

METHOD OF CONTROL		NUMBER OF TRACKS		BALA SUBDIVISION		MILE		SIDING CAPACITY IN FEET		DOB/TGBO LIMITS		SWITCHING ZONE(S)		DTMF RTC STANDBY CHANNELS		HOT BOX / DRAGGING EQUIPMENT DETECTORS					
USRC				TORONTO See Union Station Rail Corridor Special Instructions.		0.0				USRC LIMITS		USRC LIMITS		CH3							
				DON		2.0				2.1		2.1									
+		1		ROSEDALE		3.6		7050		↑ DOB/TGBO ↓		↑		CH4		*4.9					
				ORIOLE		11.3		3468						*5							
				OLD CUMMER		14.1								011							
				DONCASTER SOUTH		15.4								#							
				DONCASTER Y		16.1															
+		2		LANGSTAFF		18.3				↓ DOB/TGBO ↓		↓		CH4		*18.1					
				RICHMOND HILL		21.0								T2							
				ELGIN		22.2								22.2							
+		CTC		QUAKER		26.6		7150		↑ DOB/TGBO ↓				CH2		31.0					
				PINE ORCHARD		36.0		6360													
				ZEPHYR		44.6		6580													
				PEFFERLAW		55.0		6770													
				BRECHIN EAST		72.2		13000													
				SMAIL		85.4		6360													
				WASHAGO Y		88.9															
				SPARROW LAKE		93.4		6550													
				WOODWARD		107.0		6290													
				MEDORA		117.6		6700													
				DOCK SIDING		130.4		6600													
				FALDING		142.1		6120													
				SOUTH PARRY Y		147.1		6700													
				PARRY SOUND		150.0															
				NORTH PARRY		150.7		6270													
				WAUBAMIK		158.5		6430													
				ARDBEG		171.8		6260													
				BURTON		181.3		6560													
				DROCOURT		189.8		6180													
				+		+		MOWAT										198.5		7140	
KEY JCT.		213.9						6170													
BAYSWATER		221.4						6420													
BURWASH		235.4						6490													
WATERFALL		242.8						6680													
HOTRUM		251.8						6840													
SUDBURY Y		262.1						6730													
SUEZ		273.0						5960													
CAPREOL Y		276.1																			

SUBDIVISION CONTROL FEATURES

Union Station Rail Corridor controlled by USRC Train Movement Director.

CTC between Mile 2.1 and mile 275.5

Capreol YTC between mile 275.5 and Capreol

Mtce. Of Way Radio Channels

Mile - Mile - CH	Mile - Mile - CH	Mile - Mile - CH
0 - 22 82	109 - 136 82	188 - 223 81
22 - 65 83	136 - 166 81	223 - 250 82
65 - 109 81	166 - 188 82	250 - 276 81

BALA SUBDIVISION FOOTNOTES**1 CANADIAN RAIL OPERATING RULES****CTC SPECIAL FEATURES****1.1 CAPREOL YARD TRAFFIC CONTROL (YTC)**

Limits of Capreol YTC extend between mile 275.5 Bala Sub. and Capreol. All movements must not enter YTC limits unless permission is obtained from controller Capreol.

Rule 40.1 not applicable

Employees operating within Capreol YTC limits must have a copy of the current "Capreol Yard Traffic Control Operating Manual" accessible.

MAXIMUM SPEEDS

275.5 to 275.63 25 MPH

275.63 (Yonge St.)(CTC R-15614) 20 MPH

275.6 to 276.1 YTC Track R001 25 MPH

Northward trains arriving on other than track R001 are not to exceed 10 MPH until the entire movement has cleared switches RD1E, RD2E, RD3E, RD4E, RD5E, EL2W, EL3W.

SPECIAL APPLICATIONS

1.3 Rule 13—Engine bell must be rung continuously between mile 4.43(Pottery Rd.) and mile 7.70 (Private Hydro Crossing)

1.4 Rule 14(I)—Except to prevent an accident, the sounding of the engine whistle is prohibited between mile 4.43(Pottery Rd.) and mile 7.70 (Private Hydro Crossing)

1.5 Rule 14 (I) (iv) Applies:

Mile 0.0 to mile 3.6 (B.T.C. 24251)

Mile 4.43 (Pottery Rd.) }
Mile 4.91 (Beachwood Ave.) } (City Bylaw)

Mile 16.52 (Green Lane) }
Mile 18.15 (Langstaff Rd.) } (B.T.C. 121830)

Mile 20.18 (Hillsview Dr.) }
Mile 20.31 (Weldrick Rd.) }
Mile 21.11 (Centre St.) }
Mile 21.48 (Crosby Ave.) }
Mile 22.16 (Elgin Mills Rd.) } (R.T.C. R-41346)
Mile 23.61 (19th Ave.) }
Mile 25.49 (Leslie St.) }
Mile 26.0 (Gormley Rd.) }
Mile 27.3 (Bethesda Side Rd.) }

Mile 54.63 Old Homestead Rd.) (By-law 2000-0142)

Mile 55.56 (Pefferlaw Rd.) (By-law 2000-0142)

Mile 93.80 (Port Stanton Rd.) (By-law 2001-72)

Mile 275.63 (Young St.) (CTC R-24048)

1.6 Rule 102— Applicable at:

Bala Sub. mile: CP Belleville Sub mile:

1.9 to 2.6 208.7 to 209.4. CP CH4 (67-67)

CP Parry Sound Sub. Mile:

129.0 to 129.9 3.0 to 4.0 CP CH5 (81-81)

138.7 to 138.9 12.6 to 12.8 CP CH5 (81-81)

146.0 to 146.4 19.9 to 20.3 CP CH5 (81-81)

1.7 Rule 104.1—Spring switches: North Parry - North end.

Rule 104.1(b)—In the application of Rule 104.1(b), When a spring switch has been set in the reversed position by hand, the points of such switch must be spiked prior to movement commencing over such switch. Spike must remain in place until the switch is returned to normal position.

1.8 Rule 104.2— not applicable at Dual Control Switches:

Richmond Hill Crossovers No.1A and 1B mile 20.7.

1.9 Rule 107—not applicable at Langstaff GO Station and Richmond Hill GO Station.

1.10 DISPATCHED SIDING TERRITORY APPLICABLE

SPECIAL APPLICATIONS FOR DISPATCHED SIDING

- (i) Rule 40.1 - not applicable.
- (ii) Reduced Speed - in the application of reduced speed siding will be considered as clear of equipment unless otherwise informed by the RTC.
- (iii) Rule 104 (c) - Hand operated switches in siding considered lined for the normal route unless otherwise indicated by the RTC, GBO or Special Instructions.
- (iv) Rule 105(a) - not applicable.
- (v) Rule 105.1 - Before permitting a train or engine to enter a siding that is occupied by other equipment, the foreman must advise a member of the crew that equipment is in the siding.
- (vi) Rule 401 SI (ii) - Movements entering a siding must approach the signal to leave the siding preparing to stop until the signal can be observed displaying a more favourable indication than Stop.
- (vii) Rule 805 (a) - Foreman must obtain a TOP to OCCUPY Siding WORK in the siding.

2 GENERAL FOOTNOTES

- 2.1 *Hot Box and dragging equipment detectors located at mile *4.9 and mile *18.1, an abbreviated message will be transmitted when no alarms are detected e.g." 18.1 NO ALARMS"

2.2 Designated Tie-up Tracks Unattended Location

South Parry — SA54 Algo Yard — GD25 and

- 2.3 **Vandorf**—Wheel Impact Detector located at mile 55.56

- 2.4 **Pefferlaw**—When there is a meet at Pefferlaw, the foreman must inform trains in sufficient time and the following procedure must be followed so as not to block the crossing in the immediate vicinity.

When the meet takes place, speeds of both trains must be regulated so as not to block any of the public crossing grade in excess of the CROR Rule requirement.

Trains will adjust their speed so as not to arrive at the crossing too early in advance of the intended meet. Southbound trains are to wait North of Crossing mile 55.56 (Pefferlaw Crossing). Northbound trains are to wait South of Advance Signal or south of Crossing mile 52.77 (Smith Blvd.)

- 2.5 **Brechin East**— Southward trains taking siding must be governed by the following:

A white lunar light has been installed on a signal mast in the northwest quadrant of the County Road 47 crossing.

When this white lunar is extinguished, movements must be governed 600 ft. north of crossing circuit sign located approximately 275 feet north of crossing.

When lit, a southward train may proceed over the crossing approaching Signal 718D prepared to stop. Once the location of Signal 718D has been positively identified, the movement must be governed by the indication of this signal.

In the event the white lunar light becomes inoperative, permission to proceed over the crossing may be obtained from the foreman.

NOTE: This white lunar light is NOT considered an advance signal, but a tool to assist in ensuring that public crossings are not intentionally blocked waiting for a permissive indication displayed by Signal 718D.

- 2.6 ***Burton**—Due to restricted clearance, trains both over and under dimensional loads of DXR classification and are required to meet at this location, must not allow the dimensional loads to pass one another south of the DXR restriction before the signal located 2000 ft. north of the siding south of the crossing.

Note: Not applicable when both trains have in the siding DXR dimensionals consisting of only double stack cars.

1.10 DISPATCHED SIDING TERRITORY APPLICABLE.

SPECIAL APPLICATIONS FOR DISPATCHED SIDINGS

- (i) Rule 40.1 - not applicable.
- (ii) Reduced Speed - in the application of reduced speed, the siding will be considered as clear of equipment unless otherwise informed by the RTC.
- (iii) Rule 104 (c) - Hand operated switches in sidings are considered lined for the normal route unless otherwise indicated by the RTC, GBO or Special Instruction.
- (iv) Rule 105(a) - not applicable.
- (v) Rule 105.1 - Before permitting a train or engine to enter a siding that is occupied by other equipment, the RTC must advise a member of the crew that equipment is present.
- (vi) Rule 401 SI (ii) - Movements entering a non-signaled siding must approach the signal to leave the siding preparing to stop until the signal can be observed as displaying a more favourable indication than STOP.
- (vii) Rule 805 (a) - Foreman must obtain a TOP to OCCUPY or WORK in the siding.

2 GENERAL FOOTNOTES

- 2.1 *Hot Box and dragging equipment detectors located at mile *4.9 and mile *18.1, an abbreviated message will be transmitted when no alarms are detected e.g. "18.1 NO ALARMS"

- 2.2 **Designated Tie-up Tracks Unattended Locomotives**
 South Parry — SA54 Algo Yard — GD25 and GD45

- 2.3 **Vandorf**—Wheel Impact Detector located at mile 48.46

- 2.4 **Pefferlaw**—When there is a meet at Pefferlaw, the RTC will inform trains in sufficient time and the following procedures must be followed so as not to block the crossings in the immediate vicinity.

When the meet takes place, speeds of both trains must be regulated so as not to block any of the public crossings at grade in excess of the CROR Rule requirement.

Trains will adjust their speed so as not to arrive at Pefferlaw too early in advance of the intended meet. Southbound trains are to wait North of Crossing mile 55.56 (Pefferlaw Rd). Northbound trains are to wait South of Advance Signal 523, or south of Crossing mile 52.77 (Smith Blvd.)

- 2.5 **Brechin East**— Southward trains taking siding will be governed by the following:

A white lunar light has been installed on a signal mast at the northwest quadrant of the County Road 47 crossing.

When this white lunar is extinguished, movements must stop 600 ft. north of crossing circuit sign located approximately 275 feet north of crossing.

When lit, a southward train may proceed over the crossing, approaching Signal 718D prepared to stop. Once the indication of Signal 718D has been positively identified, the train will be governed by the indication of this signal.

In the event the white lunar light becomes inoperative, advice to proceed over the crossing may be obtained from the RTC.

NOTE: This white lunar light is NOT considered an advance signal, but a tool to assist in ensuring that public crossings are not intentionally blocked waiting for a permissive signal indication displayed by Signal 718D.

- 2.6 ***Burton**—Due to restricted clearance, trains both handling dimensional loads of DXR classification and are required to meet at this location, must not allow the dimensional loads to pass one another south of the DXR restriction begins/ends sign located 2000 ft. north of the siding south switch.

Note: Not applicable when both trains have in their consist DXR dimensionals consisting of only double stack containers.

- 2.7 **South Parry**—All northbound trains in excess of 7000 ft trading off at South Parry will trade off at the north end of South Parry.

Outbound crews will be transported to the trailer, obtain their TGBO, informing the taxi to wait, and then have the taxi transport them to the north end for the crew trade off.

Incoming crews will be transported directly to the Hotel and will tie up by fax at the hotel.

Trains or engines yarding at South Parry must report to RTC when clear of siding. In addition, unless otherwise instructed by the RTC, leads to the yard tracks must be left clear after yarding.

3 INTERLOCKINGS

- 3.1 **Mile 0.0 to Mile 2.1 Union Station Rail Corridor (U.S.R.C.)**

Locally controlled. See USRC Special Instructions

- 3.2 **Railway crossing at grade**

Mile 16.1 CN York Sub.

Remotely controlled by RTC (BTC114567).

Rule 564/610 applicable for trains

Rule 839 applicable for track units

MAXIMUMSPEED 30MPH

TIMING CIRCUIT:—Extends 210 ft. south and 210 ft. north of York Sub. Any movement within circuit limits with No. 11 dual control switch on hand throw must reset circuit. Entire movement must be clear of circuit limits before circuit can be reset. Reset button is located in box in southwest corner. Indication light will be extinguished when circuit is reset.

- 3.3 **Drawbridge**

Mile 89.9 Trent Canal Manual. (B.T.C. 71038).

MAXIMUM SPEED (When Drawbridge in Service)

Psg. 20MPH Frt 15MPH.

Drawbridge in service May 1st until Oct. 15th.

Note: Trains occupying the track between the advance signals and the interlocking signal for a period in excess of 5 mins must approach the interlocking signal prepared to stop.

Rule *609 applicable for trains.

Rule 564 not applicable.

Rule **837 applicable for track units.

*When a train or engine is stopped by an interlocking signal indicating stop, a member of the crew must communicate with the bridgetender to ensure bridge is lined for rail movements before proceeding. If no bridgetender on duty, movement may proceed after a crew member ensures the bridgespan is secured for rail movements. The train or engine so authorized must move at restricted speed to the next signal. When drawbridge not in service Signal 899 governing northward movements and Signal 900 governing southward movements remain in service as block signals.

A track unit operating in accordance with Section 2 of "Track Units" must stop at the governing signal regardless of signal indication displayed. Conductor must communicate with bridgetender to ensure that bridge is properly secured and if no conflicting movement is evident, may proceed. If no bridgetender on duty and no conflicting movement is evident, track unit may proceed after conductor ensures the bridgespan is lined for rail movements.

**In addition to the requirements of Rule 837, if there is no bridgetender on duty, the track unit may proceed after foreman ensures the bridgespan is lined for rail movements.

3.4 **Railway crossing at grade and CN/CP connecting track**

Railway Crossing at Grade

Mile 247.5 CP Rail Parry Sound Sub.
automatic (B.T.C. 92528).

Rule *611 applicable for trains.

Rule 564 not applicable.

Rule *840 applicable for track units.

MAXIMUMSPEED 25MPH.

Box marked switches located in south east quadrant.

*In the application of Rules 611 or 840 (for track units), where the lights of the conflicting route are not lit, prior to opening the knife switch, a crew member must contact the CP RTC to ascertain whether a conflicting movement is approaching. If the CP RTC cannot be contacted, or there is no conflicting train or engine movement evident, Rule 611 or 840 must be complied with except that the knife switch must remain open for 10 minutes before permitting the train or track unit to proceed.

CP RTC can be contacted as follows: Select CH CP 6 (21 81) press *31#, and after the answer back tone, select CH CP5 (81 81) and wait for the RTC's call back.

Phone No. 403-543-8360

CN/CP connecting track mile 247.56

Maximum speed 15 mph

Connecting track is located in the northeast quadrant and extends 500 feet from mile 247.56 Bala sub to mile 112.68 CP Parry Sound sub and is located wholly within interlocking limits. Switches are equipped with electric locks and the following instructions govern their use:

CP to CN - prior to entering interlocking limits, movement must be in possession of a written Rule 568 or Rule 566 authority from the CN RTC. Rule 570 applicable at switch mile 247.56 CN Bala sub.

CN to CP - prior to entering interlocking limits, movement must be in possession of an OCS clearance from the CP RTC. Rule 570 applicable at switch mile 112.68 CP Parry sound sub.

Rule 612 not applicable to movements operating via the CN/CP connecting track. In the application of Rule 611 paragraph a(v), "after the movement has occupied the CN/CP connecting track, the switch must be closed and the box locked.

3.5 **Railway crossing at grade**

Mile 256.8 CP Cartier Sub - Ottawa Valley RailLink .
automatic (B.T.C. 58612).

MAXIMUMSPEED ... Psgr 40 MPH Frt 30 MPH

Rule *611 applicable for trains.

Rule 564 not applicable.

Rule *840 applicable for track units.

Box marked switches located in northwest quadrant.

Note: In the application of Rule 40.3, permission from CP RTC will be a T.O.P.

Phone No. 403-543-8360

Interlocking limits must not be left occupied while switching.

TIMING CIRCUIT:—In the application of Rule 605, southward movements delayed more than 6 minutes between circuit sign mile 259.2 and Signal 2570 mile 256.9 must proceed prepared to find interlocking Signal 2570 displaying "STOP" indication.

4 EQUIPMENT RESTRICTIONS

4.1 Heaviest car permitted gross weight 286,000 lbs.

4.2 Unless authorized by Transportation Supvsr., locomotives in groups F, G, H are prohibited on industrial spurs or other tracks between Toronto and mile 150.0 Exceptions: Track AA40 mile 31.21

4.3 6 AXLE UNITS ON BACK TRACKS - 6 axle units are restricted to a Max. speed of 4 MPH on all back tracks. (Tracks directly adjacent to sidings).

5 SPEEDS**5.1 General**

- (a) 80T applies to Freight Trains exceeding 80 Tons per operative Brake. 100T applies to freight trains exceeding 8000ft. and 100 tons per operative brake. Tons per operative brake as indicated on the WOPRT (Train Journal), or gross tonnage divided by the number of cars.
- (b) Speeds approaching signals applicable unless or until it can be determined that such signal is displaying a more favorable indication than RESTRICTING or CLEAR TO STOP.
- (c) *Not marked with speed restriction signs.

			MPH			
Mile			Frt	80T	100T	Psgn
1.9 to 13.4	zone		40	40	40	50
1.9 to 2.0			25	25	25	30
2.0 to 4.5			35	35	35	35
4.5 to 6.9			35	35	35	40
6.9 to 10.0			35	35	35	35
13.4 to 16.0	zone		50	50	50	65
16.0 to 25.0	zone		50	50	50	60
16.1*	East Track over diamond		30	30	30	30
16.1* to 16.3	West Track		25	25	25	25
20.6*	Through Crossovers		15	15	15	15
25.0 to 29.8	zone		40	40	40	45
29.8 to 87.8	zone		60	60	60	70
36.0 to 41.1			40	40	40	45
43.0 to 43.4			55	55	55	60
45.9 to 46.1						60
66.1 to 66.3						65
67.9 to 68.1						65
80.7 to 82.4			55	55	55	60
87.8 to 100.4	zone		50	50	50	60
87.8 to 88.4			40	40	40	40
88.4 to 89.9			25	25	25	25
89.9	Drawbridge	In service	15	15	15	20
		Not in service	25	25	25	35
92.2 to 100.4			45	45	45	50
93.9	Southward approaching signal 940				40	
100.4 to 109.7	zone		55	55	55	65
104.0 to 104.3			50	50	50	55
105.8 to 106.0						55
109.7 to 121.2	zone		40	40	40	45
111.2 to 112.4			35	35	35	40
116.9 to 117.3			30	30	30	30
117.3 to 121.2			35	35	35	45
121.2 to 129.1	zone		35	35	35	40
121.0 to 123.1						35
129.1 to 142.3	zone		35	35	35	45
129.1 to 129.9						40
132.8 to 133.5						40
136.9 to 138.4						40
140.1 to 141.9						40
140.5	Northward approaching signal 1405				30	
142.3 to 160.3	zone		40	40	40	45
143.35*	Until crossing occupied					40
146.3 to 147.1						40
147.1 to 150.2			30	30	30	35
150.2 to 156.2			35	35	35	
156.2 to 157.6			30	30	30	35
160.3 to 163.6	zone		50	50	50	55

Mile	Frnt	80T	100T	Psgs
163.6 to 186.2 zone	45	45	45	50
163.6 to 165.6	40	40	40	45
173.7 to 181.3	35	35	35	40
181.3 to 184.0				45
186.2 to 192.9 zone	55	55	55	65
190.9 to 192.9	50	50	50	55
192.9 to 207.8 zone	40	40	40	45
193.3 to 205.6	35	35	35	40
207.8 to 223.5 zone	60	60	60	70
212.9 to 215.0	55	55	55	60
215.0 to 218.2	45	45	45	55
218.2 to 223.1	50	50	50	60
219.5 Northward approaching signal 2195			40	
223.1 to 223.5	45	45	45	55
223.5 to 241.4 zone	45	45	45	45
223.6 to 226.1*	40	40	40	
229.2 to 229.5	40	40	40	
231.9 to 232.2	40	40	40	
238.5 to 239.5*	40	40	40	
239.5 to 240.2	35	35	35	35
240.2 to 241.4	40	40	40	
241.4 to 247.5 zone	45	45	45	50
247.5* Over Diamond	25	25	25	25
247.5 to 259.1 zone	40	40	40	50
249.5 to 250.5*	35	35	35	40
253.6 to 254.6				40
254.6 to 256.8	35	35	35	40
256.8 Over Diamond	30	30	30	40
258.6 to 259.1				45
259.1 to 268.1 zone	55	55	55	65
259.1 to 261.1	45	45	45	45
265.5 to 267.3	40	40	40	40
267.3 to 268.1	45	45	45	50
268.1 to 275.5 zone	60	60	60	70
273.7 to 274.6	35	35	35	45
274.6 to 275.5	30	30	30	45

5.3 **CONDITIONAL SPEEDS**

Mile	MPH
3.6 Through siding Rosedale	10
11.3 Through siding Oriole	10
12.36 (Temp. Rd. Crossing.) Northward movements stopped at Oriole GO station until crossing occupied	25
16.52 (Green Lane) Northward trains on west track until crossing occupied	30
22.16 (Elgin Mills Rd.) Southward movements having stopped at signal 222 until crossing fully occupied	10
26.0 (Pedestrian crossing) Southward movements exiting siding until crossing fully occupied . .	35
27.3 (Bethesda Rd.) Southward movements having stopped at signal 276 (Quaker) until crossing occupied.	40
35.1 (Concession Rd.) Northward movements switching within circuit when again proceeding, until crossing occupied . . .	5
45.2 (Zepher Rd.) Northward movements having stopped at signal 451 or 451D until crossing fully occupied	15
55.0 Through siding Pepperlaw	10
55.5 (Pepperlaw Rd.) Must be manually protected for movements authorized to pass a stop indication on signal 555 or signal 555D.	

74.44	(Hwy. 12) Northward movements exiting siding until crossing fully occupied . .	25
93.80	(Pt. Stanton Rd.) Southward movements having stopped at signal 940 (Sparrow Lake) until crossing occupied	15
92.82	(Forest Glen Rd.) Northward movements having stopped at signal 925 (Sparrow Lake) until crossing fully occupied	20
117.6	Through siding Medora	10
130.4	Through siding Dock Siding	10
142.1	Through siding Falding	10
157.9	(North Kirkham Rd.) Northward movements having stopped at signal 1577 (Waubamik) until crossing fully occupied	20
198.5	Through siding Mowat	10
*216.6	Heavy Axle Load Trains on bridge . . .	10
262.1	Through siding Sudbury	10

*Until the last Heavy Axle Load car clears the bridge

6 PUBLIC CROSSINGS AT GRADE

6.1 Mile 22.16 (Elgin Mills Rd.) warning devices.

Automatic: On west track timing circuit extends 200 feet south of crossing identified by a crossing circuit sign. Northward movements stopping at signal 221W must stop south of crossing circuit sign.

6.2 Mile 35.1 (Concession Rd.) warning devices.

Automatic: Northward movements switching in the vicinity of this crossing must leave the circuit occupied within 300 feet of timing circuit sign located 200 feet south of crossing.

6.3 Mile 55.56 (Pefferlaw Rd.) warning devices.

Automatic: Southward movements stopping at signal 556 must stop clear of crossing circuit sign located 120 ft. north of crossing.

6.4 Mile 72.40 (County Rd. 47) warning devices.

Automatic: Rule 103.1(c) Not Applicable.

6.5 Mile 74.44 (Hwy.12) warning devices.

Automatic: Northward movements stopping at signal 741 (Breachin East) must stop clear of crossing circuit sign located 100 ft. south of signal.

6.6 Mile 88.84 (Quetton St.) warning devices.

Automatic: Northward movements stopping at signal 891 (Washago) must stop clear of crossing circuit sign located 120 ft. south of signal.

6.7 Mile 93.8 (Port Stanton Rd.) warning devices.

Siding circuits extend 700 feet north and south from Port Stanton Rd. Movements must stop clear of circuit signs to prevent excessive operation of crossing protection.

6.8 Mile 131.0 (Hwy. 612) Warning devices

Southward movements stopping at signal 1310 must stop clear of crossing circuit sign approx. 120 ft. north of crossing.

6.9 Mile 157.92 (North Kirkham Rd.) Warning devices

Southward movements stopping at signal 1578 must stop clear of crossing circuit sign approx. 160 ft. north of crossing.

6.10 Mile 172.19 (Hwy. 520.) warning devices.

Rule 103.1 (f) (Rusty Rail Conditions) applicable when operating on back track Ardbeg.

7 SPURS AND OTHER TRACKS

7.1 MILE 22.2 TO MILE 275.5

Rule 105(a) applicable on all Back tracks (Tracks directly adjacent to siding.) and industrial spurs leading off of Bala sub. between mile 22.2 and mile 275.5.

Vandorf Back track AA40

MAXIMUM SPEED 5MPH.

7.2 **DONCASTER COMMUTER TRACK**

Mile 15.4—Extends north to mile 15.9. Usable length of track is 2140 feet.

Rule 105(a) applicable.

MAXIMUM SPEED 15 MPH.

7.3 **SOUTHWY DONCASTER**

Mile 15.9—Extends northwest connecting to York Sub. south track mile 18.7. Usable length of track is 890 feet.

CTC controlled by RTC. **Rule 49 applicable on this track.**

MAXIMUM SPEED 15 MPH.

7.4 **EAST CONNECTING TRACK**

Mile 16.21 - Extends eastward off east track connecting to York Sub. at mile 18.27 with access at both ends via self restoring LCS switches which reverse simultaneously. Switch points face north.

Note: Such switches restore independantly when the trailing end of the movement clears the fouling point.

In addition to Rule 104.2(a) special instruction (2) currently found in the Divisional Data section, the following Special Instructions supersede those for EXITING and ENTERING the main track.

SOUTHWARD TRAINS ON BALA SUB EAST TO YORK SUB.

Southward movements on Bala Sub. must stop opposite or be within 100 ft. north of Sign indicating "LCS SWITCH STOP" located approx. 150 ft. north of Green Lane Rd. This will allow the crossing protection to "Time Out" while crew change takes place.

When OUTBOUND Train crew is ready to depart, verbal Rule 568 authority to enter York Sub. must be obtained from the RTC.

In addition, protection on the East track must be obtained from the RTC when train crews perform a roll-by inspection.

Crew member will then proceed to the LCS Push Button Box located approx. 50 ft. north of Green Lane Rd.

Open the door to the box and depress "REVERSE" push-button holding it in for 5 sec.

When light indicates that switches have reversed. (Approx. 20 sec.) close and lock door to box. Movement may now proceed southward and onto connecting track.

NOTE: If movement does not occupy Green Lane Rd. within 10 Min. after switches have been reversed, movement must not proceed over LCS switches until the lights, indicating switches are still reversed, are observed in the box located at the LCS switch at mile 16.21.

In all cases where the light in the push-button box is not lighted for the requested position within one minute Rule 568(b) must be complied with (written) and the switches placed in hand position in accordance with Rule 104.2(c)

Where the switches have been lined and if not required they must be restored to normal and Rule 568 cancelled.

In the event equipment is to be left in the connecting track, switches must be restored to normal and Rule 568 cancelled.

If operating through the block under a "STOP AND PROCEED" or a "RESTRICTING" signal indication or a Rule 564, employees must be governed by Rule 104.2(a) Special Instruction found in the Divisional Data.

TRACK UNITS OPERATING UNDER THE DIRECTION OF A CONDUCTOR OR ENGINEERING FOREMAN.

Track units under the direction of a Conductor or engineering Foreman will operate in accordance with the instructions contained in Special Instruction to Rule 104.2(a) found in the Divisional Data section except that through movements on the main track must not operate the push button to request normal if the lights in the box are lit to indicate normal as this will affect signals which may have been cleared on the other subdivision. An additional push-button box is located adjacent to the LCS switch on the Bala sub.

7.5 **COMMUTER**

Mile 20.6

Extends northward off east track from dual control swt at mile 20.6 to electrically locked hand operated swt at mile 21.5.

Rule 105(a) applicable.

PUBLIC CROSSINGS AT GRADE

Mile 21.11 (Centre St.) warning devices. Track Z517.

Automatic: Stop signs both side of crossing.

Mile 21.48 (Crosby Ave.) warning devices. Track Z517.

Automatic: Stop sign southeast of crossing.

7.6 **NEWMARKET SPUR**

Mile 88.6—Extends 5.6 miles South from Washago.

Rule 105(a) applicable

MAXIMUM SPEED

Tracks NP31 to NP36 10MPH

Track NP41 5MPH

PUBLIC CROSSINGS AT GRADE

Rule 103.1 (f) (Rusty Rail Conditions) applicable at all public crossings at grade equipped with automatic warning devices.

Mile 93.8 (Longford Mills Rd.) Movements operating on NP-31 must manually protect crossing.

7.7 **WASHAGO SERVICE TRACK**

Mile 89.0—Extends 3200 North to switch mile 89.7.

Rule 105(a) applicable

7.8 **DETOUR CONNECTING TRACKS WITH CP RAIL**

Mile 146.09—(Swt. points face North)

Mile 146.12—(Swt. points face South)

CN to CP - A CP OCS clearance from the CP RTC must be obtained prior to opening the switch on the Bala Sub. Employees operating over this track must be in possession of the applicable portion of the CP PARRY SOUND SUB. Time Table.

CP to CN - After obtaining a Rule 568 authority to enter the Bala Sub, and BEFORE reversing the CP switch at Reynolds, **THE ELECTRIC LOCK ON THE CN SWITCH MUST BE OPENED AND RELEASED FIRST.**

If the CP switch is opened first, this will cause a track circuit to drop which will not allow the electric lock on the Bala Sub. to release.

7.9 **SOUTH PARRY YARD**

Mile 147.1

Rule 105(a) applicable

MAXIMUM SPEEDS

Tracks SA32 to SA35 10MPH

Tracks SA46 and SA47 10MPH

All other tracks 5MPH

7.10 **SB - 58 (Cranberry)**

Mile 205.1—Track is reserved for use by engineering department crew crane (MPVP) and must not be used for other purposes.

7.11 **ORICA CAN**

Mile 255.6— Tracks GA29 and GA30 Max speed.....5 MPH

7.12 SUDBURY

Mile 262.3—Extends 6.7 miles westward, swt points face north.

Rule 105(a) applicable between mile 0.0 and mile 4.7

Rule 40.1 not applicable between mile 4.7 and mile 6.7

All train and engine movements must stop at stop sign located at mile 4.7 for Westward movements, and mile 6.7 for eastward movements, and must obtain verbal permission from the Yard Coordinator to occupy track between mile 4.7 and mile 6.7.

Train and engine movements must report to the Yard Coordinator immediately when permission is no longer required, and the train or engine is clear of such limits.

Engineering employees requiring protection for track units, or track work between mile 4.7 and mile 6.7 must be in possession of a "Maintenance Protect Authority" issued by the Yard Coordinator. Such Authority must be cancelled immediately when protection is no longer required.

Rule 104(c)— The following yard switches may be left lined and locked in either position:

GA42 (East/West leg Wye) mile 0.0

Switch to Algo Yard mile 4.1

All yard switches at Algo Yard.

Switch to CP Nickle Spur mile 6.7

Rule 14(l) Special Instruction (1) Applies:

—in the city of Sudbury mile 0.8 to mile 6.6. (B.T.C. 67145).

GENERAL FOOTNOTES

Movements west of CN Junction to CP Nickel Sub. are governed by CP Rail time table.

CP Rail Sudbury have a radio base station equipped with CN channels 1, channel 8 and CP standby Ch 7 (AAR 95 95). To obtain permission to operate on CP Nickel Sub, a crew member must use AAR 95 95 (CP Ch 7) on locomotive engine radio and voice call the CP Rail Terminal Supervisor. An alternate method to be used in an emergency situation is to depress tone 2 switch for 3 to 5 seconds on channel 8 then voice call the CP Rail Terminal supervisor.

CN operating rights end at west swt of interchange yard Clarabelle. Permission must be obtained from INCO RTC prior to movement beyond this point. INCO RTC's telephone is located on post adjacent to west swt of interchange yard or may be contacted on CP CH99 (AAR 8383) dial code *443. This channel is only to be used to contact Inco RTC and when working on Inco Frood Main Line.

EQUIPMENT RESTRICTIONS

Heaviest car permitted gross weight 263,000 lbs.
locomotives in groups E-F-G-H prohibited on tracks GC17 and 28.

SPEEDS

Mile		MPH
0.0 to 0.1 (south leg of Wye)		5
0.6	Turnout	10
4.1	Algo swt	10
4.8	(Notre Dame Ave.) Approaching and when within 500 of crossing until crossing occupied.	10
5.8	(Bloor and Landsdowne) Eastward movements approaching and when within 500 feet of crossing until crossing occupied. . .	10

PUBLIC CROSSINGS AT GRADE

If westward movements stall, circuits for protected crossings at grade must be cleared before movement is again started.

Mile 0.43 (La Salle Blvd.) Movements must not exceed 10 MPH until crossing occupied. (C.T.C. 26711, 2197).

7.13 CANFORWELWOOD

Mile 263.6— Tracks GA73 to GA78 Max speed.....5 MPH

7.14 SUEZ SC 46

Mile 272.6—Extends northward, swt points face south.

MAXIMUMSPEED 5MPH.

7.15 CAPREOL YARD

Mile 276.1

RULE 112 - Handbrakes need not be applied on equipment left on tracks R001 to R005 and tracks M001 to M005 inclusive unless extenuating circumstances require same.

AIR BRAKES GENERAL

Crews may be directed by the Yard Coordinator or other proper authority to leave equipment with the angle cock closed on the following yard tracks:

R001 to R005 incl. and
M001 to M005 incl.

Such equipment must first have the air brakes applied in either full service or emergency.

8 **RESTRICTED CLEARANCES NOT MARKED OR INDICATED BY RESTRICTED CLEARANCE SIGNS.**

	Location	Obstruction	Side of Track or Overhead
8.1	Mile 4.7	Bridges	Both
8.2	Maley Drive Track GA74	Canwell Building and ramp	East
8.3	Clarabelle / Copper Cliff	Employees must familiarize themselves with the location of all restricted overhead and/or side clearances along the tracks of the International Nickel Company and are hereby warned that where such restricted clearances exist they must not ride on the side of a car or engine.	

9 **SPECIAL DANGEROUS COMMODITIES**

9.1 **All movements must be inspected prior to entering Bala Sub. at Sudbury.**

9.2 **NORTHWARD MOVEMENTS:**

Must be inspected at mile 4.9 and mile 245.4

Do not exceed 35 MPH between mile 0.0 and 23.0 and between mile 261.0 and mile 274.0.

Northward movements from Halton Sub., unless inspected between mile 7.3 Halton Sub. and mile 22.4 York Sub., do not exceed 15 MPH between mile 22.4 York Sub. and mile 23.0 Bala Sub. (**Not applicable to** movements originating at Brampton Intermodal Terminal).

Northward movements unless inspected between mile 254.0 and mile 265.0. do not exceed 15 MPH between mile 265.0 and mile 274.0.

9.3 **SOUTHWARD MOVEMENTS:**

Must be inspected at mile 31.0 and mile 4.9;

Do not exceed 35 MPH between mile 274.0 and mile 261.0 and between mile 23.0 and mile 0.0.

Unless inspected between mile 20.0 Bala Sub. and mile 23.0 York Sub., do not exceed 15 MPH between mile 23.0 York Sub. and mile 25.0 York Sub.