch at Kemnay at Mile 1.5.

11.3 Broadview Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at Kemnay. Weyburn Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Cautionary Limits at Estevan East.

11.4 Main track ends at Station Name Sign Estevan East, Mile 155.0.

11.5 In the application of Rule 104(c):
 — a train or engine may leave switch at east end of storage yard Mile 155.2, Estevan East, lined and locked in either position; and
 — a train or engine required to operate on both Weyburn and Estevan Subdivisions may leave other than main track switches in Estevan yard lined and locked in either position.

11.6 GOI Section 10, Item 5.4 applies within D L Zone Limits at Estevan East. Weyburn Subdivision RTC is responsible.

11.7 Special Derail located on east end of siding Napinka.

12.0 SPURS AND OTHER TRACKS

12.1 Maximum speed 5 MPH on east leg of wye, Souris.

12.2 Estevan Yard

— Maximum speed 5 MPH for GE AC4400 and GM SD90MAC units on east leg of wye.
 — Maximum speed 5 MPH for facing point movements when pushing equipment over other than main track switches in reverse position.

12.3 Bienfait Wye and Loop Track

Automatic interlocked railway crossing at grade with CN Lampman Subdivision located 0.5 miles south of Bienfait.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	611
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	840 (Form V280)
Track Work	40.3

Pushbutton located in box adjacent to Signal 05 to clear signal for northward return movements while switching.

12.4 Station number for Saskatchewan Wheat Pool Border Land elevator Mile 94.2 – 6411.

TRACKSIDE RADIO SYSTEM 2 SPECIAL INSTRUCTIONS
Manitoba Service Area

Point to Train System

Type of call:	Switch to:	Dial:	Listen for: (tone)	Action:
Emergency Call-in to RTC	RTC Call-in Channel	911	"OK" + 8 seconds + "EMERGENCY"	Broadcast: "Emergency, Emergency, Emergency". ** Return to Train Standby Channel. Wait for RTC to respond.
Normal Call-in to RTC	RTC Call-in Channel	*(Z)1#	"OK" + 8 seconds + "RINGBACK"	Return to Train Standby Channel. Wait for RTC to respond.
Extended Repeater Operation to Utility	RTC Call-in Channel	*(Z)NXXX#	"OK" + 8 seconds + "EXT RPTR CONNECT"	Switch to Train Standby Channel. Voice call person being called. Switch to RTC Call-in Channel and dial *(Z)# to disconnect.
To access Time Signal in your area	Utility or RTC Call-in Channel	*(Z)TTTT#	"OK" + 8 seconds + voice time signal	Dial *(Z)# to disconnect.

Utility System

Type of call:	Switch to:	Dial:	Listen for: (tone)	Action:
Emergency Call-in to RTC	Utility Channel	911	"OK" + 8 seconds + "EMERGENCY"	Broadcast: "Emergency, Emergency, Emergency". ** Wait for RTC to respond.
Normal Call-in to RTC	Utility Channel	*(Z)1#	"OK" + 8 seconds + "RINGBACK"	Wait for RTC to respond.
Local Repeater Operation	Utility Channel	*(Z)XXX#	"OK"	Voice call person being called. Dial *(Z)# to disconnect.
Extended Repeater Operation to Utility	Utility Channel	*(Z)NXXX#	"OK" + 8 seconds + "EXT RPTR CONNECT"	Voice call person being called. Dial *(Z)# to disconnect.
Extended Repeater Operation to Point to Train	Utility Channel	*(Z)NXXX#	"OK" + 8 seconds + "EXT RPTR CONNECT"	Voice call person being called. Dial *(Z)# to disconnect.
Diesel Specialist Calgary	Utility Channel	*(Z)1110#	"OK" + 8 seconds + "RINGBACK"	Wait for Specialist to answer. Dial *(Z)# to disconnect
S&C Support Desk Calgary	Utility Channel	*(Z)1406#	"OK" + 8 seconds + "RINGBACK"	Wait for S&C Support to answer. Dial *(Z)# to disconnect.
To access Time Signal in your area	Utility or RTC Call-in Channel	*(Z)TTTT#	"OK" + 8 seconds + voice time signal	Dial *(Z)# to disconnect.

** You have 10 seconds to make this broadcast.

Radio Telephone Interface (RTI) System (See RTI Notes)

Type of call:	Switch to:	Dial:	Listen for: (tone)	Action:
Emergency Call-in to RTC	Utility Channel ***	**XXX9#	"OK" + 8 seconds + "RINGING"	Wait for RTC to respond.
Normal Call-in to RTC	Utility Channel ***	**XXX1#	"OK" + 8 seconds + "Voice Instructions"	Follow Voice instructions. Wait for RTC to respond.
S&C Support Desk Calgary	Utility Channel ***	**XXX4#	"OK" + 8 seconds +"RINGING"	Follow Voice Instructions. Dial *(Z)# to disconnect.
Diesel Specialist Calgary	Utility Channel ***	**XXX5#	"OK" + 8 seconds + "RINGING"	Wait for Specialist to answer. Dial *(Z)# to disconnect.

*** If Utility channel is not provided in your area use the Train Standby Channel.

On the Estevan, Minnedosa and Bredenbury Subdivisions, switch to Channel CP 1 to access the RTI.

NOTE: When using the Train Standby Channel you must wait for the voice message to end before selecting your choice. Failure to do so will result in a call-in failure.

TRACKSIDE RADIO SYSTEM 2 SPECIAL INSTRUCTIONS Manitoba Service Area

Notes

Utility and RTC Call-in Channels and Codes are indicated in Subdivision station column or footnotes.

(Z) denotes Zone Code indicated in Subdivision footnotes.

"XXX" denotes Tower Code as indicated in Subdivision station columns (nearest tower or tower you wish to connect to).

"N" denotes Node Number: 4 for Subdivisions west, north and south of Winnipeg, 5 for Subdivisions east of Winnipeg.

"TTTT"..... denotes Time Signal Device Code as follows:

- 9777 - Pacific Time Zone
- 9776 - Mountain Time Zone
- 9775 - Saskatchewan (Central Standard)
- 9778 - Central Time Zone
- 7979 - Eastern Time Zone

RTI Notes

You should use the RTI ONLY when you hear a "Call Failed Tone" when trying to call-in, or when instructed to do so.

System Radio Tones

- "OK" (2 short beeps) call has reached radio tower
- "RINGBACK" (3 short rings)..... call has reached RTC's console
- "EMERGENCY" (2 second continuous) call has reached RTC's console
- "RINGING" (Normal telephone ring)..... RTI call is progressing
- "BUSY" (busy signal) system is busy
- "EXT RPTR CONNECT" (1 second continuous) extended repeater is enabled for use
- "INVALID" (9 short beeps) invalid destination called
- "CALL FAILED" (hi-lo or bee-bop)..... radio site is inoperative

Use of Extended Repeater Operation

EXAMPLE 1 - Point to Train to Utility

Train crew of a train at Kemnay, Broadview Sub (see page 8) wants to speak to the Track Maintenance Supervisor near Guiler (Whitewood Tower).

1. Switch to: RTC Call-in Channel CP 3 and wait until channel is quiet.
2. Dial: *34135#
3. Wait for the "OK" tone, then after 8 seconds an "EXT RPTR CONNECT" tone.
4. Switch to Train Stand-by Channel CP 1 and voice call the Track Maintenance Supervisor.
5. When conversation is complete, switch to RTC Call-in Channel CP 3 and dial *4# to disconnect.

EXAMPLE 2 - Utility

The Track Maintenance Supervisor at Minnedosa, Minnedosa Sub (see page 16) wants to speak to the Assistant Track Maintenance Supervisor at Westbourne (Westbourne Tower).

1. Switch to Utility Channel CP 20 and wait until channel is quiet.
2. Dial: *64311#
3. Wait for the "OK" tone, then after 8 seconds an "EXT RPTR CONNECT" tone.
4. Voice call the Assistant Track Maintenance Supervisor.
5. When conversation is complete, dial *6# to disconnect.

EXAMPLE 3 - Utility to Point to Train

The Track Maintenance Supervisor at Dryden, Ignace Sub (see page 34) wants to speak to the crew on a train near Kenora (Kenora Tower).

1. Switch to Utility Channel CP 20 and wait until channel is quiet.
2. Dial *25811#
3. Wait for "OK" tone, and after 8 seconds, an "EXT RPTR CONNECT" tone.
4. Voice call the crew on the train.
5. When the conversation is complete, dial *2# to disconnect.

CLARIFICATION OF SUBDIVISION FOOTNOTES

The following is provided for your guidance only. It does not replace proper observance of all CROR Rules, special instructions, GBO, operating bulletins, etc.



Station columns indicate station names, distance between stations, location of interlockings, subdivision mileage, subdivision direction (northward, westward, etc.) and symbols, as per Rule 6, to indicate various characteristics at that particular station. For example, the symbol “U” indicates that cautionary limits are in effect at that location.

Columns on either side of the station column indicate:

- the number of main tracks and method of train control - OCS, CTC or Cautionary Limits (C L);
- siding capacity in feet and signalled siding. Where a number appears in this column, a track designated as a siding exists at this location. This is important for various reasons. One consideration is speed as per SSI to Rule 105. Speed on a track designated as a siding (unless otherwise indicated) is 15 MPH, as opposed to 10 MPH for yard tracks. If the number is underlined, the siding is a signalled siding and CTC Rules apply. (All sidings on the Keewatin and Ignace Subdivisions, and Meadows and Poplar Point on the Carberry Subdivision are signalled sidings on the effective date for Time Table 21).
- D L Zone, Cautionary Limits, Switching Zones and DOB Limits columns are used to provide a visual aid to the extent of such limits. D L Zones are locations where GOI Section 10, item 5.4 applies.
- Radio information, including tower codes, call-in codes (emergency and non-emergency), the approximate range of each tower, and train standby, RTC call-in, Utility and Maintenance of Way channels, where applicable.

Whistle signal Rule 14(l) is prohibited at public crossing at grade Mile...

The locomotive engineer must not whistle as per Rule 14(l). However whistle signals must be sounded for unusual circumstances such as people on the track, notify track forces, etc.

Rules 40.2 and 94.1 apply within Cautionary Limits at...

To a foreman: This footnote, appearing in the lower portion of the station column and in General Footnotes (Item 11.0), indicates that within cautionary limits at the location(s) specified, Rule 40.2 may be used to protect track work.

To a train or engine crew: It is a reminder that they must operate at caution speed and also be prepared to stop short of a switch not properly lined or stop short of a red flag.

Remember:

- Rule 40.2 only applies where specified in special instructions;
- Rule 94.1 is not authority to leave a main track switch reversed; and
- Main track switches locked with special locks are the responsibility of the foreman in charge.

Within Cautionary Limits at Bredenburg, in the application of Rule 104(b), a train or engine may leave...

This is an example of a footnote which may apply within cautionary limits. It provides authority for a train or engine crew to leave certain specific (or any) main track switches lined and locked in reverse position after having been used.

System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies...

This footnote requires train and engine movements to be in possession of a CPR clearance before entering or moving within the specified limits. When so stated, no train or engine movements can be made on the main track without a clearance.

In the application of Rule 102(a) (ii), tracks of other railways that are liable to be obstructed applies...

This footnote applies when the distance between CPR track and that of the other railway is approximately 75 feet or less. It does not preclude application of Rule 102 at other locations.

At the CPR mileage stated in the footnote, the crew of a train experiencing an emergency brake application must;

- Broadcast the emergency on the CPR standby channel (and repeat at proper intervals).
- Advise the CPR RTC that a CNR (or other railway) track is affected.
- Broadcast on the CNR (or other railway) standby channel, if possible.

The CPR RTC must alert the adjacent railway and advise the CPR train crew when all other affected trains have been advised of the condition.

CLARIFICATION OF SUBDIVISION FOOTNOTES

Dual control switch point derail is located...

This indicates the location of a dual control switch point derail. System Special Instruction relating to Rules 104.2 and 104.5 dual control switch point derails applies.

Rule 103.1(c) does not apply.

Unless this footnote exists at a specific crossing, a train and engine movement on other than main track over a public crossing at grade, equipped with automatic warning devices, must not exceed 10 MPH from a distance of 300 feet until the crossing is fully occupied.

Movements on other than main track must stop at STOP signs before obstructing crossing.

As required by Rule 103.1(d), this footnote requires movements to stop at STOP sign, and must not obstruct crossing until warning devices have been operating for at least twenty seconds.

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

This type of footnote identifies the RTC responsible for protecting GBO within specific limits (usually where RTC territories abut). At such locations, the designated RTC is the RTC responsible to accept requests, provide confirmation, issue and cancel GBO for which any portion of the restriction or information is within the limits specified. Foremen should always consult "General Footnotes" of the time table to determine which RTC is responsible, especially when it is determined that a portion of the GBO will be within cautionary limits or switching zones.

Item 4.1, Speed Table

This table on each subdivision shows the maximum permissible speed for train and engine movements on the main track. It may also show maximum permissible speed on portions of yard track which:

- abuts a main track;
- is identified by subdivision mileage as indicated in the station column; or
- is maintained to permit operation of greater than 10 MPH.

Remember: At such locations, although the maximum speed may be greater than 10 MPH, Rule 105 and associated special instructions apply.

Authority required for: Track Unit operating as a train or engine.

Rule(s): GOI Sec 1, item 1.4 or 1.5(e), as applicable.

When a track unit operating as a train or engine approaches an interlocking, the conductor, operating foreman or operating officer must determine whether movement of the track unit through the interlocking limits will be authorized by interlocking signal indication or proper application as listed in Rule 607.

** GOI Section 8 item 8.1 applies.

In order to be affected by the application of this footnote, three conditions must apply.

Your train is handling at least one car of SPECIAL dangerous commodity.

Your train has just passed an HBD indicated in Time Table footnotes with double asterisks (**).

Your train does not receive a full and proper inspection by the HBD.

(i.e. all reports except clear and audible reports as indicated in third row:

"HBD reports a DEFECT")

See HBD inspection chart, GOI Section 5 pages 58-59 for inspection exceptions.

If ALL three conditions apply, you must perform, within approximately one mile of the HBD, a pull-by or standing inspection from the front of the train to and including the second car behind the last full carload, containerload or trailerload of SPECIAL dangerous commodity.

GOI Section 10, item 5.4 applies between...

This applies to trains, engines and dimensional track units handling dimensional traffic.

At such location, an employee as indicated in the subdivision footnote, is responsible for the protection of dimensional traffic. BEFORE occupying the main track within such limits, train/engine crews/ and foreman in charge of dimensional TU must first contact such employee, advise of the widest load and specific restrictions, if any, and finally get permission from him for their movement.

In the application of GOI Section 14, item 1.1(k), the minimum number of hand brakes to be applied...

GOI Section 14, Item 1.1(k) permits a special instruction to reduce the minimum number of hand brakes which may be applied to secure equipment at certain locations. Such a special instruction does not relieve crews of the requirement to test hand brake effectiveness as per GOI Section 14, Item 1.2.

Remember: Apply the minimum number of hand brakes required by the hand brake chart or special instructions and test for effectiveness, applying additional hand brakes as may be required.


COMMITMENT TO SAFETY



1. Everyone working on our railway must understand their job and be properly trained to do it.
2. Compliance with rules, procedures and policies is absolutely mandatory.
3. Before we begin work each day, everyone within the group working together must understand what is to be accomplished.
4. We take no short cuts.
5. Productivity won't be put ahead of safety.
6. We must have clear communications.
7. People on the job have to be mentally prepared, rested and physically fit to do the job that day.

"To err is human, to err on the side of safety is professional"

Rules and Regulatory Affairs Public files	
Title	Lotus Notes
CROR	<i>R&RA database</i>
GOI	<i>R&RA database</i>
V280	<i>R&RA database</i>
RTC Manual	<i>R&RA database</i>
Rule of the Week	<i>Rule of the Week database</i>
Monthly Operating Bulletins	<i>Monthly Operating Bulletins Database</i>
Time Tables	<i>Time Tables database</i>

Safety Policy Changes & Audits Database	
	<p>See this LOTUS NOTES database for changes on Accident Prevention Guidelines (Form 300-3) Accident Prevention Policies (Form 300-4) and Safety Audits.</p>

Did you find an error in the time table?

Please send an e-mail to michel_cloutier@cpr.ca

Time Table No 21 – November 1, 2002

SPEED TABLES

Time required to travel in minutes given a speed and distance																
Miles	5 MPH	10 MPH	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	75 MPH	Miles
1	12	6	4	3	2.4	2	1.7	1.5	1.3	1.2	1	1	.9	.8	.8	1
2	24	12	8	6	4.8	4	3.4	3	2.6	2.4	2.1	2	1.8	1.7	1.6	2
3	36	18	12	9	7.2	6	5.1	4.5	4	3.6	3.2	3	2.7	2.5	2.4	3
4	48	24	16	12	9.6	8	6.8	6	5.3	4.8	4.3	4	3.6	3.4	3.2	4
5	60	30	20	15	12	10	8.5	7.5	6.6	6	5.4	5	4.6	4.2	4	5
6	72	36	24	18	14.4	12	10.2	9	8	7.2	6.5	6	5.5	5.1	4.8	6
7	84	42	28	21	16.8	14	12	10.5	9.3	8.4	7.6	7	6.4	6	5.6	7
8	96	48	32	24	19.2	16	13.7	12	10.6	9.6	8.7	8	7.3	6.8	6.4	8
9	108	54	36	27	21.6	18	15.4	13.5	12	10.8	9.8	9	8.3	7.7	7.2	9
10	120	60	40	30	24	20	17.1	15	13.3	12	10.9	10	9.2	8.5	8	10
11	132	66	44	33	26.4	22	18.8	16.5	14.6	13.2	12	11	10.1	9.4	8.8	11
12	144	72	48	36	28.8	24	20.5	18	16	14.4	13	12	11	10.2	9.6	12
13	156	78	52	39	31.2	26	22.2	19.5	17.3	15.6	14.1	13	12	11.1	10.4	13
14	168	84	56	42	33.6	28	24	21	18.6	16.8	15.2	14	12.9	12	11.2	14
15	180	90	60	45	36	30	25.7	22.5	20	18	16.3	15	13.8	12.8	12	15
16	192	96	64	48	38.4	32	27.4	24	21.3	19.2	17.4	16	14.7	13.7	12.8	16
17	204	102	68	51	40.8	34	29.1	25.5	22.6	20.4	18.5	17	15.6	14.5	13.6	17
18	216	108	72	54	43.2	36	30.8	27	24	21.6	19.6	18	16.6	15.4	14.4	18
19	228	114	76	57	45.6	38	32.5	28.5	25.3	22.8	20.7	19	17.5	16.2	15.2	19
20	240	120	80	60	48	40	34.2	30	26.6	24	21.8	20	18.4	17.1	16	20
21	252	126	84	63	50.4	42	36	31.5	28	25.2	22.9	21	19.3	18	16.8	21
22	264	132	88	66	52.8	44	37.7	33	29.3	26.4	24	22	20.3	18.8	17.6	22
23	276	138	92	69	55.2	46	39.4	34.5	30.6	27.6	25	23	21.2	19.7	18.4	23
24	288	144	96	72	57.6	48	41.1	36	32	28.8	26.1	24	22.1	20.5	19.2	24
25	300	150	100	75	60	50	42.8	37.5	33.3	30	27.2	25	23	21.4	20	25
26	312	156	104	78	62.4	52	44.5	39	34.6	31.2	28.3	26	24	22.2	20.8	26
27	324	162	108	81	64.8	54	46.2	40.5	36	32.4	29.4	27	24.9	23.1	21.6	27
28	336	168	112	84	67.2	56	48	42	37.3	33.6	30.5	28	25.8	24	22.4	28
29	348	174	116	87	69.6	58	49.7	43.5	38.6	34.8	31.6	29	26.7	24.8	23.2	29
30	360	180	120	90	72	60	51.4	45	40	36	32.7	30	27.6	25.7	24	30
31	372	186	124	93	74.4	62	53.1	46.5	41.3	37.2	33.8	31	28.6	26.5	24.8	31
32	384	192	128	96	76.8	64	54.8	48	42.6	38.4	34.9	32	29.5	27.4	25.6	32
33	396	198	132	99	79.2	66	56.5	49.5	44	39.6	36	33	30.4	28.2	26.4	33
34	408	204	136	102	81.6	68	58.2	51	45.3	40.8	37	34	31.3	29.1	27.2	34
35	420	210	140	105	84	70	60	52.5	46.6	42	38.1	35	32.3	30	28	35
36	432	216	144	108	86.4	72	61.7	54	48	43.2	39.2	36	33.2	30.8	28.8	36
37	444	222	148	111	88.8	74	63.4	55.5	49.3	44.4	40.3	37	34.1	31.7	29.6	37
38	456	228	152	114	91.2	76	65.1	57	50.6	45.6	41.4	38	35	32.5	30.4	38
39	468	234	156	117	93.6	78	66.8	58.5	52	46.8	42.5	39	36	33.4	31.2	39
40	480	240	160	120	96	80	68.5	60	53.3	48	43.6	40	36.9	34.2	32	40

Time/mile	MPH	Instructions
12 min 00 sec.	5	<p>NOTE: When the distance is one mile, use the table to your left. For distances between 1 and 40 miles use the table above.</p> <p>Large table:</p> <ol style="list-style-type: none"> In the vertical column to the left (or right) find the distance to travel. Follow this row until it intersects with the average travelling speed. The time required to travel is given. <p>Example: The distance between Bryd and Solsgirth on the Bredenburg Subdivision is 11 miles. At an average speed of 40 MPH it should take 16.5 minutes to travel. See cells in gray.</p> <p>Decimal point: Multiply the decimal by 6 in order to get seconds. Example: 15.4 equals 15 minutes and 24 seconds (4 X 6).</p> <p>Small table:</p> <ol style="list-style-type: none"> Note the time required to travel 1 mile. Compare your time with the left column. The column to the right indicates your speed. <p>Example: It took your train 1 minute and 30 seconds to travel the one mile distance. Your average speed is 40 MPH.</p>
6 min 00 sec.	10	
4 min 00 sec.	15	
3 min 00 sec.	20	
2 min 24 sec.	25	
2 min 00 sec.	30	
1 min 43 sec.	35	
1 min 30 sec.	40	
1 min 20 sec.	45	
1 min 12 sec.	50	
1 min 05 sec.	55	
1 min 00 sec.	60	
55 sec.	65	
51 sec.	70	
48 sec.	75	
45 sec.	80	
42 sec.	85	
40 sec.	90	

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Please call direct or through the RTC to report near misses
and other incidents which affect the safe operation of the railway.

e-mail:

cpps@telusplanet.net



Employee and Family Assistance Program

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