Canadian Pacific Railway Ingenuity

Montréal Service Area

Time Table

71

Effective at 1200 Sunday July 25, 2004

Eastern Daylight Saving Time

"…willingness to obey the rules…"

Brock Winter
Vice President Transportation/Field Operations

Doug McFarlane
Assistant Vice President Transportation

Guido Deciccio
General Manager Operations, Field Operations

Vision, Mission, Values, Goals

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

Vision

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

Mission

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

Goals

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

Values

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

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

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

***Respect** - consideration for people and their overall well being*

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

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

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

***Leadership Through Teamwork** - achieving success through effectively working together*

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

***Improvement and Innovation** - encouraging new ideas and continuous improvement*

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

Rob Ritchie, President & CEO

CANADIAN PACIFIC RAILWAY

MONTRÉAL SERVICE AREA

TIME TABLE NO 71

Taking effect at 1200 Sunday July 25, 2004

Governed by:

Eastern Daylight Saving Time
Eastern Standard Time beginning at ..... 0100 Sunday October 31, 2004
Eastern Daylight Saving Time beginning at .....0300 Sunday April 3, 2005
Eastern Standard Time beginning at ..... 0100 Sunday October 30, 2005
Eastern Daylight Saving Time beginning at .....0300 Sunday April 2, 2006
Eastern Standard Time beginning at ..... 0100 Sunday October 29, 2006
Eastern Daylight Saving Time beginning at .....0300 Sunday April 1, 2007

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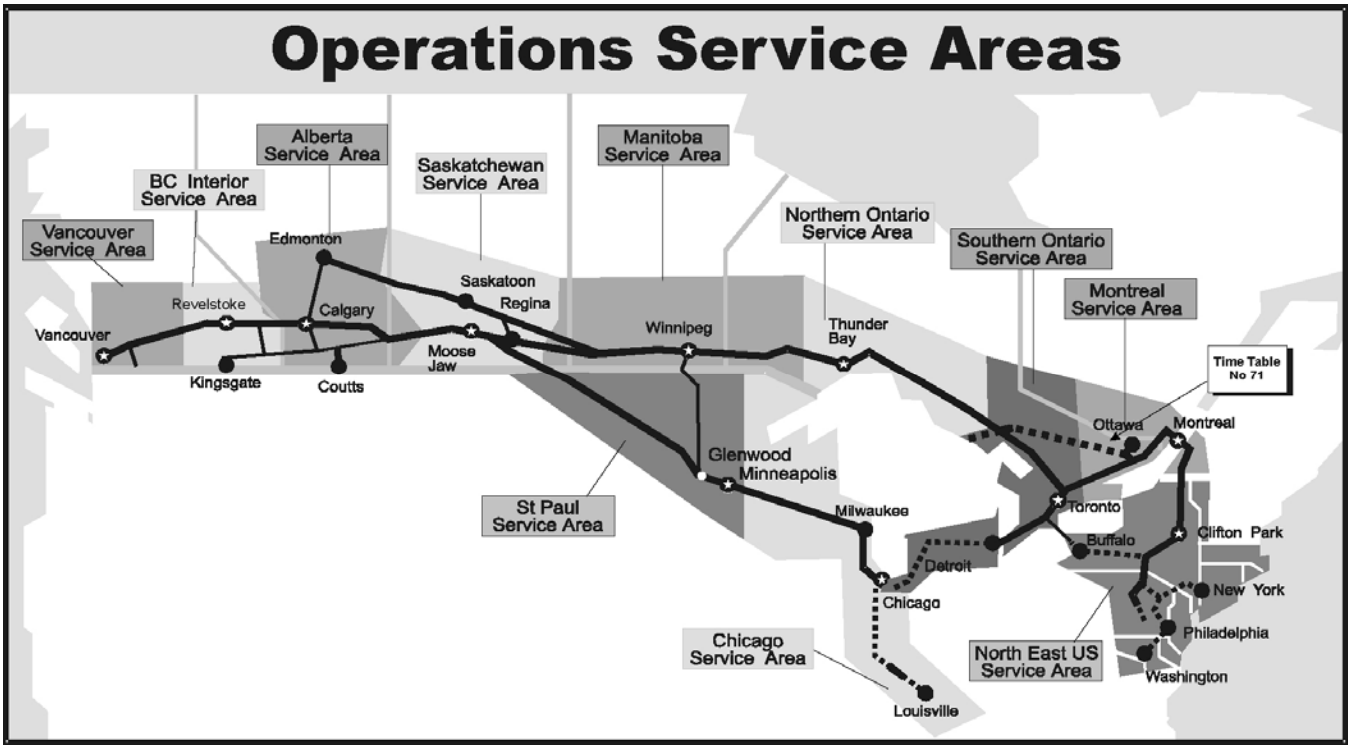
1.0	Hot Box Detector System	8.0	Automatic Block Signal System
2.0	Equipment Restrictions	9.0	Public Crossings at Grade
3.0	Dangerous Commodities	10.0	Interlockings
4.0	Speeds	11.0	General Footnotes
5.0	Clearances	12.0	Spurs and Other Tracks
6.0	Centralized Traffic Control		



MONTRÉAL SERVICE AREA

Subdivision Index

Subdivisions	Page/Map No	Low mile	High mile	Miles
Adirondack	8	St-Jean	Outremont	29.1
Belleville *	33	Smiths Falls	Toronto	209.4
Brockville	31	Smiths Falls	Brockville	27.8
Farnham Connection	21	Wentworth	North Jct	1.9
Parc	17	Outremont	mile 23.7	19.0
Lachute	20	Ste Thérèse	Mile 28.0	8.1
Lacolle	15	Rouses Point Jct.	Delson	27.1
M&O	27	Dorion	mile 16.5	16.5
North Jct. Lead	22	Montréal-West	St-Luc Jct.	2.1
South Jct. Lead	22	Montréal-West	South Jct.	0.7
St-Luc Branch	21	St-Luc Jct.	Ballantyne	2.1
Trois-Rivières	7	Allenby - Interlocking		
Vaudreuil	23	Montréal-West	Dorion	18.9
Westmount	23	Lucien L'Allier	Montréal-West	4.6
Winchester	28	Dorion	Smiths Falls	104.9

* Montreal Service area extends to mile 172.9 Belleville Sub.
Track between mile 173.0 and mile 209.4 is under the jurisdiction of the Southern Ontario Service Area.

NMC - RAIL TRAFFIC CONTROLLERS

401 9th Avenue SW, Calgary

Assistant Director RTC/CMC, Calgary
(403) 319-6901

Manager RTC, Calgary
(403) 260-5869

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

Assistant Director, Montreal Operation Centre
514-392-5362

Manager, Montreal Operation Centre
514-392-5305

Assistant Manager RTC, Montreal Operation Centre
514-392-5350

RTC's TRANSFERS

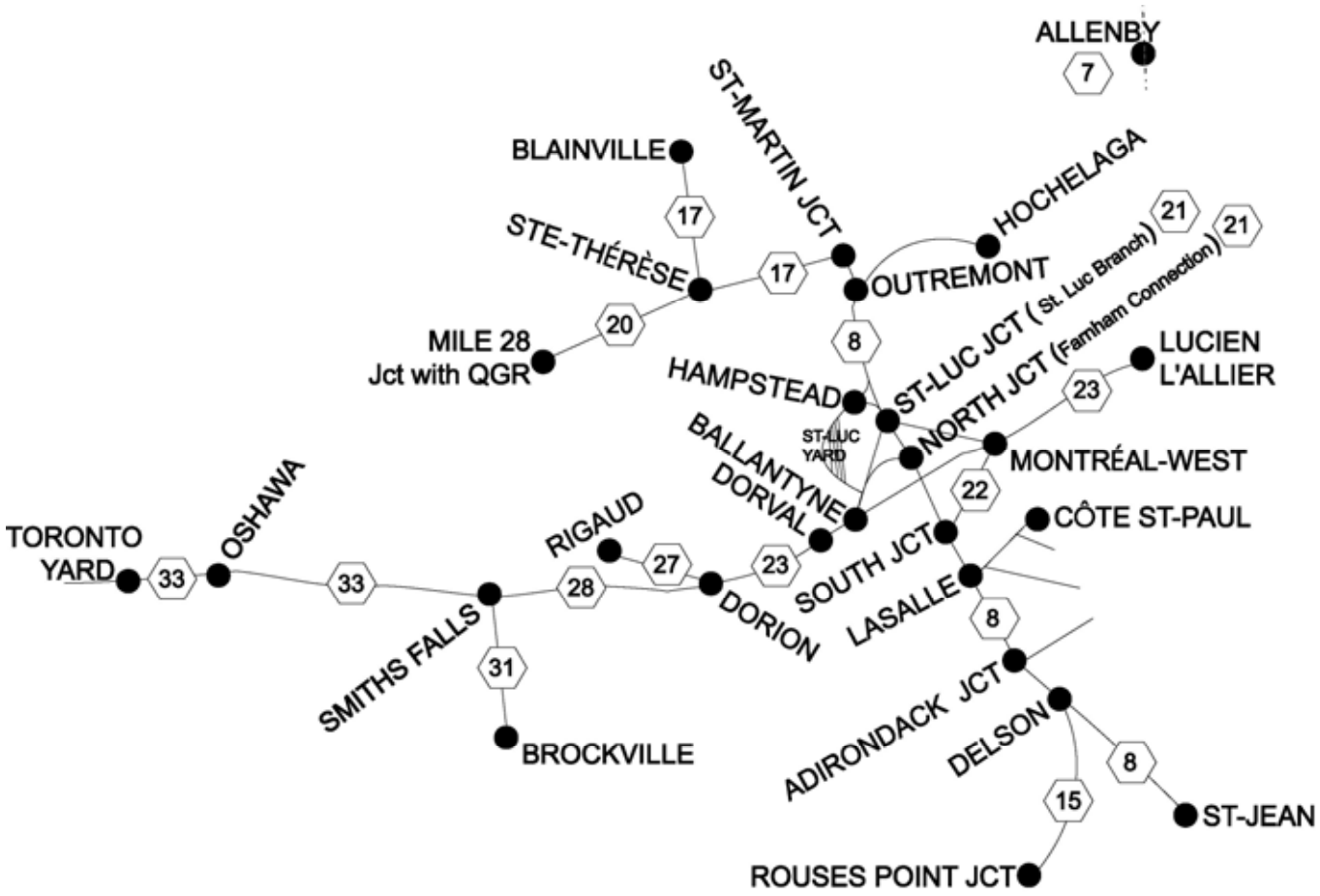
During RTC transfers, it is imperative to have as few interruptions as possible.
RTCs should only be contacted in cases of emergency.
Unless otherwise specified, Montreal RTC transfers are from 0630 to 0645, 1430 to 1445 and 2230 to 2245.

RTC Phone numbers and e-mail IDs	Emergency	Telephone	E-mail IDs
Calgary Emergency	1-800-795-7851		
Montreal Emergency	1-800-363-3277		
Parry Sound, Cartier	(403) 543-8429	(403) 543-8360	NMC0032
Belleville, Brockville	(514) 868-9290	(514) 392-5342	IFS0357
Winchester	(514) 868-9289	(514) 392-5341	IFS0358
Galt CTC, Canpa	(514) 868-9299	(514) 392-5344	SLH0009
MacTier, North Toronto, Belleville (mile 196.0 to 209.4)	(514) 868-9301	(514) 392-5343	SLH0008
Galt OCS, St.Thomas, Waterloo	(514) 868-9329	(514) 392-5345	IFS0354
Windsor	(514) 868-9328	(514) 392-5346	IFS0356
Hamilton, Montrose	(514) 868-9289	(514) 392-5340	IFS0583
Havelock, Nephton	(514) 868-9299	(514) 392-5344	SLH0007
Adirondack (Delson-St-Jean), Lacolle	(514) 395-8195	(514) 392-5320	IFS0371
Vaudreuil (Dorval-Dorion), M&O	(514) 393-8195	(514) 392-5351	IFS0371
Lachute, Ste-Agathe	(514) 395-8194	(514) 392-5353	IFS0372
Adirondack (Lasalle-Outremont), Farnham Connection, St-Luc Branch, Vaudreuil (Montréal-West - Dorval), Westmount, North & South Jct Leads.	(514) 395-4614	(514) 392-5352	IFS0370

ALL TELEPHONE AND RADIO CALLS ARE TAPE RECORDED

MONTRÉAL SERVICE AREA

MAP



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

(403) 203-8052
(613) 745-1576
(514) 399-8999
(800) 363-5409

Time Tables - Canada.lnk	**UPDATES AND CORRECTIONS** to this time table are located in public files R:\CGY_GCS\TimeTable\Time tables

MONTRÉAL SERVICE AREA

OPERATING OFFICERS

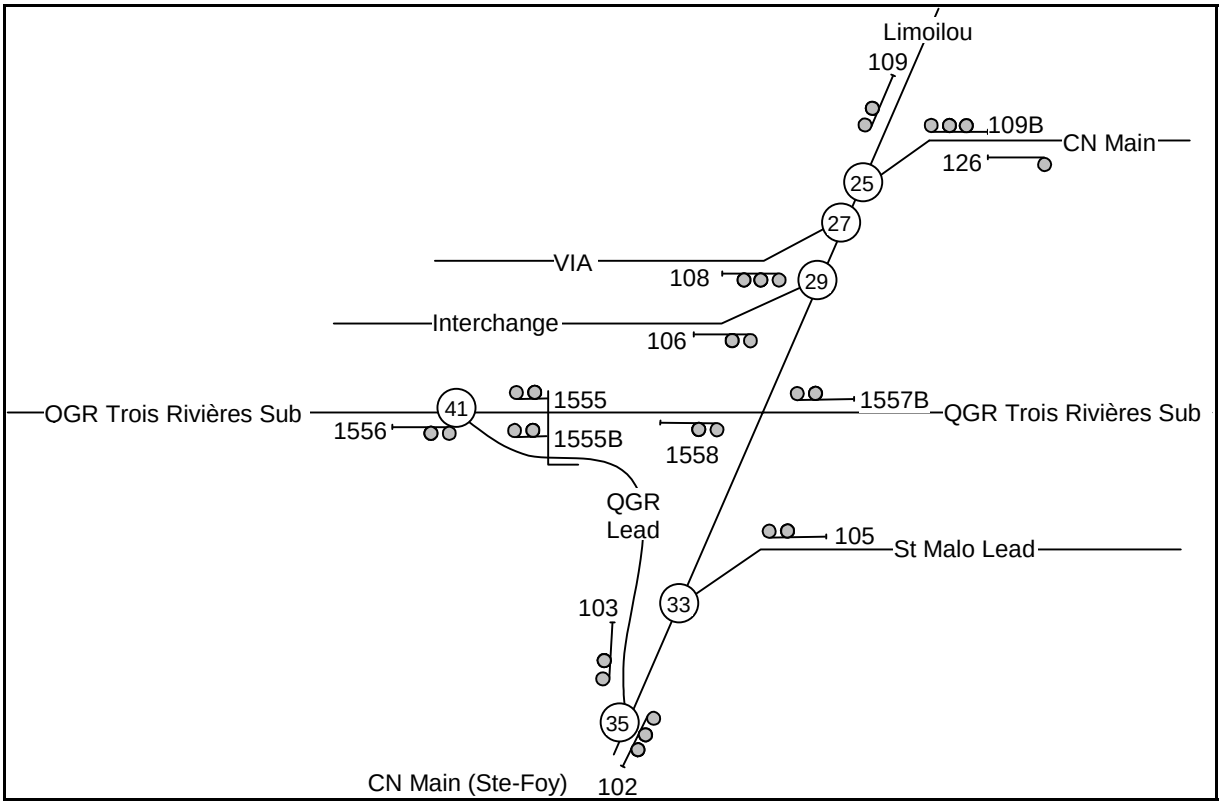
John Delaney	Guido Deciccio	Scotty Robertson
General Manager Operations Engineering Services Calgary	General Manager Operations Field Operations Toronto	General Manager Operations Mechanical Services Calgary

Jean-Francois Boisvert	Brent Szafron	John Serena
Service Area Manager Engineering Services Montréal ☎ (514) 483-7170 💻 BOI0006	Service Area Manager Field Operations Montréal ☎ (514) 483-7193 💻 SZA0005	Service Area Manager Mechanical Services Montréal ☎ (514)483-7061 💻 SER0003

Rick McLellan
Manager Operations (Road and Yard) Montréal ☎ (514) 483-7091 💻 MCL0075

Calgary Network Management Centre	
David Hoppenreys Director, Operations - East Network Management Centre ☎ (403) 260-5810 💻 HOP0010	
Manager Operations – East Network Management Centre ☎ (403) 260-5858 💻 NMC 0035	Locomotive Manager NMC Montréal/NEUS/Southern Ontario SA ☎ (403) 319-3119 💻 NMC 0049
Corridor Manager NMC Montréal/Southern Ontario Service Areas ☎ (403) 319-3122 💻 NMC 0048	Operations Manager NMC Southern Ontario Service Area* ☎ (403) 319-3109 💻 NMC 0050
Operations Manager NMC Calgary Montréal/NEUS Service Areas ☎ (403) 319-3105 💻 NMC 0051	
* Including the Belleville Sub between mile 2.0 and mile 172.9	

TROIS-RIVIÈRES SUBDIVISION



TROIS-RIVIÈRES SUBDIVISION FOOTNOTES

4.0 SPEEDS

4.1 MAXIMUM SPEED UNLESS OTHERWISE RESTRICTED .....10 MPH

10.0 INTERLOCKINGS

10.1 Mile 155.8 - Allenby

- Remotely Controlled Interlocking, including railway crossing at grade with CNR – (Bridge Sub. mile 10.6). Controlled By CP RTC.
- Interlocking limits between Westward signal 1557B, CN signals 105, 109, 109B, 103 and Eastward signal 1556, CN signals 108, 106, 102.

Authority required for	Rule(s)
Train or Engine stopped by STOP signal governing movement to CN main track	564/610 *
Train or Engine stopped by STOP signal governing movement to any other route	610
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	836 (Form V280)
Track Work	49

* prior to issuing Rule 564/610 authority, the CP RTC must obtain Switch/Signal Blocking Confirmation from the CN RTC.

ADIRONDACK SUBDIVISION

(Subdivision No 6618)
TRam Area 1

									Miles from Brookport		STATIONS					
								20.0	20.0		**ST-JEAN** Jct. with CN and MMA 7.6		1	OCS		2192
									27.6		**DESNOYERS** 7.4				7590	2193
									35.0		**DELSON** Jct. with Lacolle Sub 0.9	B X				2197
4.00	CP 7 AAR 95-95	*331	CP 8 AAR 21-95	**9113**	CP 15 AAR 9-49	*341	CP 11 AAR 49-49		35.9		**ST-CONSTANT** 1.7					
									37.6		**STE-CATHERINE** 3.1					
									40.7		**ADIRONDACK JCT.** Jct. with CSXT 0.7	X	2		E2856 W2861	2300
								Signals 424 & 424B	41.4		**SEAWAY** 1.0					
									42.4		**LASALLE** 1.5	XY		CTC	Yard	2302
									43.9		**SOUTH JCT.** Jct. with South Jct. Lead Sub 0.6	X				
2.80	CP 4 AAR 67-67	*111	CP 9 AAR 21-67	**9111**	CP 145 AAR 69-51	*121	CP 83 AAR 51-51		44.5		**NORTH JCT.** Jct. with Farnham Connection Sub. 0.9	X	1			
									45.4		**ST-LUC JCT.** Jct. with St-Luc Branch Sub. Jct. with North Jct. Lead Sub 1.5	X	2		Yard	
3.30		*112				*122			46.9		**HAMPSTEAD** 2.2	X			Yard	
								49.1	49.1		**OUTREMONT**	XY			Yard	2325

4.00 | 4.00 | Down Grade

See Page 47 for passenger train schedules.

ADIRONDACK SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.2 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

1.0 HOT BOX DETECTOR SYSTEM

1.1

NORTHWARD			LOCATION	SOUTHWARD		
INSPECTION POINT	SET-OFF POINT	GOI SEC 5 ITEM 27.0	MILE	GOI SEC 5 ITEM 27.0	INSPECTION POINT	SET-OFF POINT
Immediately north of crossing Mile 32.4	Delson	**	29.4	**	Desnoyers	Desnoyers

2.0 EQUIPMENT RESTRICTIONS

2.1 Diesel Units
Six axle units are prohibited on all private trackage.

2.2

Cars	Restriction
Short cars (less than 39 ft. outside length) with gross weight not exceeding 220,000 lbs. (Except empty cars)	On bridge 41.9. Up to 3 short cars may be coupled together, provided they are separated from other short cars by at least 1 car, 44 ft. or longer, not exceeding 220,000 lbs. gross weight.
Short cars (less than 39 ft. outside length) with gross weight greater than 220,000 lbs. but not exceeding 268,000 lbs.	On bridges 41.4 & 41.9. Must be separated by 1 car, 44 ft. or longer, not exceeding 220,000 lbs. gross weight

ADIRONDACK SUBDIVISION FOOTNOTES

2.3

Cranes	Restriction
CP 414400 to 402	20 MPH on bridges 39.0, 39.7, 41.9.
CP 414502	10 MPH on bridges 39.0, 39.7, 41.9. 20 MPH on bridge 43.8

3.0 DANGEROUS COMMODITIES

3.1 GOI, Section 5 Item 1.1 applies to trains originating at St- Luc and Adirondack Jct.

3.2 In addition to observing any more restrictive speed restrictions, a train or terminal transfer carrying one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity must not exceed **35 MPH between mile 29.4 and Outremont.**

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed Miles per Hour	
		Psgr. Trains	Freight Trains and Engines
20.0 to 35.0	Zone	40	40
20.0 to 20.4	On public crossings at grade	*20	*20
20.84	Railway Crossing at Grade	35	35
35.0 to 44.0	Zone - West track	40	40
35.0 to 44.0	Zone - East Track	50	40
35.02	Railway Crossing at Grade	35	35
41.4	Both Tracks over Bridge	25	25
44.0 to 49.1	Zone	55	30
48.5 to 48.81	Northward	*30	--
49.1 to 48.81	Southward	*30	--
* Until crossing fully occupied.			

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply between signals 349 and 349B at Delson and signals 488, 490, 492B and 492C at Outremont.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between mile 20 and signal 349B at Delson.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle signal 14(l) is prohibited within the limits of the Town of Montreal West, Town of Mount Royal and City of Montreal.

9.2 The ringing of engine bell is prohibited for public crossings at grade within the limits of the City of Montreal.

9.3 Whistle signal 14 (l) ii) is prohibited approaching following public crossings at grade:

- **Mile 35.96** – St-Pierre St.
- **Mile 36.53** – Petit St-Régis Sud St.
- **Mile 36.77** – Monchamp Blvd.
- **Mile 37.52** – Chemin Sainte-Catherine

9.4 Mile 34.43, St-Francois Xavier.
Stop sign governing northward movements on Delson Service track

9.5 Mile 34.58, Rue Principale
Stop sign governing southward movements on Delson service track.

9.6 Mile 35.96, St. Pierre St.
No switching movements are to be made over crossing. Circuit end sign located 300 ft. south of crossing on east track.

9.7 Mile 48.81, Wilderton Ave.
Southward trains stopped after clearing crossing, must stop at least 100 feet south of the crossing in order to clear the crossing circuit.

Southward movements authorized over signal 488 on down track at Outremont displaying stop indication (rule 429) must not obstruct crossing until crossing protection is seen to be operating for at least 20 seconds or until a crew member has provided manual protection of the crossing.

10.0 INTERLOCKINGS

10.1 Mile 20.84 – St. Jean
Railway crossing at grade with CNR – (Rouses Point Sub. mile 23.1).

- Automatic Interlocking.
- Timing circuits:
  - Northward – mile 20.10 to signal 207: 8 minutes
  - Southward – mile 23.2 to signal 210: 10 minutes
- CN RTC can be contacted on CN channel 28, AAR 13-13, CP Tone 3.
- in the application of Rule 611, if unable to contact the CN RTC to ascertain if there are no conflicting trains when the lights in the box are not lit, the train must first wait 5 minutes before applying Rule 611.

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

ADIRONDACK SUBDIVISION FOOTNOTES

10.2 Mile 35.02 – Delson.
Remotely Controlled Interlocking, including railway crossing at grade with CNR – (Massena Spur, mile 77.2). Controlled By CP RTC.

- Interlocking limits between Southward signals 352-352B and signal 350 on Lacolle Sub. and Northward signals 349-349B-349D-351C and signal 351 on Lacolle Sub.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610 (plus 564, if entering CTC)
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 *

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

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

When so authorized:

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

10.3 Seaway.
Remotely Controlled Interlocking including Twin drawbridges, Seaway Canal mile 41.4.

- Controlled by Signalman at Seaway.
- Interlocking limits between signals 383, 383D, 383C at Seaway Spur and Signals 424, 424B, 424C at LaSalle.
- The provisions of Rule 568 apply at electrically locked hand operated switches at mile 40.05, 40.06, 40.62 and 40.63.
- *Signal / Switch Blocking Confirmation Form* must be used by the RTC and Signalman at Seaway, when blocking of signals between Delson and Seaway Spur, is required for the issuance of authorities or for GBO protection.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610 (plus 564, if entering CTC) **
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	836 * (Form V280)
Track Work	49

* TU movement over interlocked drawbridge may apply Rule 837.

** When necessary to authorize a train or engine to pass a signal indicating Stop leaving the interlocking limits at Seaway and entering CTC:

- the train or engine must first be in possession of Rule 564 authority issued by the RTC before obtaining Rule 610 authority from the signalman at Seaway; and,
- the signalman at Seaway must apply the required signal and switch blocking devices to protect the authority and route within the interlocking limits and the RTC must apply the required signal blocking devices to provide protection beyond the interlocking limits.

Handling of the Electrically-Locked Hand Operated Switch at Seaway Spur Mile 38.38

- Both the Interlocking RTC at Seaway and the member of the crew handling the switch jointly controls the electric lock at Seaway Spur hand operated switch mile 38.38.
- The crew member handling this switch must not open the box or attempt to release the lock until permission is obtained from the Interlocking RTC. Therefore, the following additional instructions apply to the System Special Instruction to Rule 104(p).

Train or engine Movements Operating from the Main Track to the Spur

- The train or engine movement must be standing within the portion of the interlocking limits extending between signals 384/384B and 383/383C at Seaway Spur prior to the Interlocking RTC releasing the electric lock for the spur switch.

  NOTE: After any of these signals have been cleared to permit a train or engine movement to approach the spur switch, the Interlocking RTC controlled portion of the electric lock will not release until the movement is occupying the track between these signals. If the Interlocking RTC controlled portion of the electric lock is released prior to the movement's arrival, the Interlocking RTC will be unable to clear any of these signals for the approaching movement.
- Once the Interlocking RTC has released the electric lock, permission may then be granted to the crew member to open the box and release the lock.

Train or engine Movements Operating from the Spur to the Main Track

- The Interlocking RTC must ensure that the signal indications governing the intended route for the train to enter the main track are set to Stop indication.
- The Interlocking RTC will then release the electric lock and then grant permission for the crew member handling the switch to also release the lock.
- Once the route has been confirmed, the Interlocking RTC will clear signal 383D for the intended route.

11.0 GENERAL FOOTNOTES

11.1 Northward trains will report to Interlocking RTC at Seaway when they are ready to leave Adirondack Jct.

11.2 Standard clocks and bulletins are located at: St. Luc Diesel Shop and Hochelaga.

ADIRONDACK SUBDIVISION FOOTNOTES

11.3 Rule 105.1 does not apply at Adirondack Jct.

11.4 Avoiding Annoyance to Public

Engine No Parking signs erected at mile 47.12 and mile 45.79 governing southward train and engine movements.

To avoid parking your train or engine movement at these locations, southward trains which will be delayed in the vicinity of Hampstead or St-Luc Jct must not proceed beyond Autoroute Decarie and Cavendish overpass until instructions permitting subsequent movement are received from the RTC.

Train crews that enter old St Luc must avoid stopping on one old St Luc for periods of time other than taking the crossover switches. If it is necessary to stop for any lengths of time other than to take switches the train must remain at Cavendish overpass until it has been confirmed that they can enter the yard without delay. If a delay is unavoidable the train yard coordinator must be advised immediately.

11.5 Supply and Servicing Locomotives on Run-through Trains:

On the designated run-through tracks listed below, it will be in order for mechanical service employees to supply and service a locomotive consist without blue flag protection providing the following conditions are met:

1. The mechanical service employee has installed a "Lok-It" device in the reverser cavity of the lead/controlling locomotive. The mechanical service employee may require the train crew to detrain and remain off the locomotives while they complete their supply and servicing duties.

While off the locomotives, if the train crew is not close enough to the train to take safe and effective action to control it's movement, the train must be considered to be left unattended and it must be secured as per the note in item 2 below.

2. the inbound or outbound locomotive engineer has made an automatic brake application of at least 7 psi and the independent brake is fully applied.

Note: On delayed run-through trains when the outbound crew is not on-duty and it is required to leave the train unattended, in addition to the requirements of GOI Section 14, item 3.0., the locomotive engineer must (as a last step) make an automatic brake application of at least 7 psi. This means secure the train with hand brakes, test the effectiveness of the hand brakes and then make the 7 psi application.

This instruction applies only on run through trains which are left unattended on the designated run-through tracks listed below.

3. the inbound or outbound locomotive engineer must NOT move the automatic brake valve to the release position until the "Lok-it" device has been removed.

At St Luc Yard the following tracks have been designated as "Locomotive Supply and Service Tracks for Run-through Trains".

- Farnham Connection between Signals 16B and 446C (Robbie Burns)
- Mile 47.12 Adirondack Sub. between Signals 478 and 470 West Track (Hampstead)
- Mile 46.0 Adirondack Sub. between Signals 469B and 456B West Track (Old St. Luc)
- Mile 2.1 Vaudreuil Subdivision between Signals 21B and 17B (Ballantyne)

12.0 SPURS AND OTHER TRACKS

12.1 NJ loop, Delson

MAXIMUM SPEED.....5 MPH
Six axle units ..... Prohibited

12.2 Seaway Spur

Eastward – mile 38.38 Adirondack Sub.
to end of track ..... 2.3 miles

MAXIMUM SPEED.....5 MPH

All movements must stop at STOP signs at crossing mile 0.73.

EQUIPMENT RESTRICTIONS

Diesel Units

Six axle units.....Prohibited

Diesel units are prohibited over the unloading pit located in the private track serving Co-Op Fédérée at mile 1.49.

No switching movements are to be made over Route 132 crossing mile 0.73 or within the south end of the Reserve Track (QSSR) between the hours of 0700 and 0930.

Trackworld: Account restricted clearances; employees are prohibited from riding the side of equipment.

Servichem: Employee must be on the lookout for open unloading pits. While moving railcars within their plant, Servichem staff will at all times lock out the top switch to their siding with a private padlock. CP employees encountering a switch locked with a private padlock must report to the office at Servichem to request removal of the padlock.

ADIRONDACK SUBDIVISION FOOTNOTES

12.3 South Bank Branch Spur

Eastward – LaSalle to end of track ..... 3.8 miles

SSI to Rule 103.1 applies.

No switching movements are to be made over crossing Lafleur Avenue mile 0.79 between the hours of 1100 and 1300, and movements between Côte St-Paul and LaSalle must be curtailed to a minimum between the hours of 1600 and 1900.

When switching Private Siding at Building Products, every effort should be made to minimize obstruction of the crossing.

Engines or cars must not enter building, when switching private track serving Flakt Ross Engineering of Canada, mile 0.98.

Equipment 85 feet in length or longer must not be used to switch industrial tracks.

Whistle signal 14(l) is prohibited.

The ringing of engine bell is prohibited for public crossings at grade within the limits of the City of Montreal east of mile 2.79.

EQUIPMENT RESTRICTIONS

Diesel Units

Six axle units .....prohibited

PUBLIC CROSSINGS AT GRADE

Mile 0.79 , Lafleur Avenue, Ville LaSalle.

Movements must stop at STOP signs located each side of crossing and observe Gyro-Lite mounted on adjacent case to be operating before proceeding over crossing. Failure of Gyro-Lite to operate, crossing must be manually protected by a member of the crew before proceeding.

12.4 LaSalle Spur

Eastward LaSalle to mile 0.73 ..... 0.73 miles

Equipment 85 feet in length or longer must not be used to switch industrial tracks.

Whistle signal 14(l) is prohibited.

When shunting Labatt Breweries at Lasalle, do not enter the siding with other cars besides the cars required for the shunt.

EQUIPMENT RESTRICTIONS

Diesel Units

Six axle units .....Prohibited

PUBLIC CROSSINGS AT GRADE

All movements over all public and private crossings must be manually protected by a member of the crew except where crossings are protected by automatic crossing protection and protection is operating as intended.

Mile 0.42, Lafleur Avenue.

Movements must stop at STOP signs located on each side of crossing. A member of the crew must activate the crossing protection by the use of “Push Button”, located on each side of crossing before proceeding. If train then does not proceed over crossing, the STOP button must be used to prevent unnecessary operation of the protection.

Mile 0.66, Newman Blvd.

Movements must stop at STOP signs

12.5 St-Luc Yard. (Mile 46.9 Adirondack Sub.)

Prior to entering or moving within St. Luc Yard, permission must be received from the Train Yard Coordinator.

During the Train Yard Coordinator’s and the Multi Yard Process Manager’s transfers it is imperative to have as few interruptions as possible. Managers should only be contacted in cases of emergency. The TYC and MYPM transfers are from 0545 to 0600; 1345 to 1400; and 2145 to 2200.

To ensure full understanding of yard movement at St. Luc, running trade employees are required to advise carmen, by radio, whenever performing movements on tracks adjacent to blue flagged tracks.

When switching in the Classification Yard, you must push until you couple onto another car or batch of cars; when the cars are stopped on the curve or are less than 100 ft south of the curve.

Shop Tracks

In the application of General Rule E, the following tracks shall be considered as main shop tracks;

Diesel Shop:.....Tracks 17-18
Steam Shop: .....Tracks 29-30
Fuelling Stand: .....Tracks 4-5
Car Shop:.....Tracks 2, 4-12
.....Store lead
.....Hopper track.

Six axle locomotives are restricted to 5 MPH at St. Luc Diesel shop from track 13 to 18.

When arriving at the Coal Chute to yard locomotives, crew members must call the shop planner on Radio Channel AAR 94 94 .

When yarding locomotives, crew members must not couple to other standing locomotives.

ADIRONDACK SUBDIVISION FOOTNOTES

The following chart indicates the MINIMUM number of hand brakes to be applied for equipment left standing.

Location	Number of Cars	Number of Hand Brakes
Departure Yard (low end = south)	1	1
New Yard	2 - 9	2
Flat Yard	10 - 39	3
Receiving Yard (low end = north)	40 - 49	4
	50 or more	5
Classification Yard	1	1
	2	2
	3	3
	4	4
	5 or more	5
Expressway	each batch of cars	1

12.6 Outremont Spur

Southward – Outremont to end of track (NHB)..... 6.46 miles

MAXIMUM SPEED 15 MPH

Exceptions: Movements must not exceed 10 MPH on third track.

Do not exceed 10 MPH on the UP track and Down track between Mile 0.8 and Mile 3.0

Do not exceed 5 MPH on all tracks at Brasseries Molson Company due to the degree of curvature.

Two running tracks, designated Up Track on east side and Down Track on west side. Movements must be authorized by the Multi Yard Process Manager at St. Luc Yard.

Yard switches, including yard crossover switches, may be left lined and locked in reverse position when so authorized by the Multi Yard Process Manager at St. Luc Yard.

The following will indicate locations where the grade is in excess of 1.5%.....Mile 1.5 to mile 4.0

Be on the lookout for restricted clearance between the Down Track, west side and Lead Track to Courchesne Larose private siding, east side, between mile 2.00 and mile 2.03 (Yard Office Hochelaga). Existing clearance does not allow for an employee to ride the side of cars between these 2 tracks when there is equipment on the adjacent track.

Outremont Yard - Handbrake Policy

On tracks 1 to 15 inclusive, a minimum of 2 handbrakes per track must be applied at either end of the track.

Hochelaga Yard – Avoiding Annoyance to Public

In order to minimize noise for local residents in the area of the Hochelaga Yard office, train and engine crews are requested to adhere to the following instructions:

- All yard and road locomotives stopping at the Hochelaga Yard Office must do so at mile post 2.0, Outremont Spur.
- All yard and road locomotives to be left idling for servicing, for lunch period or following a tour of duty must be parked on tracks HE30 or HE31.
- Idling single yard units may be left on track HE24.

Hochelaga Yard - Fueling Road Power

Tracks HE30 & HE31 in Hochelaga Yard are used for fueling purposes and the following process applies:

- Crews must ensure that locomotives requiring fuel, as directed by the Multi Yard Process Manager at St Luc, are accessible for fueling.
- Crews are then to line the switch for the lead of HE24 – HE31 / HE32 – HE42 (in front of Hochelaga Yard Office) away from tracks HE30 & HE31 and lock the switch using the DUAL LOCK DEVICE provided. Apply the dual lock device to the keeper hole on the switch handle, and use the switch lock provided to lock the device.
- **Fuel Driver's protection:** The switch for tracks HE24 – HE31 / HE32 – HE42 is painted to help the driver determine if the switch has been lined against movements towards tracks HE30 & HE31. If the switch is found to be lined correctly he will apply his private lock to the DUAL LOCK DEVICE. Doing so will not allow a Running Trade Employee to operate the switch until the private lock is removed. He will then, erect a blue flag.

PUBLIC CROSSINGS AT GRADE

Whistle signal 14(l) and the ringing of engine bell is prohibited at public crossings at grade within the limits of the City of Montreal.

Movements over crossing on private trackage mile 2.0 – Moreau Street must be manually protected by a member of the crew.

EQUIPMENT RESTRICTIONS

Account track curvature, six axle units are prohibited and movements are restricted to one unit over private tracks HW 1 and 2, serving Courchesne-Larose at mile 2.0 and HO 31 and 33 serving Molson O'Keefe at mile 0.45 Place Viger lead.

Six axle locomotives are prohibited from operating in the south lead of tracks HE8 to HE12 at Hochelaga Yard.

ADIRONDACK SUBDIVISION FOOTNOTES

Cranes	Restriction
CP 414 502	10 MPH on bridges 2.39, 3.32, 3.95, 4.5 and 4.71

NHB

Southward trains on the Outremont Spur destined to the NHB, must not proceed beyond Notre Dame Street, until it has been confirmed via the MYPM at St Luc, that the NHB has provided permission for the train to enter their trackage.

Exception: Yard assignments at Hochelaga may communicate directly with the Yardmaster at the Port of Montreal to obtain permission to enter the NHB.

Northward trains from the NHB must not enter the Outremont Spur until permission is obtained from the MYPM at St Luc.

When switching or handling equipment at Hochelaga Yard, all equipment must be shoved to rest before uncoupling.

Note: "Static" or "Gravity" drops are not permitted.

Handling semi-automatic switches on the NHB:

- Between December 1 and March 31, all semi-automatic switches must be manually operated.
- Between April 1 and November 30, semi-automatic switches need not be manually operated EXCEPT that during snow and/or drifting snow or ice conditions, all semi-automatic switches must be manually lined in both directions for the route to be used.

Unattended equipment on the NHB must be left standing with a minimum of 3 hand brakes applied.

LACOLLE SUBDIVISION

(Subdivision No 6619)
TRam Area 1

											STATIONS						
	CP 92 AAR 66-66	*351	CP 25 AAR 21-66	9113	CP 290 AAR 08-50	*361	CP 159 AAR 50-50	0.6	0.0		**ROUSES POINT JCT** Jct with Canadian Main Line Sub. 0.6	BD	Rule 105			2210	
								0.6	0.6		*Mile 0.6* 4.3		1	OCS	4385	2211	
2.86									4.9		**LACOLLE** 7.7						2.62
	CP 7 AAR 95-95	*331	CP 8 AAR 21-95			*341		Signal 351	12.6		**NAPIERVILLE** 14.5					2213	
									27.1		**DELSON** Jct. with Adirondack Sub	B				2197	

LACOLLE SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.2 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

1.0 HOT BOX DETECTOR SYSTEM

1.1

NORTHWARD			LOCATION	SOUTHWARD		
INSPECTION POINT	SET-OFF POINT	GOI SEC 5 ITEM 27.0	MILE	GOI SEC 5 ITEM 27.0	INSPECTION POINT	SET-OFF POINT
Mile 21	Delson	**	18.6 #	**	Immediately south of crossing mile 15.19	Napierville
# Wheel Impact Load Detector (WILD) equipped at mile 18.74						

2.0 EQUIPMENT RESTRICTIONS

2.1

Cranes	Restriction
CP 414502 to 503 & 414650	20 MPH on bridge 22.85

3.0 DANGEROUS COMMODITIES

3.1 In addition to observing any more restrictive speed restrictions, a train carrying one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity must not exceed **35 MPH between Delson and Rouses Point Jct.**

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed MPH
0.6 to 12.3	Zone	40
12.3 to 13.0	Zone	25
13.0 to 25.0	Zone	40
18.45	Public crossing	*30
25.0 to 27.1	Zone	25
* Until crossing fully occupied		

4.2 Do not exceed 10 MPH in siding at Lacolle.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between mile 0.6 and signal 351 at Delson.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Mile 26.9, Rue des Roitelets
Southward trains must not exceed 15 MPH from signal 351 at Delson until crossing fully occupied.

10.0 INTERLOCKINGS

10.1 Mile 27.1 – Delson.
Remotely Controlled Interlocking, including railway crossing at grade with CNR – (Massena Spur, mile 77.2). Controlled By CP RTC.

- Interlocking limits between Southward signals 352-352B and signal 350 and Northward signals 349-349B-349D-351C and signal 351.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610 (plus 564, if entering CTC)
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 *

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

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

When so authorized:

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

LACOLLE SUBDIVISION FOOTNOTES

11.0 GENERAL FOOTNOTES

11.1 Main track begins and ends at mile 0.6.

11.2 Rouses Point Jct. is the international boundary. Distance from Rouses Point Jct. to Rouses Point is 1.1 mile.

11.3 The following instructions apply for customs inspection at Rouses Point:
Northward movements must contact the CP (US) North Dispatcher via radio to advise when the train is about 1 hour from arriving at Rouses Point. The CP (US) North Dispatcher will ascertain if the train is to be inspected by customs.

Southward movements must **STOP** their train at Lacolle, contact the Lacolle Sub RTC who will then contact Border Services to determine whether or not the train must stop at the border for inspection or whether the train may proceed across the border without stopping. Once Border Services advises the Lacolle Sub RTC of the final plan, this information will be conveyed to the train crews.

Train Crews must not leave Rouses Point until they have received permission from one of the following: US Customs, CP (US) North Dispatcher, or Lacolle Sub RTC regarding customs clearance.

US Customs are radio equipped with the CP (US) North Dispatcher Radio Channel AAR 66-66 (CP92).

12.0 SPURS AND OTHER TRACKS

12.1 Rouses Point Jct. Running Tracks:
The Rouses Point Running Track extends 1.5 miles from CPC191 to mile A192.1/mile 0.0 Lacolle sub. (US/Canadian border) and is under the control of the CP (US) North Dispatcher. All movements must be made at Restricted Speed not exceeding 10 MPH and are authorized to occupy the Rouses Point Running Track as follows:

Northward:

Movements may pass CPC 191 after receiving either signal indication or verbal permission (Rule 241) from the CP (US) North Dispatcher and movement must be made at Restricted Speed not exceeding 10MPH. Northward Movement must be reported clear at Rouses Point Jct.

Southward:

Movements must not proceed beyond Rouses Point Jct. Mile 0.0 Lacolle sub (Canada/Us border) until verbal authorization is received from the CP (US) North Dispatcher and must be made at restricted speed not exceeding 10 mph.

NORAC

A movement routed to or from the Main Track or Controlled Siding Track at CPC 191 and CPC 189 may proceed on signal indication.

When a signal for movement indicates Stop, VERBAL permission must be obtained from the CP (US) North Dispatcher. This permission will be provided to the crew, repeated and confirmed to the Dispatcher in the following manner as prescribed by NORAC Rule 241;

"Train 123 engine 4567 pass Stop Signal on controlled siding track at CPC 191 and proceed north to Rouses Point Running Track."

If instructed by the Dispatcher to handle the dual control switches in the hand position, do not move "Selector" lever from hand-operation position until entire movement has passed over switch.

RADIO

The CP (US) North Dispatcher Standby channel is AAR 66-66 (CP92). To Call the Dispatcher, use code * 411

For an EMERGENCY call to the CP (US) North Dispatcher, switch to AAR 21-66 and click transmitter button 3 times. After receiving a response, a 10 second window opens which allows employees to transmit directly to the Dispatcher. After transmitting, switch back to AAR 66-66 for a response.

CP (US) North Dispatcher; Minneapolis, Minnesota. **1-800-308-3284**

12.2 Recochem Spur
Equipment must NOT be left standing on spur between mile 12.50 and mile 12.38.

12.3 Lacolle
Dangerous good cars, which are set off at Lacolle, must be set off at north end of the IMS track.

12.4 Canada Lafarge
MAXIMUM SPEED 5 MPH from crossing at mile 0.39 to Packing House, inward direction only.

Engine bell must be rung and Engine Whistle Signal 14 (f) must be sounded watching out for industrial switcher.

Northward trains required to leave a portion of their train standing on the main track, while performing switching at Lafarge Canada, must leave the standing portion of their train south of crossing mile 25.23.

12.5 NJ loop, Delson
MAXIMUM SPEED.....5 MPH
Six axle units..... Prohibited

PARC SUBDIVISION

(Subdivision No 6611)
TRam Area 1

											STATIONS						
3.30								4.7		4.7	**OUTREMONT** 1.5	Y			Yard	2325	Down Grade
Down Grade										6.2	**PARC** 2.6	XY					2.25
3.30	CP 5 AAR 81-81	*611	CP 6 AAR 21-81	**9116**	N/A	CP 52 AAR 03-03	*621			8.8	**BOIS-DE-BOULOGNE** 1.0		2	OCS-ABS		2500	Down Grade
										9.8	**BORDEAUX** 2.2	X					
										12.0	**PETIT ST-MARTIN** 0.8	X					
2.50										12.8	**ST-MARTIN JCT.** Jct. with QGR Trois-Rivières Sub. 3.5	XY			Yard	2504	2.25
										16.3	**STE-ROSE** 1.6					2505	
										17.9	**ROSEMÈRE** 2.0					2507	
1.00								20.0 ↕ 20.4		19.9	**STE-THÉRÈSE** Jct with Lachute Sub 2.6	BCUY	1	OCS	Yard	2508	3.10
										22.5	**SAUVÉ** 1.2					2541	
								23.69		23.69	*Mile 23.69*						
										23.7	**BLAINVILLE**		Rule 105				

Rules 40.2 and 94.1 apply within cautionary limits at Ste-Thérèse.

See page 47 for passenger train schedules.

PARC SUBDIVISION FOOTNOTES

0.0 RADIO

0.1 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	GOI SEC 5 ITEM 27.0	MILE	GOI SEC 5 ITEM 27.0	INSPECTION POINT	SET-OFF POINT
St-Martin Jct.	St-Martin Jct.	**	11.3	**	East of crossing mile 9.9	Outremont

2.0 EQUIPMENT RESTRICTIONS

2.1 Six axle units are prohibited west of mile 20.31 and on wye track between mile 20.69 Parc Sub and mile 20.71 Lachute Sub.

2.2 Cars exceeding 220,000 lbs must not exceed 25 MPH west of mile 20.31.

2.3 Freight cars over 268,000 lbs. must not be handled west of mile 20.31 unless authorized by protection notice.

2.4

Cars	Restriction
Short cars (less than 44 feet outside length) with a gross weight greater than 220,000 lbs, but not exceeding 268,000 lbs.	10 MPH on bridge 10.1

2.5

Cranes	Restriction
CP 414216 to 233	30 MPH on bridges 6.0 and 9.65.
CP 414400	20 MPH on bridges 5.69, 6.0 and 9.65
CP 414502	10 MPH on bridges 5.69, 6.0 and 9.6

3.0 DANGEROUS COMMODITIES

3.1 GOI, Section 5 Item 1.1 applies to trains originating at Blainville, Ste-Thérèse, St-Martin Jct. and Outremont.

3.2 In addition to observing any more restrictive speed restrictions, a train carrying one or more full carloads, container-loads or trailerloads of any SPECIAL dangerous commodity must not exceed **35 MPH.**

PARC SUBDIVISION FOOTNOTES

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed Miles per Hour	
		Psgr. Trains	Freight Trains and Engines
4.7 to 6.0	Zone	30	30
6.0 to 9.48	Zone	55	40
9.48 to 10.35	Zone	45	40
10.35 to 16.15	Zone	55	40
13.7 to 14.0	Public crossing mile 13.78	*45	--
16.15 to 20.31	Zone	45	40
19.9 to 20.01	Westward	*15	*15
20.31 to 20.01	Eastward	*15	*15
20.31	Over Switch	15	15
20.31 to 22.32	Zone	40	20
22.32 to 23.69	Zone	55	30
23.24 to 23.66	Westward	*40	--
23.69 to 24.15		40	10
* Until crossing fully occupied			

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between BEGIN/END CTC sign at Outremont and mile 23.69.

8.0 AUTOMATIC BLOCK SIGNAL SYSTEM

8.1 ABS signals governing train and engine movements between Outremont and signal 137 at St-Martin Jct applies as follows:

- westward on the north track; and,
- eastward on the south track.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle signal 14(L) is prohibited approaching all public crossings at grade between Outremont and Blainville, except that whistle signal 14(L) is only prohibited approaching, the following public crossings at grade within the cities of Ste-Thérèse, and Blainville from **0530 to 2000, Monday to Friday.**

- Mile 20.01 — Rue Turgeon,
- Mile 20.82 — Blainville West
- Mile 21.26 — Rue St-Louis
- Mile 22.21 — Côte St-Louis
- Mile 23.66 — Boulevard de la Seigneurie

9.2 The ringing of engine bell is prohibited for public crossings at grade between Outremont and mile 10.0.

9.3 Mile 6.42, Pedestrian Crossing.
Unless crossing warning devices are activated by radio key code, westward trains stopped at Parc must not exceed 25 MPH until crossing fully occupied. To activate crossing warning devices by radio key code, tone in "64211#" on CP channel 5. After activating, the warning devices will stop after 30 seconds if no approaching movement is detected.

9.4 St-Martin Jct.
Manual protection must be provided by a member of the crew at crossings on Burmagh Castrol Canada Ltd., Consolidated Plywood, Provigo Inc., A.B. Clark and Inglis Co. spur track.

Whistle signal 14 l) is prohibited approaching public crossing mile 0.037 Trois-Rivières Subdivision. Westward trains stopping in the vicinity of the crossing, must stop at least 200 feet from the crossing.

9.5 Mile 20.01, Turgeon St.
Crossing warning devices may be activated by keying code 200811# on CP 05 radio channel. Crossing warning devices will stop after 30 seconds if no movement is detected by crossing systems constant warning devices.

A member of the crew while switching must provide manual protection.

9.6 Mile 23.66, Boulevard de la Seigneurie.
Crossing warning devices may be activated by keying code 34411# on CP 05 radio channel. Crossing warning devices will stop after 30 seconds if no movement is detected by crossing systems constant warning devices.

10.0 INTERLOCKINGS

10.1 Mile 10.1 – Bordeaux. (Gauntlet Track)
Remotely Controlled Interlocking. Controlled by RTC.

- Interlocking limits between westward signals 99, 99C and eastward signals 102, 102C.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	Apply 610 Rule 509 not applicable
Track Unit operating as a train or engine	GOI Section 1, Item 1.4 or 1.5(e) as applicable
Track Unit	836 (Form V280)
Track Work	49

11.0 GENERAL FOOTNOTES

11.1 Standard clock and bulletins are located at yard office Ste-Thérèse.

11.2 Crossovers for movement are located as follows:

- westward on the north track; and,
- eastward on the south track.

Facing	Location	Trailing
Mile 6.0	Parc	Nil
Nil	Bordeaux	Mile 9.4
Mile 11.9	Petit St. Martin	Nil
Nil	St. Martin Jct	Mile 12.8

11.3 The following will indicate locations where the grade is in excess of 1.5%.....Mile 5.9 to mile 7.7.

PARC SUBDIVISION FOOTNOTES

11.4 Within Cautionary Limits at Ste Thérèse, in the application of Rule 104(b), a train or engine may leave a main track switch lined and locked in the reverse position. Employees encountering such switch in reverse position need not restore it to normal position, nor advise the RTC if restored.

11.5 When necessary to operate by hand, the spring switch at St Martin Jct (mile 13.7), the switch must be protected, and when no longer required, restored to the normal position, as prescribed by Rule 104 (b).

11.6 SSI to Rule 90 Item 1 (b) does not apply on Parc Sub.

11.7 Main track begins and ends at mile 23.69.

11.8 Track west of mile 24.15 is out of service.

12.0 SPURS AND OTHER TRACKS

12.1 Account severe track curvature, all cars 70 feet or more in length must be handled individually over private track serving Samual & Sons Co. Ltd., mile 12.86.

12.2 Maximum speed on all industrial trackage at St Martin Jct..... **5MPH**

12.3 Six axle units prohibited on all private trackage.

												LACHUTE SUBDIVISION (Subdivision No 6609) TRam Area 1 **STATIONS**						
2.25	CP 5 AAR 81-81	*611	CP 6 AAR 21-81	**9116**	N/A	CP 52 AAR 03-03	*621	20.31 28.0	20.31 23.0	19.9 28.0		**STE-THÉRÈSE** *Mile 20.31* Jct. with Parc Sub. 8.1 **MILE 28.0** Jct. with QGR Lachute Sub.	BCUY	1	OCS	Yard	2508	2.25

Rules 40.2 and 94.1 apply within cautionary limits at Ste-Thérèse.

LACHUTE SUBDIVISION FOOTNOTES

0.0 RADIO

0.1 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

2.0 EQUIPMENT RESTRICTIONS

2.1 Six axle units are prohibited on wye track between mile 20.69 Parc Sub and mile 20.71 Lachute Sub.

3.0 DANGEROUS COMMODITIES

3.1 GOI, Section 5 Item 1.1 applies to trains originating at Ste-Thérèse.

3.2 GOI, Section 5 Item 1.1 applies to eastward trains at mile 23.9

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed Miles per Hour
20.31 to 23.0	Zone	20
23.0 to 28.0	Zone	25

4.2 Movements must not exceed 10 MPH when using crossover at mile 21.49.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between Parc Sub Jct switch mile 20.31 and mile 28.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle signal 14(L) is prohibited approaching all public crossings at grade between mile 20.31 and mile 22.0.

9.2 **Mile 21.48, Grande Allée Blvd.**
Stop signs located at this crossing apply to the two tracks. Movements must stop at STOP signs and must not proceed until gates are horizontal. Circuit end signs located on main track 250 feet west of crossing and 100 feet east of crossing; located on passing track 170 feet west of crossing and 120 east of crossing.

11.0 GENERAL FOOTNOTES

11.1 Standard clock and bulletins are located at yard office Ste-Thérèse.

11.2 Westward QGR trains must ensure clearance authority is fulfilled (track released) or cancelled prior to passing mile 32 QGR Lachute Sub.

11.3 Within Cautionary Limits at Ste Thérèse, in the application of Rule 104(b), a train or engine may leave a main track switch lined and locked in the reverse position. Employees encountering such switch in reverse position need not restore it to normal position, nor advise the RTC if restored.

12.0 SPURS AND OTHER TRACKS

12.1 **Ste-Thérèse Yard**
Maximum Speed on both legs of wye..... 5 MPH

Transbord Co.

Locomotives must not enter the cover structure of the unloading pit.

This chart indicates the MINIMUM number of hand brakes to be applied for equipment left standing in all yard tracks at Ste-Thérèse except car compound tracks VTRPI 1,2,3,4 and 5.

Number of Cars	Number of Hand Brakes
1	1
2 - 9	2
10 - 39	3
40 - 49	4
50 or more	5

										FARNHAM CONNECTION SUBDIVISION TRam Area 1 **STATIONS**					
CP 4 AAR 67-67	*111	CP 9 AAR 21-67	**9111**	CP 145 AAR 69-51	*121	CP 83 AAR 51-51	1.9 0.0	1.9 0.0		**NORTH JCT.** Jct. with Adirondack Sub. 1.9 **WENTWORTH** Jct. with St-Luc Branch Sub.		1	CTC		

FARNHAM CONNECTION SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.2 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed Miles per hour
0.0 to 1.9	Zone	20
0.1	Private crossing	*15
0.3	Private crossing	*15
* Until crossing fully occupied		

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply on entire subdivision.

										ST-LUC BRANCH SUBDIVISION TRam Area 1 **STATIONS**					
CP 4 AAR 67-67	*111	CP 9 AAR 21-67	**9111**	CP 145 AAR 69-51	*121	CP 83 AAR 51-51	2.1 0.0	2.1 1.6 0.0		**BALLANTYNE** Jct. with Vaudreuil Sub. 0.5 **WENTWORTH** Jct. with Farnham Connection Sub. 1.6 **ST-LUC JCT.** Jct. with Adirondack Sub.		1	CTC		

ST-LUC BRANCH SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.2 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

3.0 DANGEROUS COMMODITIES

3.1 GOI, Section 5 Item 1.1 applies to movements originating at St. Luc.

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed Miles per hour
0.0 to 2.1	Zone	30
1.4	Private crossing	*15
1.6	Private crossing	*15
* Until crossing fully occupied		

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply on entire subdivision.

11.0 GENERAL FOOTNOTES

11.1 For instructions for St Luc Yard, see Adirondack Sub footnote 12.5.

NORTH JCT. LEAD SUBDIVISION

TRam Area 1

									STATIONS					
CP 4 AAR 67-67	*111	CP 9 AAR 21-67	**9111**	CP 145 AAR 69-51	*121	CP 83 AAR 51-51	0.0	0.0	**MONTRÉAL - WEST** Jct. with Westmount Sub. 2.1		1	CTC		
							2.1	2.1	**ST - LUC JCT** Jct. with Adirondack Sub.					

NORTH JCT. LEAD SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.2 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed Miles per Hour	
		Psgr. Trains	Freight Trains and Engines
0.0 to 1.1	Zone	25	25
0.0 to 0.2	Montréal West station platforms	15	15
1.1 to 2.1	Zone	50	30

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply on entire subdivision.

SOUTH JCT. LEAD SUBDIVISION

TRam Area 1

									STATIONS					
CP 4 AAR 67-67	*111	CP 9 AAR 21-67	**9111**	CP 145 AAR 69-51	*121	CP 83 AAR 51-51	0.0	0.0	**MONTRÉAL - WEST** Jct. with Vaudreuil Sub. 0.7		1	CTC		
							0.7	0.7	**SOUTH JCT.** Jct. with Adirondack Sub					

SOUTH JCT. LEAD SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.2 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

4.0 SPEEDS

4.1 Maximum speed
unless otherwise restricted ..... 25 MPH

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply on entire subdivision.

WESTMOUNT SUBDIVISION

TRam Area 1

										STATIONS						
2.74	CP 4 AAR 67-67	*112 *111	CP 9 AAR 21-67	**9111**	CP 145 AAR 69-51	*122 *121	CP 83 AAR 51-51	0.1 4.8	0.1	**LUCIEN L'ALLIER** 2.3	BCX	3	CTC	Yard	2315	3.14
									2.4	**VENDÔME** 2.2	X			Yard		
									4.6	**MONTRÉAL- WEST** Jct. with North Jct. Lead Sub	X	2			2311	

VAUDREUIL SUBDIVISION

(Subdivision No 6616)
TRam Area 1

										STATIONS						
2.74	CP 4 AAR 67-67	*111	CP 9 AAR 21-67	**9111**	CP 145 AAR 69-51	*121	CP 83 AAR 51-51	0.0	0.0	**MONTRÉAL- WEST** Jct. with South Jct. Lead Sub 1.4	X	2			2311	
									1.4	**SORTIN** 0.8				Yard	2310	3.14
									2.2	**BALLANTYNE** Jct. with St-Luc Branch Sub. 0.7	X		CTC	Yard	2305	
									2.9	**LACHINE IMS** 0.4	XY	3		Yard	2304	
									3.3	**LACHINE** 1.6	XY			Yard	2306	
								5.1	4.9	**DORVAL** 1.0	X				2622	
									5.9	**PINE BEACH** 1.4					2623	
									7.3	**VALOIS** 0.5					2627	
									7.8	**POINTE-CLAIRE** 0.9					2630	
									8.7	**CEDAR PARK** 1.5					2629	4.40
3.20	CP 7 AAR 95-95	*311	CP 8 AAR 21-95	**9113**	CP 15 AAR 09-49	*321	CP 11 AAR 49-49		10.2	**BEACONSFIELD** 2.0	X				2631	
									12.2	**BEAUREPAIRE** 1.6		2	OCS ABS		2632	
									13.8	**BAIE-D'URFE** 1.8					2633	
									15.6	**STE-ANNE-DE-BELLEVUE** 1.0	X				2634	
									16.6	**ÎLE-PERROT** 1.6					2636	
									18.2	**PINCOURT** 0.7						
								Signals 190 & 190B	18.9	**DORION** Jct. with M & O Sub.	BDXY		CTC	Yard	2639	

See page 46 for passenger train schedules.

WESTMOUNT AND VAUDREUIL SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

This chart specifies locations and radio channels where CP and CN tracks are 75 feet or less between outside rails of adjacent tracks.						
CP		CN - Train Standby Channel CN1 - CP 101 - AAR 87-87				
Subdivision		Subdivision		RTC Standby Channel	RTC Standby Code	RTC Emergency Code
Mile		Mile				
Vaudreuil		Montreal		CN 2 CP 95 AAR 73-73	* 5 121 #	* 0 #
3.0	4.8	9.8	11.6			
Vaudreuil		Kingston				
4.8	18.9	10.3	24.3			

0.2

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.3 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	GOI SEC 5 ITEM 27.0	MILE	GOI SEC 5 ITEM 27.0	INSPECTION POINT	SET-OFF POINT
Mile 15.0	Ste-Anne-de-Bellevue	**	12.4 South Track 12.5 North Track	**	Beaconsfield	Beaconsfield

2.0 EQUIPMENT RESTRICTIONS

2.1 All movements over yard tracks No. 1, 2, 3 and 4 at Dorion are restricted to not more than two units and must not exceed 5 MPH.

2.2

Cranes	Restriction
CP 414216 to 233	30 MPH on bridge 2.9 Westmount Subdivision.
CP 414400	20 MPH on bridge 2.58 Westmount Subdivision.
CP 414502	10 MPH on bridges 0.28 and 2.58 Westmount Subdivision. 20 MPH on bridges 0.87 and 2.9 Westmount Subdivision

2.3

Cars	Restriction
Cars over 268,000 lbs. not exceeding 286,000 lbs., 55 feet or longer	20 MPH on bridge 2.90 Westmount Sub

3.0 DANGEROUS COMMODITIES

3.1 GOI, Section 5 Item 1.1 applies to movements originating at St. Luc.

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

WESTMOUNT AND VAUDREUIL SUBDIVISION FOOTNOTES

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed MPH			
		Passenger Trains	Expedited Freight including Expressway		Non Expedited Freight #
			Non Restricted ##	Restricted	
WESTMOUNT SUBDIVISION					
0.1 to 0.3	Zone	15	15	15	15
0.3 to 4.8	Zone	60	40	40	40
1.0 to 4.8	Through turnouts and crossovers	15	15	15	15
4.4 to 4.8	Montreal West station platforms				
VAUDREUIL SUBDIVISION					
0.0 to 0.1	Montreal West station platforms	15	15	15	15
0.0 to 3.4	Zone	55	50	50	45
3.4 to 4.5	Zone	75	55		
Ballantyne to Dorval	No. 3 track	30	30	30	30
Ballantyne	Through turnouts over crossover switches 19A and 19B	10	10	10	10
4.5 to 4.8	Zone	55	50	50	45
4.8 to 15.0	Zone	75	55		
11.0 to public crossing 13.8	Westward	*50	*50		
15.0 to public crossing 12.15	Eastward				
15.0 to 18.0	Zone	55	55		
18.0 to 18.9	Zone	75			
Trains designated as "Expedited" (restricted or non restricted) will be so indicated in train consist. All other trains are considered as Non Expedited.					
# Non Expedited Freight Trains may be governed by speeds for Restricted Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.					
## Non Restricted Expedited train is a freight train consisting entirely of loaded and/or empty: container or trailer flat cars, auto frame flat cars, multi-level automobile cars, automobile parts box cars, air repeater cars and/or business cars. Trains designated as Expedited handling other types of equipment will be governed by speeds for Restricted trains.					
* Until crossing fully occupied					

4.2 Movements must not exceed 10 MPH on both legs of wye at Lachine, mile 3.3.

4.3 Maximum speed on Independent Lead.....15 MPH.

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply:

- on all main tracks between westward signals 01, 01-2, 01-3, 03-2, 03-3, 01-4, 01-5 and 01-6 at Lucien L'Allier and eastward signals 50 and 50B at Dorval;
- on Independent Lead at Ballantyne; and,
- on all main tracks between eastward signals 008, 190, 190B and 190C and westward signals 189 and 189B at Dorion.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between signals 50 and 50B at Dorval and signals 189 and 189B at Dorion.

8.0 AUTOMATIC BLOCK SIGNAL SYSTEM

8.1 ABS signals governing train and engine movements between signals 50 and 50B at Dorval and signals 189 and 189B at Dorion applies as follows:

- westward on the north track; and,
- eastward on the south track.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle signal 14 (I) is prohibited on the Westmount and Vaudreuil Subdivisions.

9.2 The ringing of engine bell is prohibited for public crossings at grade on Westmount Sub.

9.3 **Mile 4.48, Elmhurst Ave., Westmount Sub.**
Eastward movements stopping at Montreal West station must stop between circuit end sign and signals 44B, 44C, or 44D to ensure that crossing protection remains activated.

Westward movements stopping must stop east of signal 47.

11.0 GENERAL FOOTNOTES

11.1 Standard clocks and bulletins are located at: St-Luc diesel shop and Lachine.

11.2 Three main tracks in service between mile 0.3 and mile 1.9 Westmount Sub and between Ballantyne and Dorval numbered 1, 2 and 3 from SOUTH TO NORTH. Two main tracks in service between mile 1.9 Westmount Sub and Ballantyne.

WESTMOUNT AND VAUDREUIL SUBDIVISION FOOTNOTES

11.3 Crossovers for movements are located as follows:

- westward on the north track; and,
- eastward on the south track.

Facing	Location	Trailing
Mile 9.9	Beaconsfield	Mile 10
Mile 15.1	Ste-Anne-de-Bellevue	Mile 15.2

11.4 For St-Luc Yard footnotes see Adirondack Subdivision Item 12.5.

11.5 SSI to rule 90 Item 1 (b) does not apply on Vaudreuil Sub.

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

11.7 Vaudreuil Sub extends westward to eastward signals 190, 190B and 190C at Dorion.

12.0 SPURS AND OTHER TRACKS

12.1 LUCIEN L'ALLIER

On tracks designated as other than main track, **MAXIMUM SPEED ..... 15 MPH**

EXCEPTION: Trains handling GO equipment (Cab cars 100 series and Coaches 1000 series) restricted to **10 MPH** on platform track No 7 and **5 MPH** on platform track No 8.

GO equipment is restricted to be spotted on tracks 4, 5, 6, 7 and 8 only.

The eight passenger station tracks at Lucien L'Allier, east of signals 01, 01-2, 01-3, 03-2, 03-3, 01-4, 01-5 and 01-6 respectively, are designed as other than main track.

12.2 GLEN YARD

MAXIMUM SPEED .....5 MPH.

Six axle units are prohibited.

Commuter Maintenance Facility

From Monday through Friday between the hours of 0730 and 1600, all track units, train or engine movements other than the regular commuter drafts, must not enter nor move within Glen Yard without the permission of the Glen Mechanical Supervisor who can be contacted on CP channel 4 or by telephone at 395-6336.

"Commuter Maintenance Facility" sign located at the east end of the Glen Yard access will identify the commencement of the Glen Yard Shop Tracks.

Glen Yard tracks are designated as shop tracks; maximum speed 5 MPH.

Crews are reminded of the provisions of CROR Rule 13 while moving on and along shop tracks and to be vigilant for employees working in the vicinity of these tracks. The bell must also be sounded while moves are being made during the hours specified above.

12.3 SORTIN YARD

Six axle units are prohibited.

12.4 LACHINE IMS - INTERMODAL

Northward – Mile 3.12 Vaudreuil Sub.

to end of track .....1.3 miles

Six axle units are restricted to 5mph in curves on track IR28 and IR29 at Lachine.

Employees must not ride the side of equipment on track IR 9 (main track) in Lachine yard due to restricted clearance.

While switching within the Intermodal Terminal, the exception to CROR Rule 115(a) does not apply.

This chart indicates the MINIMUM number of hand brakes to be applied for equipment left standing in all yard tracks in Lachine IMS.

Number of Cars	Number of Hand Brakes
1	1
2 - 9	2
10 - 39	3
40 - 49	4
50 or more	5

12.5 LACHINE INDUSTRIAL SPUR

Northward – Mile 3.33 Vaudreuil Sub.

to end of track .....1.8 miles

MAXIMUM SPEED 5 MPH

Member of crew must protect switching movements over all crossings.

Whistle signal 14 (l) is prohibited within the limits of the City of Lachine.

A minimum of 3 buffer cars is required when servicing Frigo in Lachine due to restricted clearances with yard locomotive bay windows.

12.6 MEADOWBROOK SPUR

Northward – Mile 3.68 Vaudreuil Sub.

to end of track .....0.7 miles

MAXIMUM SPEED 5 MPH

Switching movements over all public crossings must be protected by member of crew.

Whistle signal 14(l) is prohibited within the limits of the City of Lachine.

M&O SUBDIVISION

(Subdivision No 6617)
TRam Area 1

										STATIONS						
2.50	CP 7 AAR 95-95	*311	CP 8 AAR 21-95	**9113**	CP 15 AAR 09-49	*321	CP 11 AAR 49-49	0.0	0.0	**DORION** Jct. with Vaudreuil Sub 2.1	BDXY	1	CTC	Yard	2639	2.50
									2.1	**VAUDREUIL** 6.3	B			Yard	2637	
2.20									8.4	**HUDSON** 7.6			OCS		2675	3.00
								16.0	16.0	*MILE 16.0* 0.5		Rule 105				
									16.5	**RIGAUD**	B				2680	

See pages 46 for passenger train schedules.

M&O SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.2 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

2.0 EQUIPMENT RESTRICTIONS

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

3.0 DANGEROUS COMMODITIES

3.1 GOI, Section 5 Item 1.1 applies to westward trains at mile 0.0 and to eastward trains at miles 16.0 and 0.0.

3.2 In addition to observing any more restrictive speed restrictions, a train carrying one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity must not exceed **35 MPH between Dorion and mile 12.5.**

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed Miles per Hour	
		Psgr. Trains	Freight Trains and Engines
0.0 to 0.6	Zone	40	40
0.6 to 2.4	Zone	60	40
2.4 to 3.3	Zone	30	30
2.6 to 3.5	Westward	20	20
3.5 to 2.6	Eastward	**20	**20
3.3 to 5.8	Zone	55	40
5.8 to 6.9	Zone	60	40
6.9 to 9.0	Zone	55	40
7.71 to 8.35	Between public crossings	*50	-
8.35 to 8.54	Between public crossings	*35	*35
9.0 to 10.0	Zone	50	40

4.1

Mile	Location	Permissible Speed Miles per Hour	
		Psgr. Trains	Freight Trains and Engines
10.0 to 16.0	Zone	60	40
10.3	Public crossings	*50	-
16.0 to 16.5	Zone	15	15
* Until crossing fully occupied			
** Until Signal 26 is seen to display a more permissive indication than Stop.			

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 Rules 560-576 apply between Signals 008 at Dorion and Signals 26 and 26B at mile 2.6.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between Signal 26 at mile 2.6 and mile 16.0.

11.0 GENERAL FOOTNOTES

11.1 Eastward passenger trains arriving Vaudreuil station must make a complete stop just short of the pedestrian crossing located west of the commuter platform before proceeding to the station platform.

11.2 Westward passenger trains must occupy the pedestrian crossing located west of the Vaudreuil commuter platform while disembarking passengers to prevent passengers from crossing in front of the train.

11.3 Advance Interlocking Sign governing eastward trains located at mile 4.0.

In the application of GOI Section 12, the following applies:

Indication: Proceed, preparing to stop at Signal 26 at mile 2.6.

Note: This requirement does not apply when track is seen to be clear to Signal 26 and such signal indicates a more permissive indication than Stop.

11.4 Main track begins and ends at mile 16.0

WINCHESTER SUBDIVISION

(Subdivision No 6513)
TRam Area 1

												STATIONS						
								Signals 190 &190B		18.9		**DORION** 4.8	BDXY				2639	
										23.7		**ST. LAZARE** 6.0					2638	
		*214				*224				29.7		**ST. CLET** 5.8				N 4055 S 2474	2640	
										35.5		**DE BEAUJEU** 1.4	X				2641	
										36.9		**SOULANGES** 4.7	X				2642	
										41.6		**DALHOUSIE MILLS** 7.7					2644	
3.20	CP 1 AAR 91-91		CP 3 AAR 21-91	**9112**	CP 14 AAR 15-71		CP 13 AAR 71-71			49.3		**GREEN VALLEY** 8.7	X			N 2607	2646	
										58.0		**APPLE HILL** 5.3	X				2648	4.40
		*213				*223		Toronto East DOB		63.3		**MONKLAND** 4.9	X	2	OCS - ABS	N 3255	2649	
										68.2		**AVONMORE** 6.1	X			N 2552	2650	
										74.3		**FINCH** 7.7	X			N 2664	2651	
										82.0		**CHESTERVILLE** 5.9	X			N 4190	2653	
		*212				*222				87.9		**WINCHESTER** 8.0	X				2655	
										95.9		**MOUNTAIN** 7.5					2657	
										103.4		**BEDELL** 11.5	X			N 4741	2659	
3.45		*211				*221			121.5	114.9		**MERRICKVILLE** 8.9	X				2663	
								123.8	123.7	123.8		**SMITHS FALLS**	BCDUXY			Yard	2666	

Rules 40.2 and 94.1 apply within Cautionary limits Smiths Falls

WINCHESTER SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.2 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	**SET-OFF POINT**	**GOI SEC 5 ITEM 27.0**	**MILE**	**GOI SEC 5 ITEM 27.0**	**INSPECTION POINT**	**SET-OFF POINT**
Immediately east of crossing mile 34.65	De Beaujeu		28.1 South Track	**	Immediately west of crossing mile 24.44	St. Lazare
			30.0 North Track	**	Immediately west of crossing mile 24.44	Dorion
Immediately east of crossing mile 57.93	Apple Hill		52.1		Green Valley	Green Valley
Immediately east of crossing mile 82.0	Chesterville		77.0		Before fouling crossing mile 74.3	Finch
Mile 103.4	Bedell		99.8		Immediately west of crossing mile 96.48	south track - mile 95.9
						north track - Chesterville

WINCHESTER SUBDIVISION FOOTNOTES

2.0 EQUIPMENT RESTRICTIONS

2.1

Crane	Restriction
CP 414216 to 414233	30 MPH on bridge 123.6
CP 414502	20 MPH on bridges 53.1, 75.6, 85.2 and 123.6

2.2 Six axles units are prohibited:
- on the south yard at Smiths Falls, including the intermodal facility, except on track ES-9 and
- on North 5 and North 6, Smiths Falls Yard

2.3 Restrictions for movement on the wye at Smiths Falls:
- Cars measuring 50 feet or less outside length prohibited on wye when coupled to six axle units,
- AC Locomotive 4400 - Only one engine at the time on the wye,
- SD 90 MAC - Two coupled engines maximum to operate on the wye.

3.0 DANGEROUS COMMODITIES

3.1 In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity must not exceed **35 MPH between mile 18.9 and mile 24.5.**

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed MPH		
		Expedited Freight including Expressway		Non Expedited Freight #
		Non Restricted ##	Restricted	
18.9 to 123.3	Zone	60	50	45
35.4	Railway Crossing at Grade	50		
35.61	Public Crossing	*30	*30	*30
123.3 to 123.8	Zone	50	50	45
Trains designated as "Expedited" (restricted or non restricted) will be so indicated in train consist. All other trains are considered as Non Expedited.				
# Non Expedited Freight Trains may be governed by speeds for Restricted Expedited Freight Trains while operating in throttle position idle, 1 or 2, or while in dynamic brake.				
## Non Restricted Expedited train is a freight train consisting entirely of loaded and/or empty: container or trailer flat cars, auto frame flat cars, multi-level automobile cars, automobile parts box cars, air repeater cars and/or business cars. Trains designated as Expedited handling other types of equipment will be governed by speeds for Restricted trains.				
* When running eastward on north track or westward on south track, until crossing fully occupied.				

4.2 Movements on CN connecting track at De Beaujeu and on back tracks at St. Clet and Chesterville must not exceed 5 MPH.

4.3 Movements must not exceed 5 MPH on east wye track at Smiths Falls.

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 CTC Rules 560 to 576 at Smiths Falls apply between:
- signals 1237, 1237B , 1237C and 01, and
- signals 01-1 and 01-2.

6.2 When signal 1238 or 1238B displays Rule 430, a member of the crew must first release the electric lock located at mile 0.01 Brockville Sub. and line switch S-9 after which movement will be governed by signal indication.

6.3 When necessary to pass eastward signals 1238 or 1238B indicating STOP, Rule 509 does not apply.

7.0 OCCUPANCY CONTROL SYSTEM

7.1 OCS Rules 301-313 apply between:
- signals 190 and 190B at Dorion, and
- signals 1237 and 1237C at Smiths Falls.

8.0 AUTOMATIC BLOCK SIGNAL SYSTEM

8.1 ABS signals governing train and engine movements between signals 190 and 190B at Dorion and signals 1237 and 1237C at Smiths Falls applies as follows:
- westward on the north track; and,
- eastward on the south track.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle Signal 14(l) is prohibited approaching the following public crossings:
- Chemin St. Louis, mile 22.91
- St. Georges Rd, mile 38.95
- Saint Patrice, mile 40.17
- Dalhousie Rd, mile 41.66

9.2 Whistle Signal 14 (l) is prohibited between the hours of 2300 and 0700 approaching public crossings at mile 29.73, (Highway No. 201) and at mile 30.02 (Highway No. 340).

9.3 **Mile 24.44, Chemin Legault.**
Circuit end sign located 300 feet west of crossing.

9.4 **Mile 34.65, Ste. Marie Rd.**
Circuit end sign located 300 feet east and 575 feet west of crossing.

9.5 **Mile 35.61, Montée St. Polycarpe.**
Push button located 550 feet west of crossing.

9.6 **Mile 57.93, County Road 20.**
Circuit end sign located 300 feet east of crossing

9.7 **Mile 63.02, Hwy 43.**
Circuit end sign located 725 feet west of crossing.

9.8 **Mile 63.77, Hwy 138.**
Circuit end sign located 325 feet west of crossing.

9.9 **Mile 82.04, Main St.**
Circuit end sign located 400 feet west of crossing and 350 feet east of crossing.

WINCHESTER SUBDIVISION FOOTNOTES

9.10 Mile 103.8, Bedell Rd.
STOP Signs on other than main track.

9.11 Eastward trains occupying the north track at Chesterville after backing through crossover to allow following trains to pass, before making return movement to the south track must be governed by instructions posted in box marked "Push Button" located on signal box opposite west end of crossover.

9.12 Trains on north track stopping to switch at Merrickville must leave their train east of signal 1147 or west of crossing mile 114.8.

10.0 INTERLOCKINGS

10.1 Mile 35.4 – De Beaujeu - Railway crossing at grade with CNR – (Alexandria Sub. mile 6.1)

- Automatic Interlocking.
- 8 minute timing circuits:

Eastward on South track	mile 38.38 to Signal 356,
Westward on North track	mile 32.1 to Signal 353

- 6 minute timing circuits:

Eastward on North track	mile 36.0 to Signal 356C
Westward on South track	mile 34.75 to Signal 353C

- CN RTC can be contacted on CN channel 2, CP channel 95, AAR 73-73, Call-in code * 5 123 #.
- in the application of Rule 611, if unable to contact the CN RTC to ascertain if there are no conflicting trains when the lights in the box are not lit, the train must first wait 5 minutes before applying Rule 611.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	Apply 611 Rule 509 not applicable.
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 Rule 105.1 does not apply.

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

11.3 Train and engine movements within cautionary limits Smiths Falls must not be made except as authorized by the Multi Yard Process Manager at St. Luc Yard.

11.4 When switching cars at the west end of Smiths Falls yard, all cars are to be shoved to coupling or rest.

11.5 Account of fumes and noise in the vicinity of the bunkhouse, idling locomotives left standing at the west end of Smiths Falls yard must, when possible, be left standing east of locomotive no parking signs.

11.6 Crossovers for movement when running westward on north track or eastward on south track are located as follows:

Facing	Location	Trailing
Nil	Dorion	Mile 19.7
Nil	De Beaujeu	Mile 34.7
Mile 36.8	Soulanges	Nil
Nil	Green Valley	Mile 49.2
Mile 58.5	Apple Hill	Nil
Nil	Monkland	Mile 63.2
Nil	Avonmore	Mile 67.5
Nil	Finch	Mile 74.3
Mile 82.2	Chesterville	Mile 82.1
Nil	Winchester	Mile 87.9
Mile 103.4	Bedell	Mile 103.5
Nil	Merrickville	Mile 114.8
Nil	Smiths Falls	Mile 122.2
Nil	Smiths Falls	Mile 123.8

12.0 SPURS AND OTHER TRACKS

12.1 SOUTH PRESCOTT SPUR, extending southward from Bedell (Mile 30.7) to mile 35.7.....5 Miles
Six axle units are prohibited.

Movements must not obstruct crossings until automatic protection has been known to be operating for 20 seconds or until a member of the crew has provided manual protection.

Stranex Terminal Siding, mile 35
MAXIMUM SPEED..... 5 MPH

12.2 NORTH PRESCOTT SPUR, extending northward from Bedell (Mile 30.7) to mile 29.2.....1.5 Miles
Six axle units are prohibited.

Movements must not obstruct crossings until automatic protection has been known to be operating for 20 seconds or until a member of the crew has provided manual protection.

Growmark Terminal Siding, mile 29.1
MAXIMUM SPEED..... 5 MPH

12.3 Smiths Falls Yard
The following applies in the application of the CPR Hand Brake Policy when setting-off or switching traffic:

ALL TRACKS:

Cars	Minimum Number of Operative handbrakes.
10 or less	3
11-16	4
17-25	6
26-35	7
36-45	8
46-55	9
Handbrakes to be applied at the east end of tracks.	

Do not exceed 5 mph East End Smiths Falls Yard between track TWO long crossover and track ONE long.

BROCKVILLE SUBDIVISION

(Subdivision No 6516)
TRam Area 1

STATIONS

									27.8	**BROCKVILLE** 0.3		Rule 105			2810	
1.83	CP 7	*751	CP 8	**9117**	CP 17	*761	CP 16	27.5	27.5	*Mile 27.5* 9.3						2.83
	AAR 95-95		AAR 21-95		AAR 09-77		AAR 77-77	Toronto ↑ East DOB	18.2	**BELLAMY** 18.2		1	OCS		2816	
2.20								0.0	0.0	**SMITHS FALLS**	BCY			Yard	2666	2.50

BROCKVILLE SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

RTI Call to	Nearest Utility Tower Code	Disconnect
Diesel Specialist	** Tower Code 5#	# Tower code

0.2 Trackside Radio System 2.0 Instructions apply. Refer to instructions page 48

2.0 EQUIPMENT RESTRICTIONS

2.1 Diesel Units
Six Axle Units

- 20 MPH on bridge mile 1.2.
- Prohibited on all private trackage.
- Except on track ES-9, prohibited on south yard at Smiths Falls, including the intermodal facility.

2.2

Cars	Restriction
Freight cars over 268,000 pounds not exceeding 286,000 pounds, 55 feet or longer.	10 MPH on bridge 13.70
Short cars (less than 44 feet outside length) with a gross weight greater than 220,000 lbs but not exceeding 268,000 lbs	10 MPH on bridge 1.2
Short cars (less than 44 feet outside length) with a gross weight of 220,000 lbs or less except empty cars	20 MPH on bridge 1.2

2.3

Cranes	Restriction
CP 414216 – 414233	20 MPH on bridge 1.2.
CP 414400	10 MPH on bridge 1.2.
CP 414479 – 414480, CP 414503, CP 414650	10 MPH on bridge 1.2 when separated by ONE idler car not exceeding 56,000 lbs. gross weight.
CP 414502	Prohibited on bridge 1.2

2.4 Restrictions for movement on the wye at Smiths Falls:

- Cars measuring 50 feet or less outside length prohibited on wye when coupled to six axle units,
- AC Locomotive 4400 - Only one engine at the time on the wye,
- SD 90 MAC - Two coupled engines maximum to operate on the wye.

3.0 DANGEROUS COMMODITIES

3.1 GOI, Section 5 Item 1.1 applies to southward trains at mile 18.2 and to northward trains at Brockville.

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed Miles per hour				
		Passenger		Freight		
		LRC	Other incl. RDC	Expedited Freight including Expressway		Non Expedited Freight #
				Non Restricted ##	Restricted	
0.0 to 0.2	Zone	15	15	15	15	15
0.2 to 1.3	Zone	30	30	30	30	30
1.3 to 2.0	Zone	80	60	55	50	45
2.0 to 17.0	Zone	95	90	60		
17.0 to 18.0	Zone	95	85			
18.0 to 19.9	Zone	95	90			
19.9 to 20.3	Zone	65	65	45	45	
20.3 to 26.5	Zone	95	90	60	50	
25.8 to 26.5	Southward	60	60			
26.5 to 27.2	Zone	60	60			
27.2 to 27.5	Zone	40	30	25	25	25

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

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

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

LRC Passenger Trains with Banking System Inoperative will be governed by speed restrictions applying to other passenger trains including RDC

4.2 Movements must not exceed 5 MPH on east wye track at Smiths Falls.

BROCKVILLE SUBDIVISION FOOTNOTES

7.0 OCCUPANCY CONTROL SYSTEM

7.1 Rules 301-313 apply between Signal No 01 at Smiths Falls and mile 27.5 at Brockville.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle signal 14(I) is prohibited at the following public crossings at grade:

- Mile 0.17 – William St.
- Mile 0.30 – Chambers St.
- Mile 0.73 – Lorne St. and
- on main track between mile 25.0 and mile 27.5.

9.2 **Mile 0.17, William St.**
Circuit end sign located 100 feet north of crossing. Push Button located on northeast protection mast.

A member of the crew on Wye track must provide manual protection.

9.3 **Mile 0.30, Chambers St.**
Circuit end sign located 210 feet north of crossing.

9.4 **Mile 25.82, Laurier Blvd.**
Circuit end sign located 210 feet north of crossing. Southward movements on spur track must use Push Buttons located 30 feet north of crossing.

9.5 **Mile 26.55, Parkdale Ave.**
Circuit end sign located 300 feet south of crossing.

11.0 GENERAL FOOTNOTES

11.1 Rules 512 and 513 apply between mile 27.5 and mile 24.6. Block End sign for northward movements is located at mile 24.6.

12.0 SPURS AND OTHER TRACKS

12.1 While switching cars at Hershey Canada mile 1.05, all cars to be shoved to coupling or rest.
When coupling on curves, stop must be made to ensure couplers are in line with each other.

12.2 **Proctor and Gamble and Alcan Chemical spurs, mile 25.5**
Do not exceed 5 MPH on Proctor and Gamble private track.

A member of the crew must provide manual protection over California Ave. public crossing on Proctor and Gamble track.

While switching, if equipment is left standing on the main track, it must be located within the indicated 905 foot circuit which extends approximately 6 car lengths south of the P&G Spur switch to approximately 3 car lengths north of the Alcan switch. Equipment occupying the main track within these limits will not activate Centennial Rd. and Laurier Ave. crossing warning devices while the P&G and/or Alcan switch is in the reverse position.

12.3 Main track begins and ends at mile 27.5. All movements south of mile 27.5 are governed by CNR rules and special instructions.

Schedule times indicated for VIA passenger movements between Brockville and Smiths Falls are for information only. Station times must be observed as indicated.

49 DAILY	47 EX SAT	45 DAILY	43 EX SAT	641 SAT ONLY	41 EX SAT & SUN		STATIONS		40 EX SAT & SUN	640 SAT ONLY	42 EX SAT & SUN	642 SAT & SUN	44 EX SAT	46 EX SAT	48 EX SAT & SUN	648 SAT & SUN
1838	1733	1313	0923	0743	0640	*AR*	**SMITHS FALLS**	*DP*	1034	1119	1306	1420	1542	1837	2106	2206
1840	Thru	Thru	0925	Thru	Thru	*DP*	**SMITHS FALLS**	*AR*	Thru	Thru	Thru	Thru	1540	Thru	2104	2204
1914	1802	1347	0954	0813	0713	*AR*	**BROCKVILLE**	*DP*	1005	1050	1235	1351	1511	1808	2035	2135

BELLEVILLE SUBDIVISION

(Subdivision No 6517)
TRam Area 1

												STATIONS						
								0.0			0.0	**SMITHS FALLS**	**BC**	**2**		Yard	2666	
3.20		*135				*145					2.0	2.0 **SMITHS FALLS WEST** 6.1						
											8.1	**ELMSLEY** 7.4				10088		3.75
											15.5	**GLEN TAY** 5.5					3046	
		*134				*144					21.0	**ELLIOTT** 9.0				7229	3047	
											30.0	**BOLINGBROKE** 11.0				7187	3050	
											41.0	**TICHBORNE** 11.2				8776	3010	
2.90		*133				*143					52.2	**WILKINSON** 9.5				7395	3055	
											61.7	**LENS** 7.0				7353	3057	3.00
		*132				*142					68.7	**ROBLINDALE** 11.1				7156	3060	
											79.8	**LONSDALE** 8.0				7209	3062	
	CP 7 AAR 95-95	*131	CP 8 AAR 21-95	**9111**	CP 17 AAR 09-77	*141	CP 16 AAR 77-77	Toronto East DOB	109.6 to 112.2	Montréal Service Area	87.8	**THURLOW** 3.0					3065	
											90.8	**BELLEVILLE** 11.0				7161	3066	
											101.8	**TRENTON** 9.7	**Y**	**1**		10399	3070	
		*115				*125			122.7 to 126.8		111.5	**BRIGHTON** 9.0				7451	3075	
											120.5	**COLBORNE** 10.5				7768	3077	
		*114				*124					131.0	**SPICER** 3.9			CTC	8102	3080	
									134.4 to 134.6		134.9	**COBOURG** 8.3					3082	
		*113				*123					143.2	**PORT HOPE** 12.4				7083	3085	
											155.6	**LOVEKIN** 13.4				7219	3088	
											169.0	**DARLINGTON** 6.4				7324	3093	2.90
		*112				*122					175.4	**OSHAWA** 3.8	**BY**			12300	3095	
											179.2	**WHITBY** 10.3				7460	3096	
3.20		*111				*121					189.5	**CHERRYWOOD** 5.7				8150	3098	
											195.2	**STAINES** 0.7						
								Signals 1960& 1960B			195.9	**NEILSONS** 1.1				Yard		
											197.0	**TORONTO YARD** 1.1	**BY**			Yard	3173	
											198.1	**McCOWAN** 1.4	**X**	**2**		Yard		
	CP 4 AAR 67-67	231	CP 9 AAR 21-67 *21#	**911**	CP 14 AAR 15-71 *21#	241	CP 13 AAR 71-71	Toronto DOB		Southern Ontario Service Area	199.5	**KENNEDY** 4.7	**X**			Yard		
											204.2	**DON MILLS** 2.1	**X**					2.10
									208.7 to 209.4		206.3	**LEASIDE** Jct. North Toronto Sub. 3.2	**X**	**1**		Yard	3178	
Down Grade	CN 1 AAR 87-87	N/A	N/A	**CN 1 & CN 3 AAR 55-55**	N/A	N/A	N/A	Signal 2094			209.5	*TTR Signal 205* Connection with Union Station Rail Corridor USRC 2.0					3182	1.04
											211.5	**TORONTO**					3185	

BELLEVILLE SUBDIVISION FOOTNOTES

0.0 RADIO

0.1

This chart specifies locations and radio channels where CP and CN tracks are 75 feet or less between outside rails of adjacent tracks.						
CP		CN - Train Standby Channel CN1 - CP 101 - AAR 87-87				
Subdivision		Subdivision		RTC Standby Channel	RTC Standby Code	RTC Emergency Code
Mile		Mile				
Belleville		Kingston				
109.6	112.2	238.9	241.5	CN 3 AAR 55-55	* 5007 #	* 0 #
122.7	126.8	252.0	256.1			
134.4	134.6	263.5	263.7			
Belleville		Bala				
208.7	209.4	1.9	2.6	CN 4 AAR 37-37	* 5011 #	* 0 #

0.2

RTI Call to	Location	Nearest Utility Tower Code	Disconnect
Diesel Specialist	Smiths Falls to Neilsons	** Tower Code 5#	# Tower code
	Neilsons to USRC limits		*2#

0.3

For Radio Operation between:	Applicable Radio Instruction	See page
Smiths Falls & Neilsons	Radio System 2	48
Neilsons & mile 209.5	Radio System 2.2 Zone = 2, Node = 5	Refer to Time Table No 81

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	GOI SEC 5 ITEM 27.0	MILE	GOI SEC 5 ITEM 27.0	INSPECTION POINT	SET-OFF POINT
Elliott	Elliott		18.0		West of crossing mile 15.44	Glen Tay
350 feet east of crossing mile 39.50	Tichborne		34.2		West of west switch Bolingbroke	Bolingbroke
Lens	Lens		56.9		Wilkinson	Wilkinson
Immediately east of crossing mile 86.81	Thurlow	**	82.1		Lonsdale	Lonsdale
Brighton	Brighton		107.7	**	West of bridge mile 103.48	Trenton
Before passing signal 1303	Spicer	**	127.0		West of crossing mile 121.36	Colborne
East of switch mile 152.2	spur mile 152.2	**	147.0	**	Before passing signal 1440	Port Hope
Darlington	Darlington	**	164.5	**	West of bridge mile 161.30	mile 158.3
Before crossing bridge mile 188.60	Cherrywood	**	183.8	**	Before passing Signal 1800	Whitby
Before passing Don Mills, mile 204.1	Leaside Yard	**	200.4	**	Before passing Kennedy, mile 199.6	Toronto Yard

2.0 EQUIPMENT RESTRICTIONS

2.1

Cranes	Restriction
CP 414400	20 MPH on bridges 0.15, 92.18, 206.30.
CP 414216 to 414233	30 MPH on bridges 92.18, 177.80, 206.30.
CP 414502	10 MPH on bridges 0.15, 92.18, 206.30, 208.69. 20 MPH on bridge 177.80.

2.2 Cars

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

2.3 Diesel units. Six Axle Units Prohibited:

- on wye tracks at Trenton
- on Norampac Spur, Mile 102.72
- on Port Hope Spur, mile 140.91
- G.E. Plastics Track, mile 132.75
- CNR trackage, Leaside Spur
- on the south diesel spur AOCS track, Toronto Yard.

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

3.0 DANGEROUS COMMODITIES

3.1 GOI Section 5, item 1.1 applies to all movements originating at Toronto Yard.

BELLEVILLE SUBDIVISION FOOTNOTES

3.2

In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying;	Location	Must not exceed MPH
one or more full carloads, containerloads or trailerloads of any SPECIAL dangerous commodity	170.7 to 197.0	35
	197.0 to 206.3	25

3.2

In addition to observing any more restrictive speed restrictions a train or a terminal transfer carrying;	Location	Must not exceed MPH
loaded cars containing other dangerous goods (NOTE: Residue cars are not subject to this speed restriction.)	197.0 to 206.3	35

4.0 SPEEDS

4.1

Mile	Location	Permissible Speed MPH		
		Expedited Freight including Expressway		Non Expedited Freight #
		Non Restricted ##	Restricted	
0.0 to 0.3	Zone -North Track	20	20	20
0.1 to 0.4	Signalled VIA Lead and Signalled OVR Lead	15	15	15
0.3 to 2.0	Zone -North Track	30	30	30
0.0 to 1.4	Zone -South Track	30	30	30
1.4 to 2.0	Zone -South Track	60	50	45
2.0 to 11.0	Zone	60	50	45
11.0 to 13.5	Zone	50	50	45
13.5 to 15.5	Zone	60		
15.5 to 15.7	Zone	50		
15.7 to 24.0	Zone	60		
16.5 to 15.44	Eastward Over Crossing Mile 15.44	*50		
24.0 to 43.0	Zone	50		
43.0 to 62.7	Zone	60		
62.7 to 63.0	Zone	55		
63.0 to 65.5	Zone	60		
65.5 to 65.8	Zone	55		
65.8 to 75.5	Zone	60		
75.5 to 75.9	Zone	55		
75.9 to 91.8	Zone	60		
91.8 to 93.0	Zone	45	45	
93.0 to 103.0	Zone	60	50	
103.0 to 105.1	Zone	50		
105.1 to 134.7	Zone	60		
134.7 to 136.2	Zone	45	45	
136.2 to 140.7	Zone	60	50	
140.7 to 141.5	Zone	50		
141.5 to 141.9	Zone	45	45	
141.9 to 144.4	Zone	60	50	
144.8 to 157.3	Zone	60		
157.3 to 157.8	Zone	55		
157.8 to 162.5	Zone	60		
162.5 to 163.0	Zone	55		
163.0 to 167.6	Zone	60		
167.6 to 168.8	Zone	55		
168.8 to 175.5	Zone	60		
175.5 to 178.5	Zone	50		
178.5 to 206.4	Zone	60		
195.9 to 196.0	Over equilateral turnout	30	30	30
199.5 to 199.6	Through crossover switches	10	10	10
206.4 to 209.4	Zone	15	15	15

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

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

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

* Until crossing fully occupied.

BELLEVILLE SUBDIVISION FOOTNOTES

4.2 MAXIMUM SPEED in siding Oshawa is 30 MPH, except that train or engine movements entering the siding must not exceed 15 MPH until after Thornton Rd crossing AND the west wye switch at mile 175.6 are fully occupied.

4.3 All other sidings .....10 MPH

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 CTC Rules 560-576 apply between signals 1237, 1237B, 1237C and 01 at Smiths Falls and signal 2094 at mile 209.4.

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

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

6.4 Elmsley is a signalled siding. Rule 45.1 applies.

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

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

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

6.7 Dual control switch point derail located at Neilsons.

6.8 Signal No 1715 located at mile 171.72 capable of displaying "Clear to Restricting". See special instruction page 50.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle signal 14 (l) is prohibited approaching public crossings at grade:

- between mile 89.88 and mile 93.72,
- between mile 133.79 and 135.37,
- between mile 171.74 and mile 177.49,
- between mile 188.77 and mile 189.96,
- Wicksteed Ave., mile 205.35 and
- on all tracks between mile 207.99 and mile 211.5.

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

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

9.4 Mile 79.24, Melrose Rd.
Circuit end sign located 300 feet west of crossing.

9.5 Mile 102.67, West St.
Circuit end sign located 350 feet east of crossing.

9.6 Mile 121.14, Lakeport Rd.
Circuit end sign located 300 feet east of crossing.

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

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

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

9.10 Mile 140.54, Roseglen Rd.
Circuit end sign located 1000 feet east of crossing.

9.11 Mile 175.60, Thornton Road
In the application of Rule 103.1(c), train or engine movements on siding must not exceed 15 MPH until crossing fully occupied.

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

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

11.0 GENERAL FOOTNOTES

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

BELLEVILLE SUBDIVISION FOOTNOTES

AVOIDING ANNOYANCE TO PUBLIC

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

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

11.4 Engines must not be left idling between Thornton and Stevenson Roads at Oshawa or within 300 feet of signals 1746 or 1746B at Park Road.

11.5

To avoid annoyance to public, when necessary to stop trains at the following signals, i.e. "100 feet west of signal" means try to stop at least 100 feet west of the signal.		
Direction	Signal Number	Location
Eastward	2042-1 & 2042-2	100 ft west of signal
	2026-1 & 2026-2	150 ft west of signal
	2010-1 & 2010-2	100 ft west of signal
	1996-1 & 1996-2	100 ft west of signal
Westward	2009-2 & 2009-1	100 ft east of signal
	2025-2 & 2025-1	100 ft east of signal
	2041-2 & 2041-1	100 ft east of signal
	2063-2 & 2063-1	100 ft east of signal as long as crossing at Wicksteed clear

12.0 SPURS AND OTHER TRACKS

12.1 **OVR Chalk River Sub** lead extending between Signal 04-3 Smiths Falls and Signal 05, mile 0.5 (connection with OVR Chalk River Sub) designated as other than main track.
Maximum speed .....**15 MPH**

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

12.3 **Norampac Spur, Trenton**
Maximum Speed ..... **5 MPH**

12.4 **G.E. Plastics track, Mile 132.75**
When switching, air must be cut in on all cars being handled.

12.5 **Oshawa General Instructions**

Oshawa Siding

- Train or engine movements from Oshawa South Yard must not enter the siding without verbal permission from the RTC.
- The RTC must communicate with the Assistant Terminal Coordinator (ATC) Oshawa, when on duty, prior to authorizing any main track train or engine movements to enter the siding. Unless otherwise authorized by the ATC, trains must not be staged nor equipment stored on the siding that may impede yard operations servicing the General Motors plant.
- west wye switch on siding equipped with an auto-normal switch and switch position indicator.

  The provisions of special instruction, page 49 "Instructions in the Use of Auto-Normal Switches" apply, except that the following additional instructions also apply;
  - A train or engine movement intending to reverse the auto-normal switch must be within 100 feet of Circuit End Signs erected on both sides of the switch. If standing within the limits of the Circuit End Signs or beyond the 100 foot interval specified above, the switch cannot be power operated.
  - This switch is also equipped with a timing circuit to automatically restore it to the normal position in the event it is reversed, but not used by a train or engine movement within 10 minutes. The yellow indicator light will commence to flash for 20 seconds immediately prior to the switch automatically restoring to normal position.

Handbrakes

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

Oshawa South Yard

Tracks VS1 through VS17, including any cars left in the east track or leads must have a minimum of 5 handbrakes applied at the south end, including when switching the tracks.

Tracks VS40 through VS48, and VC95 through VC99 must have a minimum of 2 hand brakes applied at either end of the cut of cars.

Oshawa Truck Plant

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

12.6 **Oshawa South Yard, Mile 175.5**
When setting off, no more than 80 cars are to be handled at one time on "The Hill".

Unattended equipment must not be left standing on "The Hill" at Oshawa between the Highway 401 bridge and the siding at Oshawa.

Train line air must be used when performing all switching, spotting or lifting of cars. Refer to GOI Section 7 item 15.4 for additional handling, switching and spotting instructions.

BELLEVILLE SUBDIVISION FOOTNOTES

The following applies when switching cars to tracks VS1 through VS17, and the east lead in Oshawa South Yard:

- cars may be cut off in motion by means of gravity, but not kicked.
- cars placed in a clear track must be shoved to rest.

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

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

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

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

Engine bell must be rung while switching Genauto Compound.

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

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

The following restriction applies when controlling more than 20 cars with three or more locomotives:

- The automatic brake must be used to control movements on curvature between the North end of the 401 bridge and the main track.

12.7 General Motors Spur

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

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

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

Movements over Stevenson Road, south yard Oshawa must

- ensure crossing protection operating before leaving Gate 35 GM Plant.
- **not** be made between 14:15 and 14:35 Monday through Friday and on Saturday when General Motors Plant production is scheduled.

  The only exception to this would be an emergency, or for locomotive movement only to/from GM property.

  These exceptions must not be made unless authorized by the Yard Supervisor.

  Any other exceptions must only be made with the express permission of the Terminal Coordinator at Oshawa.

  No movements are to be commenced unless it will clear the crossing by 14:15.

12.8 Toronto Yard

1. Maximum speed 10 MPH, except as follows:

- Movements on the Staines Cross Connection between Tapscott and Staines must not exceed 15 MPH.
- Movements on the Agincourt Industrial Lead between Brimley and Kennedy must not exceed 15 MPH.
- All movement on the wye, must not exceed 5 MPH.
- Do not exceed 5 MPH while pulling or shoving equipment on Hump Lead over Scale.

2. HandBrakes

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

Class Yard

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

"G" Yard (including track L4A)

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

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

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

BELLEVILLE SUBDIVISION FOOTNOTES

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

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

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

"R" Yard

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

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

3. All radio communications within Toronto Yard must be done through Yard Channel 1. Radios not equipped to monitor Yard Channel 1 will continue to communicate with Toronto Yard through Train standby Channel 4.

4. Train yard coordinator and yard classification supervisor transfer daily as follows:

- 0645 to 0700
- 1845 to 1900

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

5. Trains arriving Toronto Yard must contact train yard coordinator for yarding instructions.

6. Before entering track L-3, a member of the crew on engines leaving the shop tracks must contact the train yard coordinator and be governed by instructions received.

7. Track L3, between the east and west switch Diesel Shop and Car Shop tracks R5E through R10E, R4W through R8W, are to be considered a shop track. Any movement between the two switches on these tracks may only be made with the permission of the Planner Train Services (PTS).

All train crews arriving or departing the diesel shop tracks will be governed by the following procedures;

- When departing, call the PTS and ask permission to leave the shop track.
- When arriving, call the PTS and ask what tracks are available to store units on.
- Under no circumstances should units be left foul.
- Tracks 2, 3, 4, 6, & 7 east are designated storage tracks.

8. Westward trains or engines must not leave A, B, F or G yards without receiving permission from the train yard coordinator.

9. It is the responsibility of the employee in charge of any movement to see that equipment is not left between the fouling point and any power switch controlled by the train yard coordinator. If it is not possible to so arrange, the train yard coordinator must be advised immediately so that s/he may protect the situation.

10. During periods of extreme high winds (in excess of 25 MPH/40 KPH), cars left in class tracks that are being switched or doubled to build a train must have either handbrakes applied to the east end of the cut or the electro-pneumatic inert reapplied by the YCS.

11. Switch position indicators are provided at various locations in Toronto Yard and the following applies:

INDICATIONS: Green – set for normal
Yellow – for other than normal

NO INDICATIONS: Stop – points not properly closed, examine switch points before making a facing point movement.

12. When required to enter tracks controlled by electric lock switches at the West end and the East end of the Car Shop at Toronto Yard, the following instructions apply when handling electric lock switches.

- unlock and open door;
- move operating handle to intermediate (stop) position;
- wait for a period not exceeding ten seconds for indicator to show UNLOCKED;
- When indicator shows UNLOCKED, move operating handle to extreme left to manually operate the switch

If the indicator does not move to the UNLOCKED position after waiting the required ten seconds, the operating handle is to be immediately restored to the NORMAL position and the Yard Classification Supervisor is to be notified and be governed by his instructions.

When filling tracks R-1, 2, 3 or 4 from the east end, a total of no more than 12 cars are to be handled and a member of the yard crew must be in proper position to immediately stop movement in case of a runaway. Crews must bring any movement to a full stop before entering those tracks and shove in slowly to spot.

Prior to coupling on to cars in the repair tracks at Toronto Yard, crews must check the distance from the end of the car to the door at the Car Repair Facility. If the coupling cannot be made without the possibility of the cars being coupled to moving and possibly damaging the door of the repair facility, then the draft of cars being handled is to be left at least 25 feet clear of other cars and secured as per the requirements of the handbrake policy.

BELLEVILLE SUBDIVISION FOOTNOTES

When crews are required to couple onto cars at the West end of the car repair tracks at Toronto Yard (R1W through R4W inclusive) a member of the crew must go to the point first and see if there is 50 feet of room between the last car and the derail, if there is 50 feet between the last car and the derail, then they can couple onto the car(s). If not, no coupling is to be made until a member of the Mechanical Staff has arrived and taken the derail off.

13. Engines, cars or vans are not to be left standing on tracks L-2 or 3 within 50 feet of GYO crossing.

14. Employees performing duties in the class yard at Toronto Yard that require them to couple hose bags or adjust coupling devices on cars that would place them between cars during humping operations must first provide themselves with protection against cars being released into those tracks from the hump by calling the yard classification supervisor to first set up the protection. The yard classification supervisor will lock the track out and then acknowledge the protection to the employee requesting same.

15. When pulling cars from "A", "B", "F" and "G" yard tracks onto Hump Leads 1 or 2, a crew member must be in position to inspect the entire draft of cars in the movement for dragging equipment, loads with open doors or other defects which may cause a derailment or personal injury. In addition, a crew member is to inspect for residual air brakes and hand brakes not released.

16. During humping operations at Toronto Yard whereby hump engines stall and it is necessary because of any reason to back westward off the hump, it must first be ascertained that the train is coupled together.

17. In the application of General Rule E, the following are to be considered main shop tracks;

1) "D" Yard
2) All tracks between derail east and west derail of Car Shop.
3) "R" Yard.
4) "L3 between the east and west switch of the Diesel Shop.

18. Dual control operated sliding derail, equipped with derail position indicator lights located 350 feet west of Tapscott Rd. on Staines Cross Connection track at Toronto Yard. Circuit end signs affecting the operation of this derail located 70 feet on both sides of derail. Derail indicator lights convey the following information:

Red	⇨	derail is locked in the derailing position
Green	⇨	derail is locked in the non-derailing position
Flashing Red	⇨	derail is in a 20 second warning countdown indicating that is about to return to the derailing position
No lights illuminated	⇨	status of derail is unknown. Movement over derail must not be made until derail is placed in the "hand" position and lined by "hand" for the non-derailing position.

Unless operated in "hand" position, train or engine movements over the derail must not be made until the indicator light displays green.

Track unit movements must not be made over the derail until the derail is placed in the "hand" position.

Operation of Derail

Eastward Train or Engine Movements

Prior to occupying the circuit defined by circuit end signs, the crew must use the push button located in the box mounted on the side of the bungalow to request the derail to be power operated to the non-derailing position. After pushing the button, close the push button door to receive the green indication. The derail will restore to the derailing position once the movement clears Tapscott Rd crossing.

Note: In the event that the derail is requested off and no train occupies the circuit for a period of 5 minutes, the derail will then start a 20 second warning flashing red indication and then return to the derailing position.

Westward Train or Engine Movements from Staines Cross Connection

Derail will automatically set to the non-derailing position for a train or engine approaching from Staines when it occupies the circuit approximately 700 feet east of Tapscott Rd. crossing. While the derail is being power operated to the non-derailing position the indicator lights will not be illuminated for approximately 5-7 seconds. The train or engine must not pass the circuit end sign until the derail indicator displays green. The derail will restore to the derailing position once the movement clears the west end circuit end sign.

BELLEVILLE SUBDIVISION FOOTNOTES

Westward Train or engine movements from Agincourt Industrial Lead.

Prior to occupying Tapscott Rd. crossing the crew must use the push button located in the box mounted on the side of the bungalow to request the derail to be power operated to the non-derailing position. After pushing the button, close the push button door to receive the green indication. The derail will restore to the derailing position once the movement clears the west end circuit end sign.

Note: In the event that the derail is requested off and no train occupies the circuit for a period of 5 minutes, the derail will then start a 20 second warning flashing red indication and then return to the derailing position.

Operation of Derail in "Hand" Position

To operate the derail in "hand" position, a member of the train or engine crew or foreman in charge of a track unit movements must:

- place the derail selector lever in "hand" position; and
- operate the "hand" throw lever until the derail is in the non-derailing position

The selector lever must be restored to "power" position and locked but not before the train or engine movement has occupied the derail location or track unit has cleared the derail location.

Note: (i) The indicator light will be out when the selector lever is in "hand" position.

(ii) When the selector lever has been restored to "power" position:

- the derail will restore to the derailing position immediately for track unit movements or after the train or engine clears the circuit end sign; and
- the indicator light will display red;

Derail Not Functioning as Intended

If the indicator light is not lit or the derail fails to restore to the derailing position, report must be made to the train yard coordinator that the derail is inoperative.

19. RESTRICTED CLEARANCE / TORONTO YARD

Be on the look out for restricted clearance at the east end of track:

- C 64 in the vicinity of switch C 65 east.
- C 54 in the vicinity of switch C 55 east.
- C 38 in the vicinity of switch C 39 east.
- C 18 in the vicinity of switch C 19 east.
- C 13 in the vicinity of switch C 14 east.

20. IPSCO

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

Hand brakes must be applied to every car spotted.

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

21. Supply and Servicing Locomotives on Run-through Trains:

On the designated run-through tracks listed below, it will be in order for mechanical service employees to supply and service a locomotive consist without blue flag protection providing the following conditions are met:

1. The mechanical service employee has installed a "Lok-It" device in the reverser cavity of the lead/controlling locomotive. The mechanical service employee may require the train crew to detrain and remain off the locomotives while they complete their supply and servicing duties.

   While off the locomotives, if the train crew is not close enough to the train to take safe and effective action to control it's movement, the train must be considered to be left unattended and it must be secured as per the note in item (2) below.

2. The inbound or outbound locomotive engineer has made an automatic brake application of at least 7 psi and the independent brake is fully applied.

   Note: On delayed run-through trains when the outbound crew is not on-duty and it is required to leave the train unattended, in addition to the requirements of GOI Section 14, item 3.0., the locomotive engineer must (as a last step) make an automatic brake application of at least 7 psi. This means secure the train with hand brakes, test the effectiveness of the hand brakes and then make the 7 psi application. This instruction applies only on run through trains which are left unattended on the designated run-through tracks listed below.

3. The inbound or outbound locomotive engineer must NOT move the automatic brake valve to the release position until the "Lok-it" device has been removed.

BELLEVILLE SUBDIVISION FOOTNOTES

4. At Toronto Yard the following tracks have been designated as "Locomotive Supply and Service Tracks for Run-through Trains".
   - North Main Track
   - South Main Track
   - F Yard Tracks; F-1, F-3, F-5
   - G Yard Track: G-4

22. RCLS **Special Instructions within Toronto Yard**

a) Spare Beltpacks for hump locomotives are located in a secure cabinet, which is in the control of the Signals & Communications Building.

b) When the remote consist is pulling westward over the hump crest and approaching the hump leads, a maximum speed of 8 M.P.H. must not be exceeded until electronic point protection is enabled.

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

The Yard Classification Supervisor may instruct the responsible YSE to Hump at Hump Fast speed when it is felt appropriate and safe to do so.

c) When the remote consist is humping and it becomes necessary to make a move westward, Electronic Point Protection is only available when the leading locomotive is west of number 6 crossover.

d) The hump crest display board is located on the south side of the hump. It must be viewed by the YSE to ensure the cars are in their proper order, and cars not accounted for, or cars not in the proper order must be identified to the Class Yard Supervisor by the YSE before the car is cut off in motion. The indication of each car number will be shown on the crest display board by its last three digits. The hump crest display board shows a maximum of four cars at one time.

e) There are FOUR letters that may appear on the display board; “S”, “D”, " P" and “X”.

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

"P" indicates car to be released either as a single car or as the last car on a multi car cut. Absence of a letter indicates the YSE is to verify car numbers are correct and that car is part of a multi car cut.

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

g) The switch position indicator located at the crest of the hump provides the following indications:
   - Green indicates the movement is lined to hump LEAD 1; and
   - yellow indicates the movement is lined to hump LEAD 2.

h) For humping purposes, indicator lights on the crest display board and the signal mast provides the following indications:
   - Green indicates permission to hump; and
   - Red indicates stop humping. A bell located on the signal mast will also ring when the indication changes to red.

i) Measurements of Hump Leads

Note: Point Protection Enable Audible Message will be received once locomotive travels over the transponder at the entrance of point protection as specified below.

North Hump Lead 1

North Hump Lead from zero transponder to west foul point 6B switch, measured ..... 5419 feet

North Hump Lead from zero transponder to west foul point 7A switch, measured ..... 5517 feet

Point Protection entrance transponder located 75 feet west of 6B switch.

South Hump Lead 2

South Hump Lead from zero transponder to west foul point 6A switch ..... 5607 feet

South Hump Lead from zero transponder to west foul point 8A switch ..... 6030 feet

South Hump Lead from zero transponder to west foul point 22 B switch ..... 6368 feet

Point Protection entrance transponder located adjacent to Hump Lead 1 Point Protection Transponder at north Signal Case west of McCowan Road.

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

BELLEVILLE SUBDIVISION FOOTNOTES

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

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

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

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

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

o) RCLS -Hump Point Protection Test

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

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

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

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

Large Cuts

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

Shorter Cuts or as Instructed by the YCS

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

p) **Handling of Special Dangerous Commodities at the Hump**

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

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

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

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

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

BELLEVILLE SUBDIVISION FOOTNOTES

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

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

q) **Protection of Maintenance of Way Employees**

i) Prior to performing maintenance within the perimeters of the Toronto Yard Hump, authority must be obtained in writing on the prescribed form before flags are placed and work is commenced (Rule 40.1). This authorization must be cancelled by the Foreman named on the form when work is completed and men and equipment are clear.

ii) When dealing with the Toronto Yard Hump area the Hump Technician may only give authorization to occupy both leads after switching off the Tether Tone System. When it becomes necessary for a remote movement to occupy one of the hump leads, the foreman in charge must cancel the original authorization and request new protection on the lead that is not required by the remote consist. The Hump Technician may then turn the Tether Tone System ON.

r) **Pull back Point Protection**

Prior to authorizing a movement onto either hump lead at McCowan, the YCS must ensure that the switches are lined, and that no other movement has been authorized to make a movement on the same lead.

Prior to providing point protection to a movement pulling out of the class toward the hump and then back onto the hump leads, the YCS must:

- determine if another movement has been authorized to use the hump leads
- line the crest switch for the lead to be used as a pull back lead - no conflicting movement on that lead
- verify the switch is lined on the panel prior to offering to provide point protection

Once the requirements of item ii) are fulfilled, the YCS can provide point protection, and so advise the YSE. The advice will consist of information as to what lead will be used, and advice of any other movement on the other hump lead, if any.

The YSE must acknowledge receipt of the communication and must repeat back the lead that will be used for pull back, and any information as to another movement on one of the hump leads, if any.

12.9 Auto Compound, Agincourt

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

- Movement must not exceed Couple Speed (1 MPH) from a point not less then 2 car lengths from the stop block.
- The stop block is not to be used to compress the drawbars.
- Train brake air must be utilized at all times while spotting.
- Hand brakes must be applied on all cars spotted for unloading and loading.

12.10 Expressway Trains approaching East Toronto Expressway Terminal must contact the Rail Term Supervisor on Channel 84-84 for instructions for setting off or lifting cars at the Terminal prior to entering East Toronto.

12.11 Leaside Yard

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

CNR trackage, Leaside Spur

Maximum Speed..... **5 MPH**

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

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

All movements approaching address 174 Wicksteed Ave., must sound the engine bell when approaching the private walkway at this address until the walkway is fully occupied.

12.12 Union Station Rail Corridor

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

BELLEVILLE SUBDIVISION FOOTNOTES

12.13 Toronto Harbour District

Mile 332.6 CN Kingston Sub—Extends south off CN Don yard track P205.

Joint trackage with CN Rail

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

MAXIMUM SPEED..... 10 MPH

Rule 112— Keeting St. Yard Application of Handbrakes is as follows:

- Q112 to Q121 coupled with one handbrake applied. When practicable, the handbrake will be applied on the east end car.
- QL291 to QL296 coupled with one handbrake. When practicable, the handbrake will be applied on the West end car end.

EQUIPMENT RESTRICTIONS

Mile 0.27 on bridge **5MPH**

PUBLIC CROSSINGS AT GRADE

Unless otherwise indicated, all movements must stop before occupying any public crossing at grade not protected by automatic warning devices and provide manual protection.

Mile 2.65 (Cherry St.) warning devices. Automatic: Stop signs located both sides of crossing.

Mile 3.1 (East Don Roadway) warning devices. Automatic: Stop signs located both sides of crossing. Eastward movements must operate push-buttons in box located at southwest corner of crossing. Eastward and westward movements must wait until the white light on top of instrument case is flashing indicating traffic lights are at stop before occupying crossing. Traffic lights will restore automatically when movement is completed.

If eastward movements over crossing is not commenced within one minute, white flashing light will extinguish and traffic signals will restore to normal operation.

Mile 3.22 (Lakeshore Blvd.) warning devices. Automatic: Stop signs and strobe lights both sides of crossing. Movements must stop at strobe light until it is activated, then move up to the Stop sign until the crossing protection is activated. Movement must not enter the crossing until the crossing protection has been operating for at least 20 seconds.

Movements delayed on the circuit for more than 5 minutes must re-activate the crossing protection by pressing the button inside the box attached to the strobe light.

Mile 3.93 and 3.88 (CANROOF Q215-Q216)

Stop signs located on both sides of public crossings at grade (Lakeshore Blvd.)

MOTION SENSORS

The following Public Crossings at Grade are equipped with motion activated automatic warning devices. Movements must not enter the crossing until it has been ascertained that the warning devices have been operating for at least 20 seconds, or provide manual protection of the crossing.

Crossing protection will time out when no movement is detected for approx. 20 seconds.

- Mile 3.49 (Booth Ave.) Stop sign on west side governing eastward movements.
- Mile 3.55 (Logan Ave.)
- Mile 3.61 (Morse Ave.)
- Mile 3.67 (Carlaw Ave.)
- Mile 3.99 (Lakeshore Blvd.)

Commissioners & Leslie Commissioners & Don Roadway

Push buttons have been provided to change the traffic signals to assist crews in manually protecting the crossing.

All movements must stop at the stop signs prior to occupying the crossing, and press the button in the box provided. When the blue light begins to flash all road traffic signals will be held in the stop position and the crews may then manually protect Commissioners St. for their movement.

Crews must deactivate this feature MANUALLY & ensure boxes are locked at Commissioners St. when movement over the crossing is no longer required.

RESTRICTED CLEARANCES		Side of track
Q160 to Q164	Buildings, posts and crane	Both
Q331 to Q338	Platform and fence	Both
Q470	Platform	South

MONTRÉAL AMT PASSENGER TRAIN SCHEDULES

Dorion AMT Weekday Service

Dorion AMT Weekend Service

MONTRÉAL AMT PASSENGER TRAIN SCHEDULES

Delson AMT Service

Blainville AMT Service

MONTREAL AMT PASSENGER TRAIN INFORMATION AND INSTRUCTIONS

1. Schedule times indicated for AMT passenger movements are for information only. Station times must be observed as indicated.
2. A passenger train operating on weekend or weekday schedule must stop at every station, where time affecting its movement is shown.
3. In the application of GOI Section 13 Item 11.0 (Running Brake Test), it is necessary for locomotive engineer on all passenger trains to make sufficient application of the brakes to ascertain that brakes are in operating condition approaching Lucien L'Allier station. In order to have uniform practice in this territory, this test is to be made between Vendôme and signals 12-1, 12-2, and 12-3.
4. North switch of "Station Long" track in Delson may be left lined and locked in reverse position. The Delson commuter crew must restore the switch to its normal position after the arrival of train 91 at Delson Station.

TRACKSIDE RADIO SYSTEM 2.0 SPECIAL INSTRUCTIONS

Point to Train System

Type of call:	Switch to:	Dial:	Listen for: (tone)	Action:
Emergency Call-in to RTC	RTC Call-in Channel	911N, where N is the first digit of the tower codes on that subdivision.	OK" + 8 seconds +"EMERGENCY"	Broadcast: "**Emergency, Emergency, Emergency**" within 10 seconds. Return to Train Standby Channel. Wait for RTC to respond
Normal Call-in to RTC		the RTC call-in channel tower code of the nearest radio tower	OK" + 8 seconds +"RINGBACK"	Return to Train Standby Channel. Wait for RTC to respond

Utility System

Type of call:	Switch to:	Dial:	Listen for: (tone)	Dial	Listen for: (tone)	Action:
Normal Call-in to RTC	Utility Channel	the utility channel tower code (including the *) of the nearest radio tower.	OK" + 8 seconds +" Dial Tone "	919	"RINGBACK"	Wait for RTC to respond
To call an office console				the office console number (see list below)	"RINGBACK"	Wait for the console recipient to respond
Extended Repeater Operation				the tower code (without the *) of the other radio tower you wish to connect.	"EXT RPTR CONNECT"	Voice call person being called. Dial # plus the three digits of the tower used to disconnect
Phone Patch				181 or 182 to connect to the Toronto 416 phone system 183 or 184 to connect to the Montreal 514 phone system	" Dial Tone "	Dial: phone number. Dial # plus the three digits of the tower used to disconnect

Dial Code Table

Consoles	Dial Code
RTC Belleville	101
RTC Galt CTC	102
RTC Hamiton / MacTier (Toronto Terminals)	103
RTC Windsor	104
RTC Winchester	105
RTC Galt OCS	106
S&C Technicians	107
Québec West RTC	201
Québec North RTC	202
Montreal Terminal RTC	204

Radio Telephone Interface (RTI)

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 #NNN to disconnect.
Diesel Specialist Calgary	Utility Channel	**XXX5#	"OK" + 8 seconds + "RINGING"	Wait for Specialist to answer. Dial # XXX to disconnect.

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

"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
"DIAL" (Dial tone) ..... commence dialing

INSTRUCTIONS IN THE USE OF AUTO-NORMAL SWITCHES

General Instructions

An auto-normal is a locally controlled dual control switch, which will automatically restore to normal position after train or engine movement has cleared the switch track circuit.

NOTE:

(i) When the auto-normal switch is operated by hand, the rules governing hand operated switches apply.

(ii) The provisions of Rule 104 (h) apply at auto-normal switches.

(iii) When weather conditions require, the auto-normal switch heater, where provided, may be operated by pushing the toggle switch marked "HEATER" in the switch control box to the most upward position or the heater may be activated by radio control by the RTC. The switch heater will automatically shut off after a period of time.

Movement of Trains or Engines over Auto-Normal Switches

(a) When the auto-normal switch is to be operated, a member of the crew must open the switch control box located beside the auto-normal switch and governed by the following;

To Reverse the Switch

- depress the pushbutton marked "REVERSE";

- release it, then close and lock the door.

To Restore Switch to Normal

- depress the pushbutton marked "NORMAL";

- release it, then close and lock the door.

(i) Due to time delay circuits, pushing these buttons will not activate movement of the switch for approximately 18 seconds after a train or engine movement has cleared the switch track circuit.

(ii) Block or interlocking signal indication, SWITCH NORMAL LIGHT or SWITCH POSITION INDICATOR will be used to verify that the switch is lined and locked for the desired route. A train or engine movement will not receive a permissive signal indication until the switch control box is closed and locked.

(iii) The SWITCH NORMAL LIGHT located on a mast above the control box will illuminate whenthe auto-normal switch is lined and locked in the normal position.

(iv) Where movement over an auto-normal switch is governed by block or interlocking signal displaying Stop or Stop and Proceed, train or engine movement will be governed in accordance with Item (b), except when the SWITCH NORMAL LIGHT is illuminated or switch is equipped with a SWITCH POSITION INDICATOR, train or engine may proceed in accordance with the indication of the signal.

(v) Where provided, train or engine movement will be governed by SWITCH POSITION INDICATOR as follows;

Green Indication	– Switch set for normal route.
Yellow Indication	– Switch set for reversed position.
No Indication	– STOP and be governed in accordance with Item (b).

(vi) Train or engine movements must not be made over an auto-normal switch except by signal indication,illuminated SWITCH NORMAL LIGHT, SWITCH POSITION INDICATOR, or when the the switch is set "by hand" for the route to be used in accordance with Item (b).

(b) When a train or engine is required to set the switch in the "hand" position, movements over the switch must not be made until;

(i) the selector lever is placed in "hand" position

(ii) the hand throw lever is operated until the switch points move in both directions with the movement of the hand throw lever; and

(iii) the switch is lined by hand for the route to be used.The selector lever must be restored to the "power" position and locked, but not before the movement has occupied the switch points.

Movement of Track Units over Auto-Normal Switches

NOTE: Track Units which will reliably operate signal systems, as listed in GOI Section 1, "TRACK UNIT OPERATED AS A TRAIN OR ENGINE", will be governed by instructions as specified for the MOVEMENT OF TRAINS OR ENGINES OVER AUTO-NORMAL SWITCHES.

When a track unit is required to move over an auto-normal switch in the reversed position, movement over the switch must not be made until;

(i) the selector lever is placed in "hand" position.

(ii) the hand throw lever is operated until the switch points move in both directions with the movement of the hand throw lever and;

(iii) the switch is lined by hand for the route to be used.The selector lever must be restored to the "power" position and locked, but not until the track unit has cleared the switch points.

MONTRÉAL SERVICE AREA SPECIAL INSTRUCTIONS

Near Miss Program

Crews are reminded of the importance of reporting any cases in which a highway vehicle fails to stop at a crossing equipped with automatic signals, gates or which is being flagged; or where the vehicle would be required by law to come to a stop before proceeding over the crossing even if no protection other than cross-bucks are present. A supply of cards for the purpose of reporting such instances have been made available at all booking-in offices for your use.

Pre-Departure Check List

This check list must be completed and signed by all crew members prior to initial entry to the main track. In addition, it must be reviewed by all crew members prior to re-entry to the main track.

Clearance in CTC

In the application of Rule 81 within CTC, trains and engines may operate without a clearance.

Semi-automatic Switches

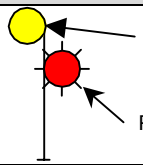
Between December 1st and April 1st, all semi-automatic switches must be lined manually in both directions for the route to be used regardless of weather conditions.

Rule 105.1

In the application of Rule 105.1, the RTC need not issue a GBO to notify trains affected.

Clear to Restricting Signal

Where so specified by subdivision footnote, the following additional signal indication applies:

ASPECT	NAME	INDICATION
	Clear to Restricting	Proceed, next signal is displaying Restricting Signal.

GOI Section 7, Item 5.2 - CD Rule 2 Speed Restriction Locations

Subdivision	Location	Speed
Nil	Nil	Nil

Montreal Area Radio Channels

Location	Radio channels and communication process to be used by all train crews performing switching operations within Montréal.	Channel to Use	AAR	
			TX	RX
St Luc Yard	Train, engine or transfer movements arriving and departing St-Luc yard, along with trains or engines in the following areas must communicate with Train Yard Coordinator at all times. **Note:** Before pushing cars in St Luc Yard, the Train Yard Coordinator must be advised, who will in turn advise affected crew members handling equipment on adjacent tracks.			
	Receiving yard and 1 west loop + flat yard north end + south end + departure south end + new yard north end + south end + flat lead (Lead to and from flat yard) + store lead (Lead to and from store siding).	**94**	**70**	**70**
	Car Compound at departure + 17 receiving + East loop in receiving yard.	**59**	**11**	**11**
	Departure north end up to fouling point on track at south end + west loop north end as far as semi-automatic switch of class yard + Old rip + lead to track 50 departure north end + south end. **Exception:** Trains doubling from the Flat yard operating via the lead to track 50, may continue to use channel 94, providing confirmation is received from the Train Yard Coordinator.	**78**	**41**	**41**
	CNR interchange + Class yard north end + south end + west loop at hump up to switch at Hampstead.	**87**	**59**	**59**
	Spare channel to be used for emergencies or at supervisor's discretion. When crews are assigned this channel in the flat yard or new yard, the supervisor will lock out any other yard movements. Prior to authorizing other inbound trains, crews will be advised accordingly.	**99**	**83**	**83**
Lachine Yard	Inbound train crews will broadcast their arrival on channel 158 to the Supervisor, who in turn will be responsible to advise all other affected crew members of the intended movement. After receiving acknowledgement from the supervisor, the movement may then return to radio channel 04.	**158**	**48**	**48**
Outremont Spur	Inbound train crews will broadcast their arrival on channel 162 to the Multi Yard Process Manager at St. Luc Yard, and remain on channel 162 while on the Outremont Spur.	**162**	**82**	**82**
QGR tracks at Outremont + Lasalle Spur + Sortin Yard		**82**	**47**	**47**

MONTRÉAL SERVICE AREA SPECIAL INSTRUCTIONS

Montréal Service Area Restricted Clearances

Lachine Terminal

CUSTOMER SIDING	TRACK ID
Coca Cola	IR44
Paquette White Distribution	IR48, IR19A & IR19B
St Lawrence Warehouse	IR46
Versacold Group (Frigo)	IR52
MRS Entrepot Ltee	IR41
Russel Metal Inc	IM24

Outremont Spur

CUSTOMER SIDING	TRACK ID
Norampac	ON55
Courchesne Larose	HW2
Rouleau	HE33
L'Allemand	HE40
Nutrite	HW68
Molson	HO31 & HO33

Dorion

CUSTOMER SIDING	TRACK ID
Norampac	ICPF

Baie-D'Urfé

CUSTOMER SIDING	TRACK ID
Styrochem Canada Ltd	ISCO
Unilever Canada Inc	ICAN
Spectra Foods Quebec	ISPE
St Lawrence chemical products	ISTL

Lasalle Industrial

CUSTOMER SIDING	TRACK ID
Fleischmans's Yeast LTD	SC93
Brasserie LabattCo Ltee	SC71
C.M. Containers Ltee	SB24
Emco Ltd	SB53 & SB55
Solutia Canada Inc	SB16, SB18 & SB20

Mont Royal Industrial

CUSTOMER SIDING	TRACK ID
MacMillian Bathurst	OH37

Seaway Spur

CUSTOMER SIDING	TRACK ID
Nova PB	QS6 & QS6A
Superior Propane	QS9
Servichem	QS12
COOP	QS15
Tracworld	QS18, QS18A & QS19
Old COOP	QSS

Delson

CUSTOMER SIDING	TRACK ID
Stella Jones	QTAR
MLP Transit	Q197T
Goodfellow	QGF1 & QGF2

Lacolle Subdivision

CUSTOMER SIDING	TRACK ID
Rechochem	QNP1
William Houde	QNP3

Ste-Thérèse

CUSTOMER SIDING	TRACK ID
Charrette	VTI8
Transboard Inc	VTI9
Dynea Canada	VTI2

St Martin

CUSTOMER SIDING	TRACK ID
Samuel & Fils & Cie Ltee	VMSAM
Favorite Products Co Ltd.	VMFAV

St. Agathe Subdivision

CUSTOMER SIDING	TRACK ID
Canwell Distributors	VCWEL
Stablex	VSTAB

CLARIFICATION ON SUBDIVISION FOOTNOTES

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

Station columns indicate station names, distance between stations, 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.
- D L Zone, Cautionary Limits and DOB Limit 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.

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 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.

CLARIFICATION ON SUBDIVISION FOOTNOTES

GOI Section 5, item 27.0 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 complete and accurate inspection by the HBD.
  (i.e. all conditions identified with a bullet in 27.0 a) are considered as not being complete and accurate.

See HBD Alarms and Procedures, commencing on GOI Section 5 item 22.0 for inspection requirements.
If ALL three conditions apply, a pull-by or standing inspection from the front of the train to and including eight axles behind the last full carload, containerload or trailerload of SPECIAL dangerous commodity must be performed. Such inspection must be performed within approximately one mile of the HBD.

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 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 Ste Thérèse, 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 outside OCS. It provides authority for a train or engine crew to leave certain specific (or any) main track switches lined and locked in the reversed position after having been used.

Rule 45.1 applies at signalled sidings.
This footnote is to remind employees that in the presence of a signalled siding, flags must be placed on the outside of the main track and on the outside of the signalled siding.

Rule 103.1 (b) (i) and (ii) applies to northward movements within 1250 feet of the crossing.
This footnote clarifies the term “in the vicinity”. Therefore all main track movements stopped within 1250 feet of the crossing must approach the crossing at a speed not exceeding 10 MPH from a distance of 300 feet from the crossing.

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 105.1 does not apply.
Normally when crew members leave cars in a siding shown in the time table, they must advise the RTC in order to advise other trains by GBO. The footnote “Rule 105.1 does not apply” is to inform crews that they need not advise the RTC when they leave cars in such sidings.

Rule 107 not applicable.
Normally, all trains and engines must approach stations, where a passenger train is discharging or receiving traffic, with extreme caution, alert for persons on or near the track, or who appear about to cross the track. An approaching train must not pass between the passenger train and the station or platform unless the movement is properly protected.
However, at stations where this footnote applies, sufficient protection has been provided with tunnels, underpasses, appropriate fences, barriers, warning signs and/or other devices to ensure persons cannot inadvertently cross the track during the process of detraining or entraining. Therefore, at locations where this footnote applies, approaching trains are no longer restricted in the application of Rule 107 but must ensure the engine bell is rung as per Rule 13 (ii) and (iii).

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	
Title	**Public files**
CROR	*R:\MIS_ST2\R&RA\Rules & Regulatory Affairs_Books R&RA*
GOI	
V280	
RTC Manual	
Rule of the Week	*R:\CGY_GCS\Rule_Week*
Monthly Operating Bulletins	*R:\MIS_ST2\MOB_Doc\Monthly Operating Bulletins*
Time Tables	*R:\CGY_GCS\TimeTable\Time tables*

Did you find an error in the time table?

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

SPEED TABLES

Time required to travel in minutes given a speed and distance																

Time/mile	MPH
12 min 00 sec.	5
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

Instructions

NOTE: When the distance is one mile, use the table to your left.
For distances between 1 and 40 miles use the table above.

Large table:

1. In the vertical column to the left (or right) find the distance to travel.
2. Follow this row until it intersects with the average travelling speed.
3. The time required to travel is given.

Example: The distance between Copper Creek and Teepee on the Windermere Subdivision is 17 miles. At an average speed of 45 MPH it should take 22.6 minutes to travel. See cells in gray.

Decimal point: Multiply the decimal by 6 in order to get seconds.
Example: 15.4 equals 15 minutes and 24 seconds (4 X 6).

Small table:

1. Note the time required to travel 1 mile.
2. Compare your time with the left column.
3. The column to the right indicates your speed.

Example: It took your train 1 minute and 30 seconds to travel the one mile distance. Your average speed is 40 MPH.

MONTRÉAL SERVICE AREA

CANADIAN PACIFIC RAILWAY POLICE SERVICE

24 HOUR COMMUNICATIONS CENTRE

TOLL FREE NUMBERS ☎ 1-800-716-9132 (Canada and USA), 1-800-551-2553 (Canada only),
Bell Mobility #732 or Rogers AT&T *2277

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

e-mail:
cpps@telusplanet.net

Employee and Family Assistance Program

In Ontario, your EFAP Referral Agent is Louis Muscat at:
☎ (905) 804-8137, Fax (905) 804-8167
In Québec, your EFAP Referral Agent is Nancy Drouin
☎ (514) 481-7775, Fax (514) 481-0590

or 1 800 735-0286

INTERNET

CANADIAN PACIFIC RAILWAY
http://www.cpr.ca

The Railway Association of Canada
http://www.railcan.ca