CANADIAN PACIFIC RAILWAY Ingenuity.

Northern Ontario Service Area

Time Table

10

Effective Friday November 1 2002, at:

1100 Central Standard Time

1200 Eastern Standard Time

"…willingness to obey the rules…"

Pat Pender
Vice President Transportation/Field Operations

Dave Sissons
Assistant Vice President Transportation

Steve Bromley
General Manager Operations, Field Operations

Vision
Mission
Values
Goals

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

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

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

NORTHERN ONTARIO SERVICE AREA

TIME TABLE NO 10

West of Mile 126 Nipigon Subdivision	East of Mile 126 Nipigon Subdivision
Taking effect Friday November 1, 2002 at:	**Taking effect Friday November 1, 2002 at:**
1100 Central Standard Time	1200 Eastern Standard Time
Governed by:	**Governed by:**
Central Daylight Saving Time, beginning at 0300 Sunday April 6, 2003	Eastern Daylight Saving Time, beginning at 0300 Sunday April 6, 2003
Central Standard Time, beginning at 0100 Sunday October 26, 2003	Eastern Standard Time, beginning at 0100 Sunday October 26, 2003
Central Daylight Saving Time, beginning at 0300 Sunday April 4, 2004	Eastern Daylight Saving Time, beginning at 0300 Sunday April 4, 2004

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9.0 Public Crossings at Grade
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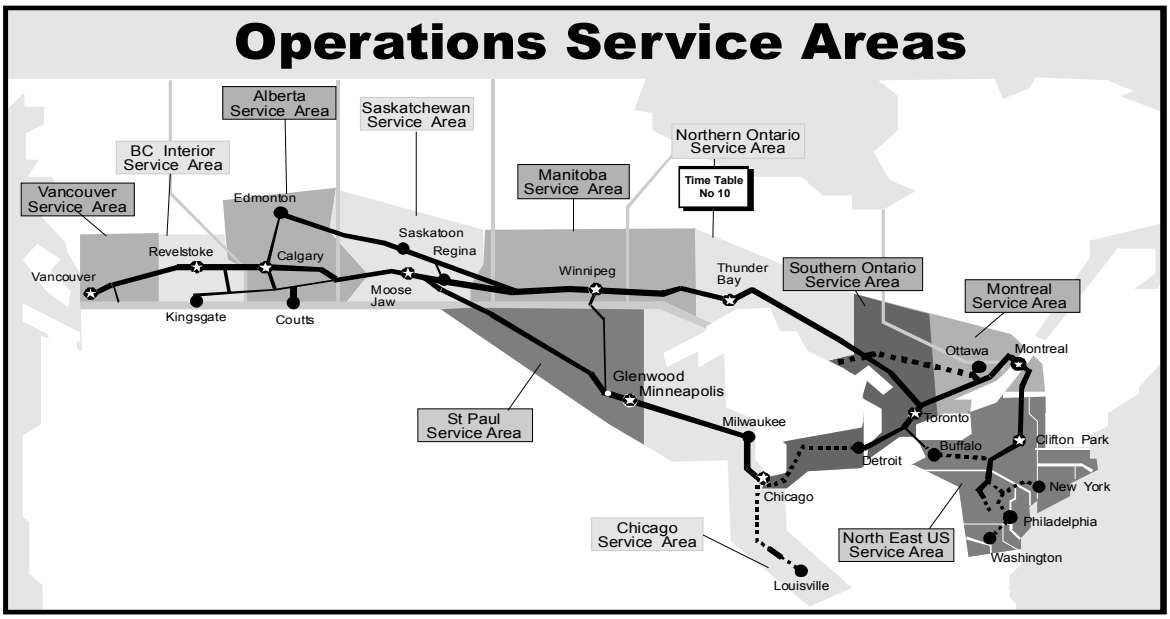
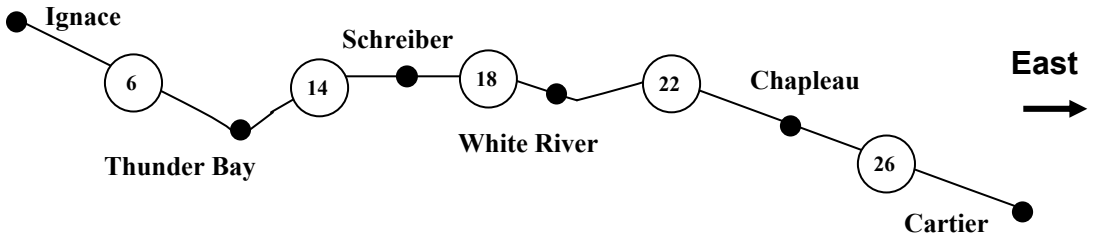


NORTHERN ONTARIO SERVICE AREA

Subdivision Index



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

401 9th Avenue SW, Calgary

Assistant Director RTC/CMC
403-319-6488

Manager RTC
403-260-5869

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

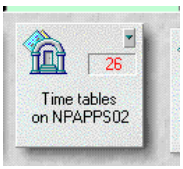
Phone numbers and e-mail IDs	Emergency	Telephone	E-mail IDs
Emergency	**1-800-795-7851**		
Kaministiquia	403-543-8316	403-319-6656	HHS0466
Nipigon/Heron Bay	403-543-8432	403-319-6652	IFS0365
White River/Heron Bay (days only)	403-543-8430	403-319-6295	IFS0366
White River/Nemegos (afternoons and nights)	403-543-8430	403-319-6295	IFS0366
Nemegos (days only)	403-543-8428	403-319-6650	IFS0585

ALL TELEPHONE AND RADIO CALLS ARE TAPE RECORDED

Time Signal – In the application of System Special Instruction to CROR Rule 1, a CPR approved time signal can be obtained by dialing: (204) 934-4679 for Central Time, or 1-800-363-5409 for Eastern Time.

RTC's TRANSFERS

During RTC transfers, it is imperative to have as few interruptions as possible.
RTCs should only be contacted in cases of emergency.
Unless otherwise specified, RTC transfers are from 0900 to 0915, 1700 to 1715 and 0100 to 0115, Eastern Time.
(0800 to 0815, 1600 to 1615 and 0001 to 0015, Central Time)



LOTUS NOTES USERS

PLEASE CONSULT TIME TABLES DATABASE
FOR ANY UPDATES OR CORRECTIONS
TO THIS TIME TABLE

NORTHERN ONTARIO SERVICE AREA

OPERATING OFFICERS

John Delaney	Steve Bromley	Scotty Robertson
General Manager Operations *Engineering Services* Calgary	General Manager Operations *Field Operations* Calgary	General Manager Operations *Mechanical Services* Calgary

Ron Pylypchuk	Ray Strelesky	Richard Parent
Service Area Manager *Engineering Services* Thunder Bay ☎ (807) 625-5695	Service Area Manager *Field Operations* Thunder Bay ☎ (807) 625-5621	Service Area Manager *Mechanical Services* Thunder Bay ☎ (807) 625-5663

Danny Letain	Mike Imbeault	Steve Cavanaugh
Manager Operations (Yard/Road) Thunder Bay ☎ (807) 625-5620	Manager Operations (Road) Chapleau ☎ (705) 864-1214	Manager Operations (Road) Schreiber ☎ (807) 824-3005

Calgary Network Management Centre

Director - Operations
Northern Ontario/Southern Ontario/Montreal
North East US/Chicago/St. Paul Service Areas
☎ (403) 260-5887

Assistant Director - Operations
Northern Ontario/Southern Ontario/Montreal
North East US/Chicago/St. Paul Service Areas
☎ (403) 260-5858
💻 NMC0035

Corridor Manager
Manitoba/Northern Ontario Service Areas
☎ (403) 260-5823
💻 NMC0005

Locomotive Manager
Manitoba/Northern Ontario Service Areas
☎ (403) 260-5827
💻 NMC0013

Operations Manager
Northern Ontario Service Area
☎ (403) 260-5819
💻 NMC0010

KAMINISTIQUIA SUBDIVISION
(Subdivision No 6314)

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	Yard Limits	D L Zone GOI Sec 10 item 5.4	Miles from Thunder Bay	WESTWARD	STATIONS	EASTWARD	Main Track(s)	Signal System	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
											0.0		THUNDER BAY	BXYZ				Yard	5002	
		857				877		2.3	2.3		2.4		2.4 WESTFORT	WX		ABS			5005	
											7.2	Thunder Bay Terminal	4.8 DEXTER	WX						
1.9		856				876		8.0		8.0	23.2		16.0 KAMINISTIQUIA	X	2		8.0		5010	
		855				875					39.8		16.6 BUDA	X						
											55.2		15.4 RAITH						5018	
		854	CP 3		CP 14	874	CP 13				73.4		18.2 SAVANNE					17190	5021	
	CP 1			911							83.6		10.2 UPSALA						5024	3.3
		853	✱31#		✱31#	873					89.4		5.8 CARLSTADT			CTC		15475		
											96.1		6.7 NIBLOCK						5026	
3.0											103.4		7.3 SHEBA		1			14600		
		852				872					111.5		8.1 ENGLISH RIVER						5030	
											118.0		6.5 MARTIN					15600	5031	
											131.4		13.4 BONHEUR					15350	5033	
		851				871		142.0		142.0	142.9		11.5 NOTMAN	W						
											146.9		4.0 IGNACE EAST	WX	2					
											147.2		0.3 IGNACE	WY				Yard	5035	

Rule 93.1 and the provisions of Rule 40.2 apply within Yard Limits in Thunder Bay Terminal.

IGNACE SUBDIVISION
(Subdivision No 6315)

Haulage Factors — 30%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	Yard Limits	D L Zone GOI Sec 10 item 5.4	Miles from Ignace	WESTWARD	STATIONS	EASTWARD	Main Track(s)	Signal System	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
											0.0		IGNACE	WY				Yard	5035	
3.3	CP 4	818	CP 3	911	CP 20	838	CP 19				1.3		1.3 IGNACE WEST	W	2	CTC				3.3
			✱21#		✱21#			3.0		3.0	3.0		1.7	W						

KAMINISTIQUIA SUBDIVISION FOOTNOTES

ALL MOVEMENTS EAST OF MILE 8.0 ARE ALSO GOVERNED BY THUNDER BAY TERMINAL FOOTNOTES COMMENCING ON PAGE 9.

Kaministiquia Subdivision Footnotes contain instructions pertaining to Ignace Switching Zone between Ignace and mile 3.0 Ignace Subdivision.

Ignace Switching Zone extends between mile 142.0 and mile 3.0 Ignace Subdivision.

KAMINISTIQUIA SUBDIVISION FOOTNOTES

0.0 RADIO

0.1 Trackside Radio System 2 in effect.

0.2 Zone Code (Z) is 3, except 2 on Ignace Subdivision.

0.3 In Ignace area, to contact Thunder Bay Yard Operations Coordinator, switch to Channel CP 1 and dial 526.

0.4 Maintenance of Way authorities Channel is CP 7, except CP 5 on Ignace Subdivision.

0.5 Spectra "DISP" feature does not apply on Ignace Subdivision.

0.6

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

Disconnect call by dialing ∗3#

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	∗∗ GOI SEC 8 ITEM 8.1	MILE	∗∗ GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Kaministiquia		16.1 North Track	∗∗	Immediate	Westfort
Immediate	Kaministiquia		16.1 South Track	∗∗	Immediate	Westfort
Immediate	Raith		31.5 North Track		Immediate	Kaministiquia
Immediate	Raith		31.5 South Track		Immediate	Kaministiquia
Immediate	Mile 63.2		59.2		Immediate	Raith
Immediate	Upsala		78.5		Immediate	Mile 70.5
Immediate	Mile 104.4		98.5		Immediate	Niblock
Immediate	Mile 126.9		123.0		Immediate	Martin
Immediate	Ignace		140.7		Immediate	Mile 137.0

2.0 EQUIPMENT RESTRICTIONS

2.1

Crane and Auxiliary	Location	MPH
414400-02	Culverts Mile 34.4 and 40.7	20
414502 and 414651	Culverts Mile 34.4 and 40.7	10
	Bridges Mile 27.9 and 139.2	20

3.0 DANGEROUS COMMODITIES

3.1 All movements handling one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities, unless a lower speed is otherwise prescribed, must not exceed 35 MPH between Mile 16.0 and Thunder Bay.

KAMINISTIQUIA SUBDIVISION FOOTNOTES

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains	**Mile**	**All Trains**
30	0.0 to 0.1	30
★10	0.1 (public crossing)	★10
30	0.1 to 2.8	30
40	2.8 to 3.6	40
60	3.6 to 10.0	60
50	10.0 to 23.0	50
45	23.0 to 39.0	45
60	39.0 to 45.8	60
45	45.8 to 50.0	45
50	50.0 to 53.0	50
60	53.0 to 60.2	60
45	60.2 to 60.6	45
60	60.6 to 80.0	60
50	80.0 to 89.0	50
45	89.0 to 89.8	45
50	89.8 to 95.0	50
60	95.0 to 102.0	60
50	102.0 to 103.5	50
60	103.5 to 109.2	60
45	109.2 to 109.6	45
60	109.6 to 132.0	60
55	132.0 to 132.4	55
60	132.4 to 136.4	60
55	136.4 to 141.8	55
60	141.8 to 147.2	60
IGNACE SUBDIVISION		
25	0.0 to 0.8	25
35	0.8 to 3.0 South Track	35
45	0.8 to 2.1 North Track	45
50	2.1 to 3.0 North Track	50

★ Until crossing is fully occupied.

4.2 Maximum speed 30 MPH on sidings.

5.0 CLEARANCES

5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies within Ignace Switching Zone. Clearance must be obtained from Ignace or Kaministiquia Subdivision RTC.

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 CTC Rules apply between Switching Zone Sign Mile 2.3 and Switching Zone Sign Mile 3.0 Ignace Subdivision.

6.2 All sidings are signalled sidings and CTC Rules apply.

11.0 GENERAL FOOTNOTES

11.1 GOI Section 10, Item 5.4 applies within Ignace Switching Zone. Ignace Sub RTC is responsible.

11.2 Rule 93.1 and the provisions of Rule 40.2 apply within Yard Limits in Thunder Bay Terminal. In the application of Rule 40.2(a):
— the Yard Operations Coordinator must be advised, and
— after lining a main track switch, the foreman must remain at the switch for 5 minutes, during which time the switch must be quickly restored to normal position on the approach of a train or engine on the main track.

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

11.4 East Station Mile Sign for Ignace West (Ignace Sub) located between main tracks at Mile 147.1.

11.5 West Station Mile Sign for Ignace East located between main tracks at Mile 0.1.

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

	CPR	CN
Location:	Mile 24.9 to Mile 25.8	Mile 34.8 to Mile 35.7 CN Kashabowie Sub adjacent
Standby Channel:	N/A	CN 1 AAR 87 87
☎ Emergency:	**403-543-8316**	**780-472-3719**

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

11.7 In the application of GOI Section 10, Item 4.4, dimensional bulges located at:
— Savanne, between Mile 72.9 and 73.3;
— Sheba, between Mile 103.4 and 103.8; and
— Bonheur, between Mile 130.9 and 131.4.

11.8 Dual control switch point derails located on north lead at Ignace East and Ignace West.

11.9 In the application of GOI Section 14, Item 1.1(k), when a train is left unattended on any track between Ignace East and Ignace West, the minimum number of hand brakes to be applied is five.

11.10 Rule 90 (a)(vii) applies approaching all controlled locations in multitrack.

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

Mile 16.0 – 8.58	1.26%	Eastward
Mile 39.8 – 33.0	1.11%	Eastward
Note: For information only, mile 38.90 to 38.71 is 1.42%		
Mile 50.18 – 48.0	0.97%	Eastward

12.0 SPURS AND OTHER TRACKS

12.1 Maximum speed 5 MPH on wye at Ignace.

THUNDER BAY TERMINAL

NIPIGON SUBDIVISION
(Subdivision No 6410)

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	Yard Limits	D L Zone GOI Sec 10 item 5.4	Miles from Schreiber	WESTWARD	STATIONS	EASTWARD	Main Track(s)	Signal System	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%
	CP 4	559	CP 9 ∗51#	911	CP 15 ∗51#	579	CP 11	126.0 ↕ 126.6	126.6	126.0	126.0			W	1	CTC	126.0		4999	
Down-grade											126.6		0.6 **CURRENT RIVER** Jct CN	WXZ						1.98
	CP 1	857	CP 3 ∗31#		CP 14 ∗31#	877	CP 13				128.5		1.9 **THUNDER BAY NORTH** Jct CN	XZ	2	ABS		Yard	5000	
											130.1		1.6 Interlocked Railway Crossing							
											132.9		2.8 **THUNDER BAY**	XYZ				Yard	5002	

KAMINISTIQUIA SUBDIVISION
(Subdivision No 6314)

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	Yard Limits	D L Zone GOI Sec 10 item 5.4	Miles from Thunder Bay	WESTWARD	STATIONS	EASTWARD	Main Track(s)	Signal System	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 30%
1.9	CP 1	857	CP 3 ∗31#	911	CP 14 ∗31#	877	CP 13	2.3 ↕ 8.0	2.3	8.0	0.0		**THUNDER BAY**	BXYZ	2	ABS	8.0	Yard	5002	3.3
											2.4		2.4 **WESTFORT**	WX					5005	
											7.2		4.8 **DEXTER**	WX		CTC				
											8.0		0.8	W						

Rule 93.1 and the provisions of Rule 40.2 apply within Yard Limits in Thunder Bay Terminal.

THUNDER BAY TERMINAL FOOTNOTES

ALL MOVEMENTS BETWEEN MILE 126.0 NIPIGON SUB-DIVISION AND MILE 8.0 KAMINISTIQUIA SUBDIVISION ARE GOVERNED BY THESE FOOTNOTES.

0.0 RADIO

0.1 Trackside Radio System 2 in effect.

0.2 Zone Code (Z) is 3.

0.3 Radio Base Station located at Thunder Bay. Channel CP 1 monitored on a continuous basis by Yard Operations Coordinator.

0.4

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

Disconnect call by dialing ∗3#

2.0 EQUIPMENT RESTRICTIONS

2.1

Crane and Auxiliary	Location	MPH
414400-02	Bridge Mile 132.8 Nipigon Subdivision	20
414502 and 414651	Bridge Mile 132.8 Nipigon Subdivision	10

3.0 DANGEROUS COMMODITIES

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

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

3.3 Tracks Q3, Q4 or Empire Lead must be used to store loaded tank cars of dangerous commodities consigned to Petro Canada.

THUNDER BAY TERMINAL FOOTNOTES

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains	Mile	All Trains
Nipigon Subdivision		
40	126.0 to 126.8	40
30	126.8 to 132.9	30
Kaministiquia Subdivision		
30	0.0 to 0.1	30
★10	0.1 (public crossing)	★10
30	0.1 to 2.8	30
40	2.8 to 3.6	40
60	3.6 to 8.0	60

★ Until crossing is fully occupied.

4.2 Westward trains and engines must not exceed 25 MPH approaching Signal 1295, Mile 129.5 Nipigon Subdivision, unless signal is seen to display Clear Signal, Rule 405.

5.0 CLEARANCES

5.1 Thunder Bay Terminal DOB in effect in Thunder Bay Terminal. Rule 83.1 (e) is modified to require all train and engine movements in Thunder Bay Terminal to be in possession of current DOB. The DOB will be issued by the Kaministiquia Subdivision RTC.

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 CTC Rules apply on:
— Nipigon Subdivision between Mile 126.0 and Current River;
— Kaministiquia Subdivision between Switching Zone Sign Mile 2.3 and Mile 8.0.

6.2 Westfort Running lead between signals 23A and 24A is a signalled yard track and CTC Rules apply. Rule 42 does not apply.

CTC DRILL feature applies to Signals 23A and 24A, which may be lined simultaneously to display Restricting Signal for opposing movements on Westfort Running lead. When such signals are so lined, Rule 573(b) does not apply provided:
— RTC has confirmed Signals 23A and 24A are lined as a DRILL signal; and
— all movements are made at restricted speed.

Confirmation from RTC that Signals 23A and 24A are lined as DRILL signals may be relayed to a crew member by the Yard Operations Coordinator (YOC). When requested by the RTC to restore DRILL signals 23A and 24A to Stop, the YOC must confirm no train or engine movement is intending to use either signal.

6.3 Eastward movements governed by a Clear to Slow indication at Signal 38N, Mile 3.8 Kaministiquia Subdivision, must be prepared to comply with a Restricting Signal at Signal 24N.

8.0 AUTOMATIC BLOCK SIGNAL SYSTEM

8.1 ABS Rules apply between Current River and Yard Limit Sign Mile 2.3, Kaministiquia Subdivision.

8.2 Movements must not enter ABS except by signal indication or permission from Yard Operations Coordinator.

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

8.4 Within ABS, movements eastward on North Track and westward on South Track must not be made except as authorized by Yard Operations Coordinator.

8.5 Signals 1318, 1325 and 1326, Nipigon Subdivision, are single unit dwarf signals. System Special Instruction to Rule 404 (Non-Standard Signal Aspects) applies.

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Whistle signal Rule 14(l) is prohibited at public crossings at grade between Current River and Mile 6.3 Kaministiquia Subdivision.

9.2 **Mile 3.2 Kaministiquia Subdivision, Neebing Avenue.** Pushbuttons provided to operate warning devices when standing clear west of crossing on South Track.

10.0 INTERLOCKINGS

10.1 **Mile 130.1 Nipigon Subdivision**
Remotely-controlled interlocking, including railway crossing at grade with CN Kashabowie Subdivision. Controlled by CN RTC.
Governing Signals on CPR for:
— eastward movements, D1302B, D1302A and 1302;
— westward movements, 1299 and D1299.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610
Track Unit operating as a train or engine	GOI Sec 1, item 1.4 or 1.5(e) as applicable
Track Unit	839 (Form V280)
Track Work	49 (TOP) issued by CN Kashabowie Sub RTC ☎ 1-800-293-4908

In the application of Rule 610(a)(iii):
— switches within interlocking limits are dual control;
— railway crossing is equipped with a box marked “switches”. When necessary to apply the provisions of Rule 611(a)(iii), the waiting period after opening the switch is increased to 6 minutes.

In the application of Rule 614, Rule 509 does not apply.
— In the application of Rules 49 and 610, the appropriate CN form must be used when practicable.

THUNDER BAY TERMINAL FOOTNOTES

11.0 GENERAL FOOTNOTES

11.1 Rule 93.1 and the provisions of Rule 40.2 apply within Yard Limits in Thunder Bay Terminal. In the application of Rule 40.2(a):
— the Yard Operations Coordinator must be advised, and
— after lining a main track switch, the foreman must remain at the switch for 5 minutes, during which time the switch must be quickly restored to normal position on the approach of a train or engine on the main track.

11.2 Kaministiquia Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Thunder Bay Terminal DOB limits.

11.3 GOI Section 10, Item 5.4 applies between Mile 126.0 Nipigon Subdivision and Mile 8.0 Kaministiquia Subdivision. Yard Operations Coordinator is responsible.

11.4 In the application of GOI Section 14, Item 1.1(k), following is the minimum number of hand brakes to be applied:

Track(s)	Minimum number of hand brakes
Main track(s) between mile 2.3 Kaministiquia Sub and mile 130.1 Nipigon Sub	3*
Main track(s) between mile 130.1 and mile 126.6 Nipigon Sub	5
Thunder Bay Terminals Ltd, Farm Leads and Island Yard, tracks A1 through A4, tracks E30 through E33, N (including D, L and H) Yard	3 on west end of all tracks
Outside East Yard (Bowater Forest Products) and CGR transfer tracks A5 through A11, E Yard except E30 to E33	3 on east end of all tracks
Tracks AC31 through AC40	2 on west end of all tracks
All tracks RL Yard and R Yard (Current River)	3 on west end of all tracks
All tracks RP Yard	5 on west end of all tracks
Tracks A14 through AC30	5 on east end of all tracks

* Yard Operations Coordinator must be advised which end of track hand brakes have been applied.

11.5 In Thunder Bay Terminal:
— Within Yard Limits on Nipigon and Kaministiquia Subdivisions, in the application of Rule 104(b), after receiving permission from Yard Operations Coordinator, a train or engine may leave a main track switch lined and locked in reverse position.
— Employees encountering such switch(es) in reverse position must contact Yard Operations Coordinator for instructions whether to restore to normal position.
— Both switches of a crossover must be left in the same position.
— The RTC need not be advised when switches have been restored to normal position.
— In the application of Rule 104(c), a train or engine may leave other than main track switches lined and locked in either position.

11.6 Units must not be left east of fuel platform on tracks E-26 to E-35.

11.7 Radio Command Controlled Lighting System

Code	Pole	Location of Lighting Area
151	A06	Gore Street at Heath Street
152	A09	Westfort Facility Area west end
153	C01	Kaministiquia River east of radio shop
154	C04	500 feet east of C01
155	C17	East of Westfort carman's building
156		Inspection lights along main track east of carman's building
157		Current River trailer
158		S Yard, west end

THUNDER BAY TERMINAL FOOTNOTES

12.0 SPURS AND OTHER TRACKS

12.1 Farm Lead, off Mile 2.7 Kaministiquia Sub

Remotely-controlled interlocked railway crossing at grade with CN Mission Spur, 0.4 miles off Kaministiquia Subdivision.

Controlled by CN Yardmaster, Neebing Yard.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	610
Track Unit operating as a train or engine	GOI Section 1, item 1.4 or 1.5(e) as applicable
Track Unit	839 (Form V280)
Track Work	49 (TOP) issued by CN Yardmaster Neebing Yard ☎ 807-475-6700

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

12.2 Farm Lead, Neebing Avenue

All movements must stop at STOP signs before obstructing crossing.

12.3 Agricore 1 Lead, Hammond Avenue

Westward movements must stop at STOP sign before obstructing crossing.

12.4 Intercity Grain Elevators, Hammond Avenue

All movements must stop at STOP signs before obstructing crossing.

12.5 Bowater, Broadway Avenue

All movements must stop at STOP signs before obstructing crossing.

12.6 Great West Timber Co., Marina Park Drive

All movements must stop at STOP signs before obstructing crossing.

12.7 When spotting cars at the east end of tracks ENL through E24, at least one car length west of the air plant boxes must be left clear.

12.8 Z6L Spur, Marina Park Drive

At Mile 0.15 (adjacent to Mile 128.02 Nipigon Subdivision), all movements must stop at STOP signs before obstructing crossing.

12.9 GE AC4400 and GM SD90MAC units prohibited on west leg of wye at Keefer Terminal.

12.10 6 axle units are prohibited on tracks ES5 through ES10, Farm leads 1, 2 and 4, Cascade Fine Paper tracks RZ15 through RZ19C, Great west Timber track RZ6L, P&H Grain track 3, Thunder Bay Chemical track QX8, switches/curves at east end of tracks ND11, ND12 and ND13, and all tracks Agricore United A at Current River.

12.11 Ontario Hydro lead, track QX14L

— 6 axle units prohibited
— maximum speed 5 MPH.

12.12 Maximum speed 5 MPH for 6 axle units on switches and curves in Island Yard tracks QILD through QI4.

12.13 Coal Route, including Track C-40, off Mile 0.4 Kaministiquia Subdivision

A. Maximum speed 2 MPH through thaw shed and dumper building.

B. Locally-controlled interlocked drawbridge (Jack Knife Bridge) on the Kaministiquia River, 0.2 miles off Kaministiquia Subdivision. When so indicated by operating bulletin, the Kaministiquia River will be closed to navigation, Jack Knife Bridge will not be considered a drawbridge, interlocking signals will be withdrawn from service and interlocking limits will be designated as other than main track. When not so designated, the following applies:

Governing Signals 01 and 03, located 0.1 miles and 0.3 miles respectively, off Kaministiquia Subdivision.
Signalman on duty 0700 - 2300 daily, or as indicated by sign in window of the bridge control cabin.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	609. If interlocking closed, 609.1
Track Unit operating as a train or engine	GOI Section 1, item 1.4 or 1.5(e) as applicable
Track Unit	837 (Form V280)
Track Work	49 (TOP) issued by signalman. If interlocking closed, 40.1

In the application of Rule 609.1, a crew member must check that lift span is closed, and also check for broken rail or obstruction. If all clear, movement may proceed at restricted speed.

Note: Signalman protecting TOP must remain in the bridge control cabin or in the immediate vicinity.

C. Red and green lights in place at the east end of thaw shed, exit of thaw shed and west end of dumper building. These lights indicate the following:

Green - Trains may enter area governed by light.

Red or not lit - Trains must not continue except under instructions of Thunder Bay Terminals employee.

D. At the dumper, loaded trains must be spotted for dumping with the leading wheels of first car within the painted area on the dumper platform. After a train has been spotted in the dumper, it must not be moved again with the engine except under instructions of Thunder Bay Terminals employee.

THUNDER BAY TERMINAL FOOTNOTES

12.14 In the vicinity of Elevator "E" (Pool #11), all employees riding on the side of equipment on tracks A5 through AC40 must ride on the north side. When riding on the locomotive, employees must ride inside unless required on the ground.

12.15 Restricted clearances not marked with restricted clearance signs, Thunder Bay Terminal

A. Dwarf signals between main tracks at Interlocking, Mile 130.1 Nipigon Subdivision with CN and at west end of East New Yard Lead. Employees must not ride sill steps of cars past these signals.

B. Dwarf signals between North Track and South Track, South Track and Farm Lead, Farm Lead and Coal Track, Farm Lead and CP-CN Interchange at Mile 2.43 Kaministiquia Subdivision (James St. Subway). Employees must not ride sill steps of cars past these signals.

C. West end of A Yard where bridge supports for overhead walkway are located: between tracks EML and A1, A3 and A4, A5 and A6, A8 and A9 and between A11 and C40.

D. Various locations at unloading sheds, Thunder Bay Terminal.

E. **Restricted clearances -** Other locations

Track(s)	Structure or Other Reason	Side of Track
Agricore United "A" Elevator	various locations	both sides and overhead
James Richardsons International Elevator	various locations	both sides and overhead
Saskatchewan Wheat Pool 7A	various locations	both sides and overhead
Saskatchewan Wheat Pool 7B	various locations	both sides and overhead
ConAgra Malt	various locations	both sides and overhead
Agricore United "M" Elevator	various locations	both sides and overhead
Agricore United "S" Elevator	various locations	both sides and overhead
P&H Elevator	various locations	both sides and overhead
Western Grain Elevator	various locations	both sides and overhead
Y1 Boles Spur	buildings	both sides and overhead
E35	hydro pole	south side
E36	hydro pole	north side
W8 Dynea	loading platform	south side
AC22 and AC38 (back lead)	track centers	south side
Bowater Forest Products †	various locations	both sides and overhead
Bowater Forest Products Chemical Plant	structure	both sides and overhead
Great West Timber	various locations	both sides
† Extra care to be taken in this area.		

NIPIGON SUBDIVISION

(Subdivision No 6410)

WESTWARD ▼ ▲ EASTWARD

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	Yard Limits	D L Zone GOI Sec 10 item 5.4	Miles from Schreiber	STATIONS	Main Track(s)	Signal System	DOB Limits	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%
2.14	CP 4	551	CP 9 ∗51#	911	CP 15 ∗51#	571	CP 11	2.0		2.0	0.0	SCHREIBER BWY	1	CTC		Yard	4410	1.70
											9.4	9.4 SELIM				8147	4427	
2.45		552				572					21.7	12.3 PAYS PLAT				6685	4431	2.45
1.80		553				573					32.3	10.6 GRAVEL				8281	4435	1.74
		554				574					42.6	10.3 DUBLIN				6235	4437	
		555				575					54.3	11.7 FIREHILL				6275	4440	
2.15		556				576					63.3	9.0 NIPIGON				6238	4442	1.98
											68.3	5.0 RED ROCK					4444	
											72.4	4.1 SPRUCEWOOD				8227	4446	
											81.0	8.6 HURKETT				6267	4449	
1.74		557				577					92.9	11.9 BOWKER				6235	4452	
		558				578					102.4	9.5 LOON				6425	4455	
		559				579		126.0 126.6	126.6	126.0	114.2	11.8 MACKENZIE				8447	4458	
											121.1	6.9 NAVILUS				7643	4460	1.80
											126.6	5.5 CURRENT RIVER WXZ Jct CN (Thunder Bay Terminal)			126.0		4999	
Down-grade	CP 1	857	CP 3 ∗31#		CP 14 ∗31#	877	CP 13				128.5	1.9 THUNDER BAY NORTH XZ Jct CN	2	ABS		Yard	5000	1.98
											130.1	1.6 Interlocked Railway Crossing						
											132.9	2.8 THUNDER BAY XYZ				Yard	5002	

Rule 93.1 and the provisions of Rule 40.2 apply within Yard Limits in Thunder Bay Terminal.

NIPIGON SUBDIVISION FOOTNOTES

ALL MOVEMENTS ON NIPIGON SUBDIVISION WEST OF MILE 126.0 ARE ALSO GOVERNED BY THUNDER BAY TERMINAL FOOTNOTES COMMENCING ON PAGE 9.

0.0 RADIO

0.1 Trackside Radio System 2 in effect.

0.2 Zone Code (Z) is 5.

0.3

To Call:	Channel	Dial
Diesel Specialist	CP 15	∗51110#
S&C Support Desk	CP 15	∗51406#
Time Signal	CP 9 or CP 15	∗57979#

Disconnect call by dialing ∗5#

NIPIGON SUBDIVISION FOOTNOTES

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Pays Plat		16.3		Immediate	Selim
Immediate	Dublin		38.5		Immediate	Gravel
Immediate	Nipigon		59.0		Immediate	Firehill
Immediate	Bowker		85.2		Immediate	Hurkett
Immediate	MacKenzie	**	110.9		Immediate	Loon

2.0 EQUIPMENT RESTRICTIONS

2.1 Crane and Auxiliary
414502 and 414651 10 MPH on bridge Mile 44.78.

3.0 DANGEROUS COMMODITIES

3.1 All movements handling one or more full carloads, containerloads or trailerloads of SPECIAL dangerous commodities, unless a lower speed is otherwise prescribed, must not exceed 35 MPH between mile 110.9 and Thunder Bay.

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains †	Mile	All Trains †
30	0.0 to 0.4	30
40	0.4 to 3.5	40
35	3.5 to 4.9	35
40	4.9 to 8.7	40
45	8.7 to 9.4	45
55	9.4 to 14.5	55
40	14.5 to 18.5	40
35	18.5 to 19.0	35
45	19.0 to 22.5	45
40	22.5 to 27.1	40
35	27.1 to 28.8	35
50	28.8 to 34.8	50
40	34.8 to 35.6	40
45	35.6 to 37.1	45
50	37.1 to 40.5	50
45	40.5 to 41.9	45
50	41.9 to 45.0	50
40	45.0 to 48.0	40
45	48.0 to 49.8	45
50	49.8 to 53.8	50
45	53.8 to 54.4	45
60	54.4 to 59.7	60
45	59.7 to 63.2	45
50	63.2 to 65.5	50
45	65.5 to 67.0	45
50	67.0 to 68.5	50
60	68.5 to 87.3	60
50	87.3 to 89.9	50
60	89.9 to 93.7	60
50	93.7 to 100.0	50
55	100.0 to 101.3	55
60	101.3 to 104.1	60
50	104.1 to 104.5	50
55	104.5 to 105.5	55
60	105.5 to 111.0	60
55	111.0 to 113.0	55
60	113.0 to 115.9	60
55	115.9 to 116.6	55
60	116.6 to 121.0	60
50	121.0 to 121.5	50
60	121.5 to 125.8	60
40	125.8 to 126.8	40
30	126.8 to 132.9	30

† Maximum speed for:
Trains handling 6000 to 7500 tons..... 55 MPH
Trains handling over 7500 tons..... 50 MPH
Tonnage being handled to be taken as "Gross Weight including Locomotives" as shown on Train Consist.

4.2 Maximum speed 10 MPH on sidings, except 30 MPH on sidings Selim, Pays Plat, Gravel, Sprucewood and MacKenzie.

5.0 CLEARANCES

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

NIPIGON SUBDIVISION FOOTNOTES

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 CTC Rules apply between Schreiber and Current River.

6.2 All sidings are signalled sidings and CTC Rules apply.

6.3 In the event a train is stopped by a STOP signal at a siding except Selim (west end), Gravel (east end), Sprucewood (east end) and McKenzie (west end) and is unable to communicate with the RTC, a member of the crew must proceed to the local control panel. See instructions on page 29.

6.4 Local Control CTC. Return to train feature is effective on the main track between switches at all signalled sidings except Selim (west end), Gravel (east end), Sprucewood (east end) and McKenzie (west end), and is effective in signalled sidings at the following locations only: Nipigon and Sprucewood (west end).

9.0 PUBLIC CROSSINGS AT GRADE

9.1 **Mile 63.08**
Circuit end sign located 125 feet west of crossing. The provisions of Rule 103.1(c) apply on siding.

9.2 **Mile 68.15 – Highway 628**
Circuit end sign located 570 feet west of crossing.

11.0 GENERAL FOOTNOTES

11.1 Rule 93.1 and the provisions of Rule 40.2 apply within Yard Limits in Thunder Bay Terminal. In the application of Rule 40.2(a):
— the Yard Operations Coordinator must be advised, and
— after lining a main track switch, the foreman must remain at the switch for 5 minutes, during which time the switch must be quickly restored to normal position on the approach of a train or engine on the main track.

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

11.3 GOI Section 10, Item 5.4 applies between Schreiber and D L Zone Sign Mile 2.0. Nipigon Subdivision RTC is responsible.

11.4 Rock Fall and Slide Detectors are at the following locations and protected by CTC signals as indicated. When necessary to pass these signals as prescribed by Rule 426, movements must be prepared to stop short of obstruction on the track.

Location	Signals
Between Mile 25.14 and 26.30 (Pays Plat)	Westward 243 Eastward 272
Between Mile 27.05 27.28 (Cavers)	Westward 269 Eastward 272
Between Mile 27.28 and 28.32 (Cavers)	Westward 269 Eastward 300
Between Mile 66.45 and 66.98 (Red Rock)	Westward 659 Eastward 678

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

	CPR	CN
Location:	Mile 65.4 to Mile 67.8	Mile 129.6 to Mile 132.0 CN Kinghorn Sub adjacent
	Mile 62.5	Elevated above Mile 127.8 CN Kinghorn Sub.
Standby Channel:	N/A	CN 1 AAR 87 87
☎ Emergency:	**403-543-8432**	**780-472-3719**

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

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

11.7 In the application of GOI Section 14, Item 1.1(k), the minimum number of hand brakes to be applied to 10 or more cars left on any track between mile 0.3 Nipigon Subdivision and mile 117.2 Heron Bay Subdivision is 3.

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

Mile 1.8 – 9.0	1.68%	Westward
Mile 101.1 – 94.7	1.40%	Eastward

NIPIGON SUBDIVISION FOOTNOTES

12.0 SPURS AND OTHER TRACKS

12.1 In the application of GENERAL RULE "E" tracks 11, 12 and Shed Track at Schreiber are considered main shop tracks.

12.2 All 6 axle locomotives, when coupled to any freight or passenger car 50 feet or less (outside length), are prohibited from operating on the wye at Schreiber.

12.3 In the application of GOI Section 14, item 2.0(c), grade greater than 1.5% between Mile 6.93 and 6.97.

12.4 Track 1 capacity at Schreiber is 7287 feet.

12.5 Mile 67.7, Norampac Spur

— Crossover connection on Norampac Spur with CN Kinghorn Subdivision mile 132.1.

— Manual Interlocking for CP, Automatic Interlocking for CN.

— Interlocking limits extend between CN signals 1321 and 1322.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP	608
Track Unit	838 (Form V280)

In the application of Rule 838, track units will apply the provisions of Rule 840 and then line switches and derails for the movement. Switches and derails must be restored to the normal position after the track unit has cleared the interlocking.

In the application of Rule 608, trains and engines must stop at respective STOP sign and a member of the crew proceed to the crossover connection and unlock the box marked "switches". If lights indicating approach of CN trains are lighted and no train is seen approaching, he will open the switch and then be governed by Rule 104(p) at interchange electric switch lock. If lights indicating approach of the CN trains are not lighted and no train is seen approaching, a member of the crew will open switch and comply with the requirements of Rule 611. After waiting the required five minutes, Rule 104(p) will apply at interchange electric switch lock. After movement has been made through the crossover, whether entering or leaving Norampac yard, all switches including electric switch lock and derail are to be restored to normal position and secured.

GE AC4400 and GM SD90MAC units prohibited.

Before entering Norampac Yard, CPR crew member must ensure contact is made with Norampac crew member on Norampac locomotive on radio channel CP 4. Permission must then be obtained to enter Norampac Yard.

If CPR crew member is unable to contact Norampac crew member on Norampac locomotive, a member of the CPR crew must contact RTC. RTC will contact Norampac Security at 1-807-886-2211 ext 2263# for instructions and relay instructions received from Norampac Security. Crew will be governed by instructions received from RTC.

Movements must not exceed 5 MPH over bridge and in Norampac yard.

The switch leading to Norampac tracks located just north of bridge is normal when lined for CN yard, and is to be left in this position. Switch point derail is located 150 feet south of Trout Creek bridge.

Units must not proceed beyond the chain link gate, Norampac yard.

HERON BAY SUBDIVISION

(Subdivision Nos EAST-6415, WEST-6414)

Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	D L Zone GOI Sec 10 item 5.4	Miles from White River	WESTWARD	STATIONS	EASTWARD	Main Track(s)	Signal System	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%
								↓	↓	0.0		WHITE RIVER	WY			Yard	4370	
2.65		351				371		3.0	3.0	13.1		13.1 BREMNER				8225	4376	2.04
		352	CP 6		CP 20	372	CP 19			22.5		9.4 MOBERT				6349	4380	
	CP 5	353				373				33.5		11.0 STRUTHERS				8438	4383	
1.80		354	∗31#		∗31#	374				44.0		10.5 PRINGLE				6186	4386	1.75
		355				375				55.2		11.2 HERON BAY				8386	4390	
		356		911		376				63.0		7.8 MARATHON		1	CTC	6741	4393	1.84
		451				471				74.7		11.7 COLDWELL				8009	4396	
		452	CP 9		CP 15	472	CP 11			82.4		7.7 MIDDLETON				6077	4398	1.70
1.74	CP 4									92.0		9.6 STEEL				8263	4400	
			∗41#		∗41#					98.2		6.2 JACKFISH				6915	4403	1.80
		453				473				109.9		11.7 TERRACE BAY				7951	4405	
								116.0	116.0	118.3		8.4 SCHREIBER	BWY			Yard	4410	2.11

HERON BAY SUBDIVISION FOOTNOTES

0.0 RADIO

0.1 Trackside Radio System 2 in effect.

0.2 Zone Code (Z) is 3 east of Coldwell and 4 west of Coldwell.

0.3 Except when necessary to communicate with the RTC, all train and engine movements on the main track and yard at White River will use CP Channel 5.

0.4

(East of Coldwell)

To Call:	Channel	Dial
Diesel Specialist	CP 20	∗31110#
S&C Support Desk	CP 20	∗31406#
Time Signal (Eastern)	CP 20 or CP 6	∗37979#

Disconnect call by dialing ∗3#

(West of Coldwell)

To Call:	Channel	Dial
Diesel Specialist	CP 15	∗41110#
S&C Support Desk	CP 15	∗41406#
Time Signal (Eastern)	CP 15 or CP 9	∗47979#

Disconnect call by dialing ∗4#

HERON BAY SUBDIVISION FOOTNOTES

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Mobert		18.4		Immediate	Bremner
Immediate	Pringle		39.5		Immediate	Struthers
Immediate	Marathon		60.4		Immediate	Heron Bay
Immediate	Steel		86.0		Immediate	Middleton
Immediate	Terrace Bay		103.9		Immediate	Jackfish

2.0 EQUIPMENT RESTRICTIONS

2.1

Crane and Auxiliary	Location	MPH
414400-02	Bridges Mile 0.76, 42.60, 85.90 and 104.40	20
414502 and 414651	Bridges Mile 0.76, 5.44, 42.60, 84.70, 85.90 and 104.40	10
	Bridge Mile 73.10	20

4.0 SPEEDS

4.1

Westward MPH	Mile			Eastward MPH
All Trains †				All Trains †
30	0.0	to	0.3	30
35	0.3	to	3.3	35
60	3.3	to	5.8	60
50	5.8	to	8.8	50
45	8.8	to	12.5	45
50	12.5	to	16.1	50
40	16.1	to	18.5	40
35	18.5	to	19.1	35
40	19.1	to	22.5	40
50	22.5	to	26.1	50
40	26.1	to	27.8	40
50	27.8	to	30.7	50
45	30.7	to	31.3	45
50	31.3	to	38.0	50
40	38.0	to	40.0	40
45	40.0	to	42.0	45
50	42.0	to	42.7	50
60	42.7	to	52.3	60
45	52.3	to	55.8	45
40	55.8	to	56.5	40
35	56.5	to	58.7	35
55	58.7	to	64.0	55
50	64.0	to	67.1	50
35	67.1	to	72.3	35
30	72.3	to	74.4	30
40	74.4	to	80.5	40
30	80.5	to	81.5	30
40	81.5	to	85.3	40
45	85.3	to	90.7	45
40	90.7	to	93.9	40
45	93.9	to	97.0	45
40	97.0	to	99.6	40
35	99.6	to	103.1	35
40	103.1	to	108.8	40
50	108.8	to	110.5	50
60	110.5	to	115.9	60
35	115.9	to	117.9	35
30	117.9	to	118.3	30

† Maximum speed for:

Trains handling 6000 to 7500 tons..... 55 MPH

Trains handling over 7500 tons..... 50 MPH

Tonnage being handled to be taken as "Gross Weight including Locomotives" as shown on Train Consist.

4.2 Maximum speed 30 MPH on sidings.

4.3 Trains handling open top loads containing wood chips must not exceed 45 MPH.

5.0 CLEARANCES

5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies at:
— Schreiber. Clearance must be obtained from Heron Bay or Nipigon Subdivision RTC.
— White River. Clearance must be obtained from Heron Bay or White River Subdivision RTC.

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 CTC Rules apply between White River and Schreiber.

6.2 All sidings are signalled sidings and CTC Rules apply.

6.3 In the event a train is stopped by a STOP signal at a siding except Bremner (west end), Struthers (west end), Heron Bay (west end), Coldwell (west end) and Steel (east end) and is unable to communicate with the RTC, a member of the crew must proceed to the local control panel and there be governed by instructions specified on page 29.

6.4 Local Control CTC. Return to train feature is effective on the main track between switches at all signalled sidings except Bremner (west end), Struthers (west end), Heron Bay (west end), Coldwell (west end) and Steel (east end) and is effective in the following signalled sidings only: Mobert, Struthers (east end), Marathon, Jackfish and Terrace Bay.

HERON BAY SUBDIVISION FOOTNOTES

9.0 PUBLIC CROSSINGS AT GRADE

9.1 Mile 55.11
Circuit end signs located at mile 54.6 and mile 55.6. The provisions of Rule 103.1(c) apply on siding.

9.2 Mile 62.88
Whistle signal Rule 14(l) is prohibited at this crossing. When movements are authorized to pass Signal 629 indicating STOP, a member of the crew must provide manual protection.

11.0 GENERAL FOOTNOTES

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

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

11.2 GOI Section 10, Item 5.4 applies:
— between White River and D L Zone Sign Mile 3.0. White River Subdivision RTC is responsible.
— between D L Zone Sign Mile 116.0 and Schreiber. Nipigon Subdivision RTC is responsible.

11.3 Rock Fall and Slide Detectors are at the following locations and protected by CTC signals as indicated. When necessary to pass these signals as prescribed by Rule 426 or 429, movements must be prepared to stop short of obstruction on the track.

Location	Signals
Between Mile 71.21 and 73.32 (Red Sucker and Mink tunnels)	Westward 695, 721 Eastward 722, 742, 742B.
Between Mile 81.10 and 81.75 (Little Pic River)	Westward 797 Eastward 818, 818B.

11.4 Dual Control Switch Point Derail is located within the controlled location at the east end of Schreiber yard, mile 117.1, Heron Bay Subdivision.

11.5 In the application of GOI Section 14, Item 2.0(c), grades greater than 1.5% between:
— Mile 10.59 and 10.80;
— Mile 34.83 and 34.92;
— Mile 69.70 and 69.73;
— Mile 88.99 and 89.05;
— Mile 89.67 and 89.70.

11.6 In the application of Rule 104(c), a train or engine may leave other than main track switches within Schreiber and White River yards, except crossover switches, lined and locked in either position.

11.7 In the application of GOI Section 14, Item 1.1(k), the minimum number of hand brakes to be applied to 10 or more cars left on any track between mile 0.3 Nipigon Subdivision and mile 117.2 Heron Bay Subdivision is 3.

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

Mile 77.5 – 74.4	1.35%	Eastward
Mile 77.6 – 81.0	1.40%	Westward
Mile 109.0 – 105.4	1.38%	Eastward

12.0 SPURS AND OTHER TRACKS

12.1 White River Yard – Schreiber Yard. In the application of GENERAL RULE "E", the following tracks are considered to be main shop tracks; Schreiber tracks 11, 12, and Shed Track, White River tracks 11, 12 and RUN THROUGH.

12.2 Kimberly-Clark Mill Lead Mile 109.9
Train or engine crews required to use the track known as the "Mill Lead" must contact Kimberly-Clark Security using CP 5 to receive authority in writing to pass either of the STOP signs located at the points designated "Can Pac" or "Kim-Clark" on the Mill Lead. This authority must be cancelled by the train or engine crew with Kimberly-Clark Security when movement is completed.

Maintenance of Way employees required to perform "Track Work" including snow removal on the Mill Lead must contact Kimberly-Clark Security using CP 5 to receive authority in writing to use this trackage and must also provide protection as afforded by Rule 40.1. This authority must be cancelled by the Maintenance of Way employee in possession of the authority with Kimberly-Clark Security when work is completed. When Track Work is to be performed in Terrace Bay Yard in the vicinity of the Mill Lead, the red signal for the Mill Lead as prescribed by Rule 40.1 must be placed at the point designated Can Pac.

In the event communication fails, train or engine crews, or Maintenance of Way employees must contact RTC. The RTC will attempt to contact Kimberly-Clark Security in order to obtain the appropriate permission to use the Mill Lead, and any advice obtained will be transmitted to the train or engine crew, or Maintenance of Way employee seeking to use the Mill Lead.

12.3 Terrace Bay
Cars must not be left standing closer than one car length (55 ft) from the derail at the east end of the Independent Lead. No more than forty, 55 ft cars are to be left standing between the siding crossover switch and the derail on the east end of the Independent Lead.

12.4 Track 1 capacity at Schreiber is 7287 feet.

12.5 Maximum speed 5 MPH on wye at Schreiber.

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WHITE RIVER SUBDIVISION

(Subdivision No 6413)

VIA 85V Psgr Tues Thurs Sat	Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	D L Zone GOI Sec 10 item 5.4	Miles from Chapleau	WESTWARD	STATIONS	EASTWARD	Main Track(s)	Signal System	Siding Capacity in Feet Signalled Siding	Station Number	Haulage Factors — 20%	VIA 86V Psgr Sun Wed Fri
1415									↓	↓	0.0		CHAPLEAU	BW			Yard	4335		1230
	1.99		251				271		3.0	3.0			8.8						3.04	
1430											8.8		ESHER				7730	4337		1215
													9.5							
1440	1.82		252				272				18.3		MUSK				7674	4339		1202
													4.0							
1450											22.3		NICHOLSON					4340	2.04	1155
	2.40												5.4							
			253				273				27.7		WAYLAND				7627	4341		
													8.0							
1510	2.76										35.7		BOLKOW				8008	4343	2.15	1135
													8.5							
1525	2.15										44.2		DALTON				8900	4345		1120
			254				274						5.8							
		CP 4		CP 9	911	CP 14		CP			50.0		CARRY					4346	1.70	
													7.9							
1550	1.80							13			57.9		MISSANABIE		1	CTC	7432	4350		1100
			255	✱21#		✱21#	275						10.2							
1610											68.1		LOCHALSH				7690	4355	2.46	1040
													13.9							
1630			256				276				82.0		FRANZ				5185	4360	1.80	1020
													6.8							
											88.8		SWANSON				7688	4361		
													11.9							
1705	1.75		257				277				100.7		GIRDWOOD				5195	4364	1.74	0945
													9.3							
											110.0		AMYOT				7886	4366		
													10.2							
1730			258				278				120.2		O'BRIEN				7829	4368	2.20	0915
	Down-grade								127.0 ↑	127.0 ↑										
1745											129.9		WHITE RIVER	WY			Yard	4370	1.70	0900

WHITE RIVER SUBDIVISION FOOTNOTES

0.0 RADIO

0.1 Trackside Radio System 2 in effect.

0.2 Zone Code (Z) is 2.

0.3 Except when necessary to communicate with the RTC, all train and engine movements on the main track and yard at White River will use CP channel 5.

0.4

To Call:	Channel	Dial
Diesel Specialist	CP 14	✱21110#
S&C Support Desk	CP 14	✱21406#
Time Signal (Eastern)	CP 14 or 9	✱27979#

Disconnect call by dialing ✱2#

WHITE RIVER SUBDIVISION FOOTNOTES

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	** GOI SEC 8 ITEM 8.1	MILE	** GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Wayland		23.3		Immediate	Musk
Immediate	Carry		48.5		Immediate	Dalton
Immediate	Lochalsh		63.2		Immediate	Missanabie
Immediate	Swanson		84.9		Immediate	Franz
Immediate	Amyot		105.2		Immediate	Girdwood

2.0 EQUIPMENT RESTRICTIONS

2.1

Crane and Auxiliary	Location	MPH
414400-02	Bridges - Mile 2.87, 3.20 and 104.13	20
414502 and 414651	Bridges - Mile 2.87, 3.20 and 104.13	10
	Bridge Mile 57.10	20

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains †	Mile	All Trains †
30	0.0 to 0.6	30
40	0.6 to 1.9	40
45	1.9 to 5.2	45
50	5.2 to 7.6	50
60	7.6 to 13.2	60
50	13.2 to 19.8	50
40	19.8 to 20.7	40
45	20.7 to 25.9	45
50	25.9 to 31.0	50
40	31.0 to 32.3	40
45	32.3 to 36.0	45
40	36.0 to 53.8	40
45	53.8 to 56.8	45
40	56.8 to 57.8	40
45	57.8 to 60.4	45
50	60.4 to 65.9	50
45	65.9 to 66.3	45
50	66.3 to 71.1	50
40	71.1 to 74.2	40
45	74.2 to 78.5	45
40	78.5 to 81.0	40
35	81.0 to 81.6	35
40	81.6 to 83.0	40
45	83.0 to 90.1	45
50	90.1 to 92.5	50
45	92.5 to 93.0	45
50	93.0 to 96.3	50
45	96.3 to 99.0	45
35	99.0 to 99.6	35
40	99.6 to 100.0	40
50	100.0 to 104.1	50
45	104.1 to 104.7	45
40	104.7 to 106.5	40
50	106.5 to 110.5	50
40	110.5 to 112.0	40
45	112.0 to 115.5	45
50	115.5 to 115.9	50
55	115.9 to 118.8	55
50	118.8 to 120.9	50
40	120.9 to 123.4	40
50	123.4 to 127.5	50
40	127.5 to 129.2	40
30	129.2 to 129.9	30

† Maximum speed for:
Trains handling 6000 to 7500 tons..... 55 MPH
Trains handling over 7500 tons..... 50 MPH
Tonnage being handled to be taken as "Gross Weight including Locomotives" as shown on Train Consist.

4.2 Maximum speed 30 MPH on sidings.

4.3 Trains handling open top loads containing wood chips must not exceed 45 MPH.

5.0 CLEARANCES

5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies:
— at Chapleau. Clearance must be obtained from Nemegos or White River Subdivision RTC.
— at White River. Clearance must be obtained from Heron Bay or White River Subdivision RTC.

WHITE RIVER SUBDIVISION FOOTNOTES

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 CTC Rules apply between Chapleau and White River.

6.2 All sidings are signalled sidings and CTC Rules apply.

6.3 In the event a train is stopped by a STOP signal at a siding except Swanson (east end) and is unable to communicate with the RTC, a member of the crew must proceed to the local control panel and there be governed by instructions specified on page 29.

6.4 Local Control CTC. Return to train feature is effective on the main track between switches at all signalled sidings except Swanson (east end) and is effective in signalled sidings at the following locations only: Missanabie, Franz and Swanson (west end).

9.0 PUBLIC CROSSINGS AT GRADE

9.1 **Mile 1.15**
Whistle signal Rule 14(l) is prohibited at this crossing.

9.2 **Mile 1.62 – Lafreniere Road**
Circuit end sign located 550 feet west of crossing.

10.0 INTERLOCKINGS

10.1 **Mile 81.4 – Franz**
Remotely-controlled interlocked railway crossing at grade with WC Northern Subdivision, mile 194.9. Controlled by CPR White River Subdivision RTC.
Governing signals on WC: 55 and 56.
Governing Signals on CPR for:
— westward movements, 813;
— eastward movements, 816 and 816B.

Authority required for	Rule(s)
Train or Engine stopped by a governing signal indicating STOP on CPR track.	564 and the provisions of Rule 611
Train or Engine stopped by a governing signal indicating STOP on WC track.	610*
Track unit operating as a train or engine	GOI Section 1, item 1.4 or 1.5(e) as applicable
Track Unit	839 (Form V280)
Track Work	49 (TOP) issued by White River Subdivision RTC.**

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

** In the application of Rule 49, a separate TOP for the interlocking is required. The limits of such TOP must be between Signals 813 and 816, and will also provide authority between interlocking Signals 55 and 56.

11.0 GENERAL FOOTNOTES

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

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

11.2 White River Subdivision RTC is responsible for accepting requests for, and providing confirmation of GBO protection, when any portion of the restriction is located within Switching Zones at Chapleau and White River.

11.3 GOI Section 10, Item 5.4 applies between Chapleau and D L Zone Sign Mile 3.0, and between D L Zone Sign Mile 127.0 and White River. White River Subdivision RTC is responsible.

11.4 In the application of GOI Section 14, Item 2.0(c), grades greater than 1.5% between:
- Mile 59.80 and 59.93,
- Mile 85.74 and 85.82,
- Mile 94.76 and 94.87.

11.5 In the application of Rule 104(c), a train or engine may leave other than main track switches within Chapleau and White River yards, except crossover switches, lined and locked in either position.

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

Mile 12.2 – 15.2	1.20%	Westward
Mile 36.3 – 40.7	1.10%	Westward
Mile 74.0 – 70.4	1.10%	Eastward
Mile 74.2 – 76.1	1.00%	Westward
Mile 96.6 – 93.7	1.10%	Eastward

12.0 SPURS AND OTHER TRACKS

12.1 In the application of GENERAL RULE “E”, the following tracks are considered to be main shop tracks; 11, 12 and RUN THROUGH at White River; Pit 1, Pit 2, Shop Runaround, Turntable track, Ash Pit track, Tank track, Rip 1 track and Rip 2 track at Chapleau.

12.2 Overhead and side restricted clearance exists at:
— Chapleau Lumber Spur, mile 0.77
— Domtar Lumber Spur, mile 1.24.

12.3 **Diesel Units**
6 axle units are prohibited on the following tracks:
— Mile 0.77, Chapleau Lumber spur
— Mile 1.24, Domtar Lumber spur
— Rip 1 track at Chapleau.

12.4 Auxiliary cranes prohibited on Rip 1 track at Chapleau.

12.5 Turntable located on north side of yard at Chapleau.

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VIA 85V Psgr Tues Thurs Sat	Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	D L Zone GOI Sec 10 item 5.4	Miles from North Bay	WESTWARD	CARTIER SUBDIVISION (Subdivision No 6401) STATIONS	EASTWARD	Main Track(s)	Signal System	Siding Capacity in Feet Signalled siding	Station Number	Haulage Factors — 20%	VIA 86V Psgr Sun Wed Fri
									111.0 ↑	111.0 ↑	111.0			W						
0945	1.72	CP 7	431	CP 8 ∗41#	**911**	CP 20 ∗41#	441	CP 19			113.0		2.0 **CARTIER**	W	1	CTC	**Yard**	4300	2.82	1710

VIA 85V Psgr Tues Thurs Sat	Haulage Factors — 20%	Train Standby Channel	Point to Train Tower Code	RTC Call-in Channel and RTC Call-in Code	Emergency Call-in Code	Utility Channel and RTC Call-in Code	Utility Tower Code	Maintenance of Way Channel	Switching Zones	D L Zone GOI Sec 10 item 5.4	Miles from Cartier	WESTWARD	NEMEGOS SUBDIVISION (Subdivision No 6412) STATIONS	EASTWARD	Main Track(s)	Signal System	Siding Capacity in Feet Signalled siding	Station Number	Haulage Factors — 20%	VIA 86V Psgr Sun Wed Fri
1000									↓	↓	0.0		**CARTIER**	W			**Yard**	4300		1655
									3.0	3.0			7.9							
1015	1.98		131				171				7.9		**BENNY**					4302	1.75	1640
													3.6							
1022											11.5		**STRALAK**				7796	4303		1633
													8.5							
1035	2.73		132				172				20.0		**POGAMASING**				7440	4305	1.70	1615
1040	1.94										22.5		2.5 **SHEAHAN**					4306	1.82	1610
													8.8							
			133				173				31.3		**FORKS**				7340	4309		
1100											36.6		5.3 **METAGAMA**					4310	2.12	1545
			134				174				40.0		3.4 **SINKER**				5830	4311		
	1.70																		1.72	
			135	CP 8 ∗11#	**911**	CP 15 ∗11#	175	CP 11			51.0		11.0 **DREFAL**				7744	4313		
1130		CP 7									54.4		3.4 **BISCOTASING**					4315		1515
1140											60.6		6.2 **ROBERTS**		1	CTC	6840	4316	1.78	1507
1155	2.10		136				176				70.7		10.1 **RAMSEY**				5990	4318		1450
											83.7		13.0 **AUBREY**				9010	4321	2.83	
	2.46		137				177													
1215											86.1		2.4 **WOMAN RIVER**					4322		1435
1230											96.7		10.6 **SULTAN**				7790	4324		1420
			138				178													
1245	1.70										107.2		10.5 **KORMAK**					4326	1.70	1401
1250											110.1		2.9 **KINOGAMA**				5645	4327		1359
1305			139				179				121.4		11.3 **NEMEGOS**				8233	4330		1345
													8.7							
1315	2.20										130.1		**DEVON**				9100	4333	2.45	1330
1330			140				180		133.0 ↑	133.0 ↑	136.4		6.3 **CHAPLEAU**	BW			**Yard**	4335		1315

NEMEGOS SUBDIVISION FOOTNOTES

NOTE: Cartier Switching Zone extends between Mile 111.0 Cartier Subdivision and Mile 3.0.

0.0 RADIO

0.1 Trackside Radio System 2 in effect.

0.2 Zone Code (Z) is 1.

0.3

To Call:	Channel	Dial
Diesel Specialist	CP 15	∗11110#
S&C Support Desk	CP 15	∗11406#
Time Signal (Eastern)	CP 15 or 8	∗17979#

Disconnect call by dialing ∗1#

1.0 HOT BOX DETECTOR SYSTEM

1.1

WESTWARD			LOCATION	EASTWARD		
INSPECTION POINT	SET-OFF POINT	∗∗ GOI SEC 8 ITEM 8.1	MILE	∗∗ GOI SEC 8 ITEM 8.1	INSPECTION POINT	SET-OFF POINT
Immediate	Forks		24.2		Immediate	Pogamasing
Immediate	Drefal		46.2		Immediate	Sinker
Immediate	Ramsey		66.7		Immediate	Roberts
Immediate	Sultan		90.7		Immediate	Aubrey
Immediate	Nemegos		115.3		Immediate	Kinogama

2.0 EQUIPMENT RESTRICTIONS

2.1

Crane and Auxiliary	Location	MPH
414400-02	Bridge - Mile 113.45	20
414502 and 414651	Bridges - Mile 6.81, 21.44 and 113.45	10
	Bridges - Mile 17.40 and Mile 112.40 Cartier Subdivision	20

4.0 SPEEDS

4.1

Westward MPH		Eastward MPH
All Trains †	Mile	All Trains †
	CARTIER SUBDIVISION	
45	110.0 to 113.0	45
	NEMEGOS SUBDIVISION	
45	0.0 to 5.5	45
40	5.5 to 13.2	40
35	13.2 to 13.9	35
45	13.9 to 19.1	45
35	19.1 to 19.3	35
40	19.3 to 30.8	40
45	30.8 to 35.8	45
50	35.8 to 38.1	50
40	38.1 to 43.7	40
45	43.7 to 49.7	45
40	49.7 to 53.7	40
50	53.7 to 57.8	50
60	57.8 to 61.5	60
45	61.5 to 64.9	45
55	64.9 to 68.3	55
60	68.3 to 73.5	60
50	73.5 to 74.4	50
45	74.4 to 75.5	45
60	75.5 to 80.5	60
45	80.5 to 80.8	45
50	80.8 to 84.0	50
45	84.0 to 84.3	45
55	84.3 to 87.0	55
45	87.0 to 88.5	45
40	88.5 to 89.2	40
50	89.2 to 90.6	50
60	90.6 to 94.2	60
45	94.2 to 95.2	45
60	95.2 to 97.8	60
45	97.8 to 98.9	45
40	98.9 to 99.2	40
45	99.2 to 100.4	45
50	100.4 to 102.2	50
55	102.2 to 106.1	55
50	106.1 to 108.5	50
45	108.5 to 116.8	45
60	116.8 to 126.8	60
50	126.8 to 129.0	50
45	129.0 to 129.7	45
60	129.7 to 131.8	60
45	131.8 to 135.0	45
35	135.0 to 136.0	35
20	136.0 to 136.4	20

† Maximum speed for:

Trains handling 6000 to 7500 tons..... 55 MPH

Trains handling over 7500 tons..... 50 MPH

Tonnage being handled to be taken as “Gross Weight including Locomotives” as shown on Train Consist.

4.2 Maximum speed 30 MPH on sidings.

4.3 Trains handling open top loads containing wood chips must not exceed 45 MPH.

NEMEGOS SUBDIVISION FOOTNOTES

5.0 CLEARANCES

5.1 System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies:
— at Cartier. Clearance must be obtained from Cartier or Nemegos Subdivision RTC.
— at Chapleau. Clearance must be obtained from Nemegos or White River Subdivision RTC.

6.0 CENTRALIZED TRAFFIC CONTROL

6.1 CTC Rules apply between Switching Zone Sign Mile 111.0 Cartier Subdivision and Chapleau.

6.2 All sidings are signalled sidings and CTC Rules apply.

6.3 In the event a train is stopped by a STOP signal at a siding and is unable to communicate with the RTC, a member of the crew must proceed to the local control panel and there be governed by instructions specified on page 29.

6.4 Local Control CTC. Return to train feature is effective on the main track between switches at all signalled sidings and is effective in signalled sidings at the following locations only: Ramsey, Sultan, Kinogama (east end) and Devon (east end).

9.0 PUBLIC CROSSINGS AT GRADE

9.1 **Mile 70.41 – Ramsey Road**
Circuit end sign located 550 feet west of crossing. Movements on back track must stop at STOP signs before obstructing crossing. The provisions of Rule 103.1(c) apply on siding.

9.2 **Mile 95.91 – Sultan Road**
Eastward trains leaving Sultan siding must not exceed 25 MPH until crossing fully occupied.

9.3 **Mile 134.3 – Hwy. 101**
When movements are authorized to pass signal 1343 indicating STOP, a member of the crew must provide manual protection.

9.4 **Mile 112.54 Cartier Subdivision**
Movements on yard track must stop at STOP signs before obstructing crossing.

11.0 GENERAL FOOTNOTES

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

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

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

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

11.3 GOI Section 10, Item 5.4 applies:
— between D L Zone Signs Mile 111.0 Cartier Subdivision and Mile 3.0. Nemegos Subdivision RTC is responsible.
— between D L Zone Sign Mile 133.0 and Chapleau. White River Subdivision RTC is responsible.

11.4 When possible, locomotives are not to be parked near the bunkhouse at Cartier.

11.5 Dual Control Switch Point Derails on the passing track in Cartier yard are located:
— 300 yards west of main track switch mile 111.3 Cartier Subdivision.
— 100 yards east of main track switch mile 1.4 Nemegos Subdivision.
Dual Control Switch Point Derail on the passing track in Chapleau yard is located:
— 100 yards west of main track switch mile 134.4 Nemegos Subdivision.

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

11.7 In the application of GOI Section 14, item 2.0(c), grade greater than 1.5% between Mile 99.87 and 99.94.

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

Mile 4.6 – 6.9	1.10%	Westward
Mile 12.1 – 14.3	1.20%	Westward
Mile 98.5 – 100.8	1.20%	Westward

12.0 SPURS AND OTHER TRACKS

12.1 Lights located on the lead east end Cartier yard convey the following information.

RED – Train approaching yard. Movements being made on lead track will move clear of track in which train is to be yarded.

YELLOW – Departing train may proceed to leaving signal. (The dwarf signal giving access to the main track.)

12.2 Turntable located on north side of yard at Cartier.

CTC AUTOMATIC CLEARING AND LOCAL CONTROL INSTRUCTIONS

Under normal conditions, the RTC will operate switches and control signals as required, in a manner identical to any conventional CTC system.

Automatic Clearing of signals by trains becomes effective when the CTC controlled locations lose the data communication link with the RTC office computer. Under this condition, the signals governing movement at the respective controlled locations revert to automatic clearing which provides for self-clearing of signals by approaching trains on the main track only. This is done on a first come, first serve basis. In order for trains to meet, the switches and signals must be operated from the LOCAL CONTROL PANEL.

LOCAL CONTROL

NOTE: The following locations DO NOT have local control panels: MacKenzie West, Sprucewood East, Gravel East, Selim West, Steel East, Coldwell West, Heron Bay West, Struthers West, Bremner West and Swanson East.

Before taking any action to operate the Local Control Panel, always attempt to communicate with the RTC and request permission to use same. If communication with the RTC is not possible, automatic clearing feature may be in effect and it may therefore be possible to take local control without the RTC's permission. Local control may also be used for purposes other than automatic clearing of signals.

SWITCHING WITH LOCAL CONTROL

The RTC may transfer the control of switches and signals to a member of a train crew who may, by the proper use of the local Control Panel located at each CTC bungalow, line switches and clear signals at that location to permit the crew to make switching movements on signal indications. This will avoid having to request the RTC to clear signals and line switches for each movement.

RETURN TO TRAIN MOVES USING LOCAL CONTROL

It is also possible at most siding ends to allow a return to train move but only through the Local Control panel. In order for this feature to operate, Local Control must be used to clear all signals during this sequence of events. At all times keep the Local Control Panel in Local mode (do not push the Remote button).

Refer to subdivision Item 6 footnotes for location where this feature is applicable.

CTC LOCATIONS EQUIPPED WITH AUTOMATIC CLEARING AND LOCAL CONTROL

All CTC controlled locations between the west siding switch at Navilus on the Nipigon Sub and the east siding switch Larchwood on the Cartier Sub are equipped for automatic clearing and local control with the exception of the east and west controlled locations at Schreiber, White River, Chapleau and Cartier yards.

INSTRUCTIONS CONCERNING THE OPERATION OF LOCAL CONTROL

First: Communicate with the RTC to seek permission to use the Local Control Panel. Normally, the RTC must transmit a signal code request to your location to allow you to use local control. However, in the event that the signal system has reverted to automatic clearing and communication with the RTC is not possible, you may be able to take control if you are unable to communicate with the RTC.

Second: Push "Local Control" button to acquire transfer of control. The indication lamp should light up when transfer is complete. If the lamp fails to light, the lamp may be burned out. Proceed with the next step after ensuring that the RTC has had enough time to send the local control request command to your location.

Third: Push "Stop" button to cancel any signal indication that may have been coded in either by the RTC or by the automatic clearing feature. This is a critical step that must be adhered to, to enable the crew to subsequently line switches and clear signals. Stop button must be depressed even if the governing signal indication is verified to display Stop.

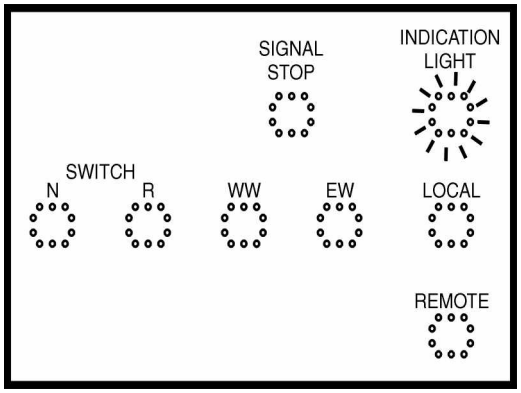
NOTE: Under certain circumstances it may be necessary to wait 5 minutes for the timing circuit to run down before applying the next step.

Fourth: Push "Normal" or "Reverse" switch button to line the switch for route to be used. It is not necessary to push the respective button if the switch is already lined for your desired route. If switch will not operate by power, refer to the NOTE in step three above.

Fifth: Press "EW" or "WW" signal button to clear block signals in direction movement is to be made. If signal does not clear, apply step 3 and wait 5 minutes.

Sixth: When movement is complete, press the Remote button to return control to the RTC. Check to see that indication light goes out after pushing the button. The local control panel MUST NOT be left unattended in the local control mode.

When it is necessary to change the position of a switch for the intended route, this must be done prior to selecting the signal button. If the signal button is pushed before the route is lined, it will be necessary to push the STOP button to cancel the signal and subsequently wait for a period of five minutes for the time lock to release.



LEGEND

Switch position N ..... Refers to normal switch position.

Switch position R ..... Refers to reversed switch position.

Signal WW ..... Refers to westward signal, main or siding depending on route selected.

Signal EW ..... Refers to eastward signal, main or siding depending on route selected.

Local ..... Signals and switches under control of the train crew.

Remote ..... Signals under control of RTC or automatic clearing, switches controlled by the RTC.

NOTE: All push buttons must be depressed for a minimum of **2 seconds** to ensure signal appliances have had sufficient time to react.

TRACKSIDE RADIO SYSTEM II SPECIAL INSTRUCTIONS

Northern Ontario Service Area

Point to Train System

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

Utility System

Type of call:	Switch to:	Dial:	Listen for: (tone)	Action:
Emergency Call-in to RTC	Utility Channel	911	"OK" + 8 seconds + "EMERGENCY"	Broadcast: "Emergency, Emergency, Emergency". ** Wait for RTC to respond.
Normal Call-in to RTC	Utility Channel	∗(Z)1#	"OK" + 8 seconds + "RINGBACK"	Wait for RTC to respond.
Local Repeater Operation	Utility Channel	∗(Z)XXX#	"OK"	Voice call person being called. Dial ∗(Z)# to disconnect.
Extended Repeater Operation to Utility	Utility Channel	∗(Z)NXXX# (Example 2)	"OK" + 8 seconds + "EXT RPTR CONNECT"	Voice call person being called. Dial ∗(Z)# to disconnect.
Extended Repeater Operation to Point to Train	Utility Channel	∗(Z)NXXX# (Example 3)	"OK" + 8 seconds + "EXT RPTR CONNECT"	Voice call person being called. Dial ∗(Z)# to disconnect.
Diesel Specialist Calgary	Utility Channel	∗(Z)1110#	"OK" + 8 seconds + "RINGBACK"	Wait for Specialist to answer. Dial ∗(Z)# to disconnect
S&C Support Desk Calgary	Utility Channel	∗(Z)1406#	"OK" + 8 seconds + "RINGBACK"	Wait for S&C Support to answer. Dial ∗(Z)# to disconnect.
Phone Patch (1)	Utility Channel	∗(Z)7941# or ∗(Z)7942#	"OK" + 10 seconds + "Dial"	Dial: 9-1-(area code)-phone number Dial ∗(Z)# to disconnect.
To access Time Signal in your area	Utility or RTC Call-in Channel	∗(Z)TTTT#	"OK" + 8 seconds + voice time signal	Dial ∗(Z)# to disconnect.

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

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

** You have 10 seconds to make this broadcast.

(1) Applies east of Thunder Bay.

TRACKSIDE RADIO SYSTEM II SPECIAL INSTRUCTIONS

Northern Ontario Service Area

Notes

Utility and RTC Call-in Channels and Codes are indicated in Subdivision station column or footnotes.
(Z) ..... denotes Zone Code indicated in Subdivision footnotes.
" XXX" ..... denotes Tower Code as indicated in Subdivision station columns (nearest tower or tower you wish to connect to).
"N"..... denotes Node Number 5 for all Subdivisions in Northern Ontario Service Area.
"TTTT"..... denotes Time Signal Device Code as follows:
9777 ..... Pacific Time Zone
9776 ..... Mountain Time Zone
9775 ..... Saskatchewan (Central Standard)
9778 ..... Central Time Zone
7979 ..... Eastern Time Zone

RTI Notes

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

System Radio Tones

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

Use of Extended Repeater Operation

EXAMPLE 1 - Point to Train to Utility

Train crew of a train at Franz, White River Sub (see page 21) wants to speak to the Track Maintenance Supervisor near Chapleau (Chapleau Tower)

1. Switch to: RTC Call-in Channel CP 9 and wait until channel is quiet.
2. Dial: ∗25271#
3. Wait for the "OK" tone, then after 8 seconds an "EXT RPTR CONNECT" tone.
4. Switch to Train Stand-by Channel CP 4 and voice call the Track Maintenance Supervisor.
5. When conversation is complete, switch to RTC Call-in Channel CP 9 and dial ∗2# to disconnect.

EXAMPLE 2 - Utility

The Track Maintenance Supervisor at Schreiber, Nipigon Sub (see page 14) wants to speak to the Assistant Track Maintenance Supervisor at Bowker (Dorion Tower).

1. Switch to Utility Channel CP 15 and wait until channel is quiet.
2. Dial: ∗55576#
3. Wait for the "OK" tone, then after 8 seconds an "EXT RPTR CONNECT" tone.
4. Voice call the Assistant Track Maintenance Supervisor.
5. When conversation is complete, dial ∗5# to disconnect.

EXAMPLE 3 - Utility to Point to Train

The Track Maintenance Supervisor at Bremner, Heron Bay Sub (see page 18) wants to speak to the crew on a train near Terrance Bay (Jackfish Tower)

1. Switch to Utility Channel CP 20 and wait until channel is quiet.
2. Dial ∗45453#
3. Wait for "OK" tone, and after 8 seconds, an "EXT RPTR CONNECT" tone.
4. Voice call the crew on the train.
5. When the conversation is complete, dial ∗3# to disconnect.

CLARIFICATION OF SUBDIVISION FOOTNOTES

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

Station columns indicate station names, distance between stations, location of interlockings, subdivision mileage, subdivision direction (northward, westward, etc.) and symbols, as per Rule 6, to indicate various characteristics at that particular station. For example, the symbol "Z" indicates that Yard 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 Yard Limits;
- siding capacity in feet and signalled siding. Where a number appears in this column, a track designated as a siding exists at this location. This is important for various reasons. One consideration is speed as per SSI to Rule 105. Speed on a track designated as a siding (unless otherwise indicated) is 15 MPH, as opposed to 10 MPH for yard tracks. If the number is underlined, the siding is a signalled siding and CTC Rules apply. (All sidings in the Northern Ontario Service Area are signalled sidings on the effective date for Time Table 10).
- D L Zone, Yard Limits, Switching Zones and DOB Limits columns are used to provide a visual aid to the extent of such limits. D L Zones are locations where GOI Section 10, item 5.4 applies.
- Radio information, including tower codes, call-in codes (emergency and non-emergency), the approximate range of each tower, and train standby, RTC call-in, Utility and Maintenance of Way channels, where applicable.

System Special Instruction to Rule 81 (Clearance required in yard limits, cautionary limits or switching zones) applies…
This footnote requires train and engine movements to be in possession of a CPR clearance before entering or moving within the specified limits. When so stated, no train or engine movements can be made on the main track without a clearance.

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.

Rule 93.1 and the provisions of Rule 40.2 apply within Yard Limits in Thunder Bay Terminal. This is to advise crews that in the application of reduced speed they may encounter hand operated main track switches lined and locked in the reverse position, and must operate at a speed that will permit stopping short of a switch not properly lined.
Rule 93.1 is **not** authority to **leave** hand operated main track switches in the reverse position. Such authority may only be provided by GBO, clearance or special instructions. At Thunder Bay, a footnote is provided to permit main track switches to be left reversed when permission is received from the Yard Operations Coordinator.

The provisions of Rule 40.2 apply to protect track work within yard limits. When these provisions are used, the foreman must advise the Yard Operations Coordinator, and remain at the switch for 5 minutes in a position to restore it on the approach of a train or engine.

The provisions of Rule 103.1(c) apply…
This footnote requires movements to approach public crossings at grade without exceeding 10 MPH from a distance of 300 feet from the crossing. Usually 103.1 (c) does not apply in a signalled siding since main track rules would apply. When this requirement is still required on a signalled siding, the footnote reads "The provisions of…"

In the application of Rule 102(a) and (c):…
This footnote applies when the distance between CPR track and that of the other railway is approximately 75 feet or less.
It does not preclude application of Rule 102 at other locations.
At the CPR mileage stated in the footnote, the crew of a train experiencing an emergency brake application must;

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

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

CLARIFICATION OF SUBDIVISION FOOTNOTES

Manual Interlocking for CP, Automatic interlocking for CN.
This indicates that trains operating on CP tracks are governed by CROR Rule 608. Therefore crews will be governed by the time table footnotes and other special instructions, when applicable, as opposed to a rule found in the CROR.

**** GOI Section 8 item 8.1 applies.**
In order to be affected by the application of this footnote, three conditions must apply.
Your train is handling at least one car of SPECIAL dangerous commodity.
Your train has just passed an HBD indicated in Time Table footnotes with double asterisks (**).
Your train does not receive a full and proper inspection by the HBD.
(i.e. all reports except clear and audible reports as indicated in third row:
"HBD reports a DEFECT")
See HBD inspection chart, GOI Section 5 pages 58-59 for inspection exceptions.

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

GOI Section 10, item 5.4 applies between…
This applies to trains, engines and dimensional track units handling dimensional traffic.
At such location, an employee as indicated in the subdivision footnote, is responsible for the protection of dimensional traffic. BEFORE occupying the main track within such limits, train/engine crews/ and foreman in charge of dimensional TU must first contact such employee, advise of the widest load and specific restrictions, if any, and finally get permission from him for their movement.

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.

In the application of GOI Section 14, item 1.1(k), the minimum number of hand brakes to be applied…
GOI Section 14, Item 1.1(k) permits a special instruction to reduce the minimum number of hand brakes which may be applied to secure equipment at certain locations. Such a special instruction does not relieve crews of the requirement to test hand brake effectiveness as per GOI Section 14, Item 1.2.
Remember: Apply the minimum number of hand brakes required by the hand brake chart or special instructions and test for effectiveness, applying additional hand brakes as may be required.

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

COMMITMENT TO SAFETY

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

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

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

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

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

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

Time/mile	MPH
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 Wayland and Bolkow on the White River Sub is 8 miles. At an average speed of 45 MPH it should take 10.6 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 min and 30 seconds to travel the one mile distance. Your average speed is 40 MPH.

NORTHERN ONTARIO SERVICE AREA

CANADIAN PACIFIC RAILWAY POLICE SERVICES

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 Northern Ontario, your EFAP Referral Agent is Ian Robb at:
☎ (807) 623-6619 or 1-800-735-0286
Fax: (807) 623-6488

INTERNET

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

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