

METHOD OF CONTROL	NUMBER OF TRACKS	KINGSTON SUBDIVISION	MILE	DOB/TGBO LIMITS	SWITCHING ZONE(S)	DTMF RTC STANDBY CHANNELS	HOT BOX / DRAGGING EQUIPMENT DETECTORS
		<div> <div>W</div> <div>↓</div> <div>(cont. next page)</div> <div>E</div> <div>↑</div> </div>					
CTC	2	BROCKVILLE Jct. With CP Rail	125.6	125.6	125.6	CH 3	138.2
		PERTH	125.8			*5	
	3	LYN	127.4		129.0	001#	
		MALLORYTOWN	138.4				
	2	LEEDS	152.3			CH3	151.1
		GANANOQUE	153.9			T1	163.3
		KINGS	162.0				
	3	QUEENS Y	174.9			CH2	179.6
		KINGSTON	176.1			*5	
		ERNESTOWN	187.7			003#	
		BATH Y	190.8				
	2	NAPANEE	198.9		198.9		194.1
		NAPANEE WEST	199.7			CH2	209.0
		MOHAWK	202.0			T1	
		MARYSVILLE	209.1				
		QUINTE	218.9				
	4	WILSON	219.2				224.5
		BELLEVILLE EAST Y	219.5				
		CENTER	220.4			CH3	
		BELLEVILLE	220.7			*5	
	3	MOIRA	220.9			007#	224.5
	2	TRENTON	231.7				237.0
		TRENTON JCT.	232.8		233.0		250.6
	3	BRIGHTON	240.8			CH3	262.9
		GRAFTON	256.1		262.0	T2	
		COBOURG	264.0				
	2	COPORT	267.5				278.5
		PORT HOPE	270.7				
		NEWTONVILLE	278.3	284.0			
		CLARKE	287.0				
	4	CLARKE WEST	288.8				290.5
		OSHAWA EAST	299.6				305.0
		OSHAWA Y	302.2			CH2	
		OSHAWA WEST	303.3			*5	
		WHITBY	304.9			009#	
	2	PICKERING JCT. Y Jct. With York Sub.	311.4				*320.4
		PICKERING SOUTH	312.9				
		LIVERPOOL	313.0			CH2	
		DURHAM JCT. Jct. With GO Sub.	313.9			T2	
		ROUGE HILL	317.3				
		GUILDWOOD	321.2				
	3	EGLINTON	323.2				
		SCARBOROUGH Jct. With Uxbridge Sub.	325.2				
	2	DANFORTH	328.6				*330.3
		CHERRY STREET	332.6				
USRC		TORONTO	333.8				
		See Union Station Rail Corridor Special Instructions.				CH3	

SUBDIVISION CONTROL FEATURES

CTC between Cherry St. and Brockville controlled by RTC Toronto
Union Station Rail Corridor Special Instructions applicable between Cherry St.
and Toronto.

Mtce. Of Way Channels

Mile 125.6 - 139 (CH 81)

Mile 162 - 188 (CH 81)

Mile 210 - 233 (CH 81)



Mile 264 - 300 (CH 81)

Mile 139 - 162 (CH 82)

Mile 188 - 210 (CH 82)

Mile 233 - 264 (CH 82)

Mile 300 - 332.6 (CH 82)

METHOD OF CONTROL	NUMBER OF TRACKS	KINGSTON SUBDIVISION	MILE	TGBO LIMITS	SWITCHING ZONE(S)	DTMF RTC STANDBY CHANNELS	HOT BOX / DRAGGING EQUIPMENT DETECTORS
		<div><div>W</div><div>Champlain Portion</div><div>E</div></div>					
		DORVAL EST.	10.3	10.3			
	2	DORVAL	10.8	↑			17.5
		CARON	19.7			CH2	
	4	LES CEDRES	27.5		36.5	*5	*29.2
	2	COTEAU	37.8		↑	025#	
	3	COTEAU JCT. Jct. With Vallevfield Sub. Jct. With Alexandria Sib.	38.0		↓	CH2	
		COTEAU OUEST	39.8	↓	39.8	T2	43.5
		GARRY	52.4	52.4			54.0
	2	REGIS	65.4	↑	64.0		
		CORNWALL 	68.0		↑	CH3	
		WESCO	69.4		↓	*5	
		BERGIN	74.0		74.0	001#	80.8
	3	CRYSLER	83.4				
		MORRISBURG	92.2				95.5
		GALOP	102.9				110.6
	2	PRESCOTT 	113.8		111.0		
		BROCKEM	118.4		↑	CH3	
		MAITLAND	122.7		↓	T1	124.1
		BROCKVILLE	125.6	125.6	125.6		
		See Great Lakes Portion on previous page for remainder of Subdivision.					
SUBDIVISION CONTROL FEATURES							
CTC between mile 10.3 and mile 52.4 controlled by RTC Montreal							
CTC between mile 52.4 and mile 125.6 controlled by RTC Toronto							
Mtce. Of Way Channels							
Mile 10.3 - 39.8 (CH 85)				Mile 39.8 - 52.4 (CH 82)			
Mile 52.4 - 74.0 (CH 81)				Mile 74.0 - 118.4 (CH 82)			
Mile 118.4 - 125.6 (CH 81)							

1. CANADIAN RAIL OPERATING RULES

CTC SPECIAL FEATURES

1.1 Usable capacity of Main tracks in feet at following locations:

Les Cedres	No. 1 track—7480 feet
	No. 4 track—7480 feet
Coteau Jct.	No. 1 track—7760 feet
Crysler	No. 1 track—7430 feet
Perth to Lyn	No. 3 track—7355 feet
Queens	No. 1 track—7830 feet
Belleville East	No. 1 track—8945 feet
	No. 4 track—6650 feet
Brighton	No. 3 track—7440 feet
Clarke	No. 1 and No. 4 tracks—7150 feet

1.2 Switching Signals—Be governed by Rule 573(c)(ii).

Coteau—	Signals 471 and 472. Signals 381 and 382T4.
Quinte—	Signals 2189N and 2190T1.
Wilson—	Signals 2191T1 and 2192D4.
Moir—	Signals 2209D and 2210N.
Oshawa—	Signals 3017D and 3018.
Oshawa West—	Signals 3034D and 3033.

- 1.3 **Garry—Rule 564**—Authority to pass eastward signals 524N and 524S will be issued by RTC Montreal after obtaining permission from RTC Toronto.
- Rule 564—Authority to pass westward signals 523N and 523S will be issued by RTC Toronto.
- Rule 566/TOP—Authority between signals 523N, 523S, and signals 524N and 524S will be issued by RTC Toronto.

- 1.4 **Cherry Street**—Movements stopped at Eastward signals 159, 166, 170N and 174S must obtain Rule 609 authority from TMD Cherry Street and in addition, movements to Kingston Sub must obtain Rule 564 authority from the CN RTC Toronto.
- Rule 566/TOP**—Authority on north and south tracks between eastward signals 3288N and 3288S Danforth and westward signals 171 and 175 Cherry St. will be issued by RTC Toronto.

SPECIAL APPLICATIONS

- 1.5 **Rule 14(I)**—not applicable between 2000 and 0600, at the following locations:

Mile 170.0 eastward movements,
Mile 174.0 eastward movements, and
Mile 178.8 eastward and westward movements.

Rule 14(I)(iv) applicable at:

- Mile 17.52 Woodland Ave.
- Mile 19.21 Morgan Rd. & Pedestrian Crossing
- Mile 22.07 Perrot Blvd.
- Mile 23.57 3rd. Ave.
- Mile 34.72 201 Rd..
- Mile 37.54 Rue Vernier
- Mile 124.09 Oxford Ave.
- Mile 124.88 Bartholomew St.
- Mile 125.06 Ormond St.
- Mile 125.15 Park St.
- Mile 125.65 Perth St.
- Mile 221.14 Moira St. East (R.T.C. R-19418).
- Mile 221.34 Geddes St. (R.T.C. R-19418).
- Mile 242.07 Ontario St. (By-law 163-2003).
- Mile 262.91 Brook Rd. North
- Mile 263.45 D'Arcy St.
- Mile 264.51 Ontario St.
- Mile 265.05 Burnham St.
- Mile 299.58 Wilson Ave. (By-law 78-99)
- between mile 315.9 and mile 325.7 incl. (B.T.C. 113622, R-1496 and R-37318).
- between mile 327.9 and mile 333.8 incl. (B.T.C. 24251).

By-law 22-99

By-law 60-2002

- 1.6 **Rule 14(I) — Belleville East:** Through trains must comply with Rule 14(I) for boardwalk at Belleville East to warn employees who may be performing pull by inspection. Whistle posts for westward movements are located at mile 219.2 and for eastward movements are located on the south side only at mile 220.4. Freight trains stopping for crew change off need not comply with Rule 14(I) at Belleville East.

- 1.7 **Rule 102**— Applicable at:

Kingston Sub. mile:	CP Vaudreuil Sub mile:
Mile 10.3 to 24.5	4.8 to 18.9 CP CH 7 (95-95)
Kingston Sub. mile:	CP Belleville Sub mile:
Mile 238.0 to 241.5	109.6 to 112.2 CP CH 7 (95-95)
Mile 252.0 to 256.1	122.7 to 126.8 CP CH 7 (95-95)
Mile 263.5 to 263.7	134.4 to 134.6 CP CH 7 (95-95)

- 1.8 **Rule 104.2** —Not applicable at:
Dual Control switch No. 3 mile 82.6 Crysler.
- 1.9 **Rule 104.5 (c)** —EXCEPTION Derails located at:
Track No. 4 Les Cedres mile 27.5 located 100 ft. west of signal 266T4.
Track No. 1 Les Cedres mile 27.5 located 100 ft. west of signal 266T1.
The operation of these derails is governed by Rule 104.5(c).
- 1.10 **Rule 107**—does not apply at Kingston, Rouge Hill, Guildwood, Eglinton, Scarborough and Danforth. At Dorval and Brockville Rule 107 does not apply on the south track.
In addition to the requirements of Rule 107, where a CN main track is located between a train carrying passengers and the station or platform, a member of the crew of such train will be required to communicate with the RTC and receive confirmation that protection has been provided against other trains and engines before allowing passengers to entrain or detrain at that location. Such confirmation of protection should be secured from the RTC prior to arriving at the station. The RTC must be promptly advised when the protection is no longer required. This does not relieve crews of other trains or engines of the requirements of Rule 107.
- 1.11 **Rule 112**
Double the handbrake requirement per car category as outlined in Rule 112(ii) at:
No. 1 and No 4 tracks at Les Cedres and all tracks between Perth and Lynn -
Rule 112 (v)—not applicable between mile 19.6 and mile 20.6 while setting off or lifting from track Q12. Handbrakes must be applied.
- 1.12 **Rule 113**—The following special instruction to Rule 113 is applicable on CN storage or classification tracks listed below.
In addition to the requirements of Rule 112, cars being left must all be coupled together and are to be placed tight against stop blocks when track so equipped.
When any additional cars are to be left on the same tracks, a stop must be made not less than 6 feet nor more than 12 feet from the point which the coupling is to be made. Coupling is to be stretched as per Rule 113, with the slack then gently pushed back tight against the stop block.
The above instructions also apply to tracks equipped with half moons, except the cars are to be left not less than 6 nor more than 12 feet from the half moons.
Wesco spur mile 69.4 tracks CB16 to CB20 incl., and CC45.
Brockville mile 125.6 Tracks KF30, and KF57.
Mallorytown mile 138.4 Track KF85.
Gananoque mile 153.9 Tracks KG19 and KG21.
Queens mile 174.9 Track KL02.
Cataraqui Spur mile 178.0 Tracks KM02 and KM03.
Napanee mile 199.7 Track KN55.
Trenton Jct. 232.8 Track KP50.
Port Hope mile 270.7 Track KT33.
Oshawa west mile 303.3 Track AOO9.
Pickering mile 311.5 Track W303.

2 GENERAL FOOTNOTES

GENERAL OPERATING INSTRUCTIONS

Section 5 Equipment Inspection

- 2.1 At Hot Box and dragging equipment detectors located at mile *320.4 and mile *330.3., an abbreviated message will be transmitted when no alarms are detected e.g. "320.4 NO ALARMS"

In addition to the main track, Hot Box Detector with Hot wheel detector located on South Service track (Y200) at mile *330.3.
Wheel Impact Load Detector (WILD) located at mile *29.2.

- 2.2 **Designated Tie-up Tracks Unattended Locomotives**
Coteau - Q44
Regis - CA17
Brockville - KF68
Belleville - BY45, and east end of BY56
Oshawa - A 024 and A 025, Cherry Street (Don Yard)
P430L

2.3 **Slump/washout detector (WOD) Mile 34.6**

When a WOD activation occurs, it is immediately displayed on the RTC panel as an alarm and as a track occupancy on both tracks between Coteau and Les Cèdres. This is an indication that something has caused the ground conditions to change and must be treated as a possible grade slump or washout.

In the field, the WOD activation will cause signals governing movements into the block to display their most restrictive indication and will cause an automatic radio talker emergency message to be generated on channel 1. When an emergency message has been received, movements must stop and contact the RTC for instructions.

The emergency message generated by talker will be as follows:

"EMERGENCY, EMERGENCY, EMERGENCY; UNSAFE TRACK CONDITION DETECTED AT MILE 34.6 KINGSTON SUB.

EMERGENCY, EMERGENCY, EMERGENCY; UNSAFE TRACK CONDITION DETECTED AT MILE 34.6 KINGSTON SUB."

Upon becoming aware of the WOD activation, the RTC must protect all affected movements and advise the Manager Corridor Operation. Afterwards, the MCO must contact the Track forces and also the S&C maintainer, to initiate a complete track patrol.

- 2.4 **Brockville**—Emergency watering facilities located south of south track opposite station.

Eastward trains lifting or setting off in Brockville Yard must pull far enough eastward to clear Perth St. and allow crossing protection to stop and traffic to clear before accepting signal 1257S to move Westward into Yard.

- 2.5 **Perth**—Jct. with CP Rail Brockville Sub. Movements to CP Brockville Sub. governed by CP Rail time table and must be in possession of CP OCS clearance for CP Brockville Sub. prior to operating beyond mile 27.5 on that subdivision. Contact with CP Rail RTC may be made through CN Radio Channel 3, key *3035#.

- 2.6 **Belleville East**—Eastward movements must not occupy crosswalk unless signal at Quinte indicates proceed, or permission obtained from RTC.

Westward movements stopping at Belleville East, must not block public crossing at grade mile 218.18 (Elmwood Dr.).

- 2.7 **Moira**—Dual control switch point derail located on yard lead track just west of signal 2209D. Rule 104.2 applies. Movements authorized by Rule 564 authority to pass stop signals at Moira and routed via tracks other than the yard lead track, must visually ascertain that the derail is in the derailing position before passing the stop signal unless this advice received from the RTC.

- 2.8 **Signals 2234N and 2234S**—Eastward movements receiving indication "Clear to stop" or "Stop and Proceed" on signal 2234N or 2234S, must be prepared to stop 100 feet west of Geddes St. mile 221.3, unless signal 2210N or 2210S indicates other than stop. When a stop is made, contact RTC, and a member of the crew must immediately press button marked STOP OR RAISE, which will raise gates at both Geddes and East Moira Sts. Before commencing movement eastward, a member of the crew must push button marked START OR LOWER to activate protection.

- 2.9 **Cobourg**—Track KS60 must not be left blocked with cars.

2.10 Storage Tracks

No. 1 at Crysler, No. 3 at Brighton, and No. 1 and No. 4 tracks between Clarke and Clarke West.

Rule 103(d) applies on storage tracks and is further restricted by Transport Canada on all tracks where an unprotected crossing exists. Where maximum speed on a portion of a main track is 100 MPH, cars stored on an adjacent track must be placed to permit a clear view of an oncoming train of 1500 feet. Locations marked with signs and track markings.

Movements operating on, entering or exiting storage tracks must be authorized by Rule 564 and Rule 566. Dual control switches **MUST** be placed in hand position and in the application of Rule 104.2(c) last paragraph, the selector lever must not be restored to the power position until the movement has cleared the controlled location. Derails installed at both ends of storage tracks. Rule 104.5 is applicable.

NOTE: To eliminate copying multiple Rule 564's, Rule 566.1 with switch in hand throw can be utilized when multiple moves are to be made in and out of these tracks.

MAXIMUM SPEED ON STORAGE TRACKS IS 15 MPH.

3 INTERLOCKINGS**3.1 Union Station Rail Corridor Mile 332.4 to mile 333.8.**

Locally Controlled by USRC Train Movement Directors. See USRC Special Instructions in Divisional Data.

4 EQUIPMENT RESTRICTIONS

4.1 Heaviest car permitted gross weight 286,000 lbs.

4.2 Units in the indicated locomotive groups are prohibited on following tracks.

Mile	Track	Locomotive Groups
70.9	KD05	E, H
112.0	KD81	E, G, H
119.3	KE54	E, F, G, H
186.6	KN10	E, H
256.3	KR22	E
286.4	KU12	E, F, G, H

Units in locomotive groups F, G, H are not to be operated on industrial spurs and other tracks within the territory between Toronto and Clarke without special authority.

4.3 North River bridge mile 55.1 North track only:

200-250 Ton Auxiliary cranes, and loaded hopper cars in series 341000 - 344000: Maximum speed 20 MPH

5 SPEEDS**5.1 General**

(a) * Indicates not marked by speed restricting signs.

(b) Speeds shown 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) HAL indicates "Heavy Axle Load Train". A train or engine movement which consists of 50% or more of its cars designated as Heavy Axle Load. Speed restriction applies until the last heavy axle load car clears the bridge.

5.2 FREIGHT AND 80T

80T refers to Freight Trains exceeding 80 Tons per operative Brake. Tons per operative brake is indicated on the WOPRT, or gross tonnage divided by the number of cars.

Mile**MPH****Fr. 80T**

10.3 to 318.5 zone	65	65
*10.3 While engine is passing Dorval Platform	40	40
20.7 to 21.7	50	50
23.8 Eastward approaching signal 238S or N		60
*27.5 Tracks 1 and 4 only	45	45
37.2 Westward approaching signal 373S or N		50
*38.0 Track 1 only	45	45
39.9 Eastward approaching signal 398S or N		60
*64.8 to 66.7 Track 1 only	45	45
Track 4 only	30	30
71.6 Eastward approaching signal 716S or N		60
*83.4 Track 1 (Storage)	15	15
80.5 Eastward approaching signal 804S or N		60
107.6 Westward approaching signal 1077S or N		60
109.6 Eastward approaching signal 1096S or N		60
111.7 Eastward approaching signal 1118S or N		60
116.2 Eastward approaching signal 1162S or N		60
* 127.3 to 125.8 Track 3 only	45	45
135.4 Bridge	60	60
159.9 Westward approaching signal 1599S or N		60
171.4 to 175.3	55	55
* 174.0 to 175.7 Track 1 only	45	45
175.8 Bridge	60	60
185.2 Eastward approaching signal 1854S or N		60
190.7 to 191.0	50	50
198.1 to 199.1	60	60
202.8 Eastward approaching signal 2028S or N		60
204.9 Eastward approaching signal 2048S or N		60
214.3 Westward approaching signal 2135S or N		60
216.2 Eastward approaching signal 2162S or N		60
* 218.9 to 220.4 Track 4 only	30	30
* 218.9 to 220.9 Track 1 only	30	30
219.0 to 221.0	60	60
221.2 Eastward approaching signal 2210S or N		35
223.5 Westward approaching signal 2235S or N		60
225.5 Westward approaching signal 2555S or N		60
225.5 Eastward approaching signal 2254S or N		60
227.5 Eastward approaching signal 2274S or N		60
229.6 Westward approaching signal 2297S or N		60
* 240.0 to 241.5 Track 3 (Storage)	15	15
250.4 to 251.2	60	60
250.4 HAL Train On Bridge	20**	20**
264.4 Westward approaching signal 2643S or N		60
268.2 Westward approaching signal 2683T2 or T3		60
270.3 to 271.3 North Track	45	45
South Track	30	30
284.8 Westward approaching signal 2849S or N		55
* 287.0 to 288.8 Tracks 1 and 4 (Storage)	15	15
293.2 Eastward approaching signal 2932S or N		60
295.3 Westward approaching signal 2953S or N		60
297.0 to 298.0	60	60
304.7 Eastward approaching signal 3048S or N		60
306.1 Eastward approaching signal 3068S or N		60
309.0 Westward approaching signal 3091S or N		60
318.5 to 332.4 zone	60	60

5.3 PASSENGER SPEEDS

Mile		MPH	
		LRC	Other
10.3 to 20.7	zone	100	95
20.7 to 49.3	zone	95	95
20.7 to 21.7		60	50
23.9 to 24.8		80	70
*27.5	Tracks 1 and 4 only	45	45
35.8 to 36.2			90
38.0	Track 1 only	45	45
49.3 to 124.0	zone	100	**100
62.6 to 64.1		85	85
*64.71	Through Xing until Xing occupied	95	95
75.5 to 76.2			90
81.8 to 82.1			90
85.1 to 85.4			90
111.2 to 112.6			80
112.1 to 112.6		80	
*118.0 to 119.05	Westward until Xing occupied	90	90
*120.0 to 119.05	Eastward until Xing occupied	90	90
124.0 to 127.0	zone	80	70
*125.8 to 127.3	Track 3 only	45	45
127.0 to 143.5	zone	95	90
131.5 to 131.8		80	70
141.4 to 142.9		80	70
143.5 to 163.4	zone	100	**100
143.5 to 145.2			90
*154.3	Eastward entering private Xing	70	70
154.3 to 154.9		90	80
154.9 to 156.9			80
163.4 to 199.1	zone	100	90
169.5 to 171.4		80	70
171.4 to 175.3		70	60
*174.0 to 175.7	Track 1 only	45	45
175.3 to 184.7		85	80
*190.73	Eastward entering private Xing	50	50
*191.02	Westward entering private Xing	50	50
198.1 to 199.1		70	60
199.1 to 262.0	zone	100	**100
204.0 to 207.2			90
213.9 to 215.6			90
*218.9 to 220.4	Track 4 only	30	30
*218.9 to 220.9	Track 1 only	30	30
219.0 to 221.0		80	60
221.1 to 223.8		95	95
*221.14	Westward until Xing occupied	70	70
230.8 to 233.9			90
*240.0 to 241.5	Track 3 (storage)	15	15
262.0 to 271.3	zone	95	95
263.7 to 270.3			80
270.3 to 271.3	Bridge	45	45
271.3 to 290.9	zone	100	**100
278.8 to 279.3			95
*283.0 to 283.4	Eastward until Xing occupied	95	95
284.9 to 286.4			90
*287.0 to 288.8	Tracks 1 and 4 (storage)	15	15
290.9 to 306.3	zone	95	90
290.9 to 291.5		90	80
297.0 to 297.4		70	60
306.3 to 318.5	zone	100	90
318.5 to 322.8	zone	95	90
322.2 to 322.6		90	80
322.8 to 332.4	zone	100	90
331.0 to 332.4		70	60

** Or maximum allowable speed of equipment as outlined in Passenger Train Information whichever is less

5.4 FREIGHT SPEEDS FOR TRAINS EXCEEDING 8000FT. AND 100 TONS PER OPERATIVE BRAKE.

Tons per operative brake is indicated on the WOPRT, or gross tonnage divided by the number of cars.

Note: Unless otherwise indicated below, maximum speed for 100T trains is 55 MPH regardless of freight Zone or PSO speeds show in the field.

Mile

MPH

100T

10.3 to 318.5	MAXIMUM SPEED	55
*10.3	While engine is passing Dorval Platform	40
20.7 to 21.7		50
*27.5	Tracks 1 and 4 only	45
37.2	Westward approaching signal 373S or N	50
*38.0	Track 1 only	45
39.9	Eastward approaching signal 398S or N	50
*83.4	Track 1 (Storage)	15
* 125.8 to 127.3	Track 3 only	45
* 174.0 to 175.7	Track 1 only	45
185.2	Eastward approaching signal 1854S or N	50
190.7 to 191.0		50
192.2	Eastward approaching signal 1922S or N	40
201.3	Eastward approaching signal 2012-T2 or T3	40
202.8	Eastward approaching signal 2028S or N	40
* 218.9 to 220.4	Track 4 only	30
* 218.9 to 220.9	Track 1 only	30
221.2	Eastward approaching signal 2210S or N	35
* 240.0 to 241.5	Track 3 (storage)	15
250.4	HAL Train On Bridge	20**
270.3 to 271.3	South Track	30
	North Track	45
270.0	HAL Train On Bridge	20**
284.8	Westward approaching signal 2849S or N	50
* 287.0 to 288.8	Tracks 1 and 4 (storage)	15
303.2	Westward approaching signal 3033S or N	40
318.5 to 332.4	Zone	60

5.5 CONDITIONAL SPEEDS

Mile 24.0 North Track - Movements required to operate at Restricted speed must not exceed 10 MPH, and brake application avoided while passing over, and within 500 ft. of both sides of bridge.

6 PUBLIC CROSSINGS AT GRADE

- 6.1 **Rule 103.1 (f)(Rusty Rail Conditions)** is applicable at all public crossings at grade equipped with automatic warning devices for movements while operating on the north or south track when exiting, or while operating on tracks **No.1 at Crysler, No.1 at Queens, No. 3 at Brighton, Clarke and Clark West.**
- 6.2 **Mile 39.83** (Ste-Catherine Rd.) Automatic warning devices. Eastward movements stopped West of signals 398N and 398S Coteau Ouest must make sure that warning devices have been operating for at least 20 seconds and that gates are in horizontal position.
- 6.3 **Mile 53.82** (Hwy. 34) - Automatic warning devices.
To avoid unnecessary operation of warning devices, when eastward movements will be held at Garry the RTC will advise train crews to stop back of crossing circuit signs located at mile 54.6
Stop signs on both sides of crossing on track KC-72
- 6.4 **Mile 64.70** (Boundary Rd.) warning devices.
Automatic: Westward movements proceeding after having stopped at either signal 647N or 647S must not exceed 30 MPH until crossing occupied.
- 6.5 **Mile 66.49** (Virginia Drive) - Warning devices.
Automatic: Westward movements proceeding after having stopped at signal 667N or 667S must not exceed 30 MPH until crossing occupied.
- 6.6 **Mile 112.95** (Boundary Street) Warning devices.
Track KE01.
Automatic: Stop signs both sides of crossing. All movements must stop at the stop sign and must not proceed until the crossing protection devices have been operating for at least 20 seconds.
- 6.7 **Mile 119.05** (Brockem Rd.) warning devices.
Automatic: South Track—Westward movements switching over public crossing at grade must leave remaining portion of train a minimum 500 feet east of crossing. Crossing circuit sign located approximately 50 feet east of switch to track KE54. Upon completion of switching at Liquid Carbonic movements must not proceed beyond crossing circuit sign unless entire movement can clear east of Brockem Rd.
- 6.8 **Mile 125.65** (Perth St.) warning devices.
Automatic: Push-buttons to start and stop warning devices located east side of crossing.
- 6.9 **Mile 221.34** (Geddes St.) warning devices.
Automatic: Push-buttons to start and stop warning devices located west side of crossing.
- 6.10 **Mile 256.3** (Station Rd.) warning devices.
Automatic: To avoid the unnecessary operation of automatic warning devices, the RTC will advise train crews to stop back of crossing circuit sign mile 257.2 when eastward movements will be held at the signal.
- 6.11 **Mile 278.5** (Boundry Rd.) warning devices.
Automatic: To avoid the unnecessary operation of automatic warning devices, the RTC will advise train crews to stop back of crossing circuit sign mile 279.3 when eastward movements will be held at the signal.
- 6.12 **Mile 287.26** (Cobbledick Rd.) warning devices No. 1 and 4 tracks.
Automatic: Push-buttons to start and stop warning devices located west side of crossing. (R.T.C. R-38311).
On No. 1 track, stop sign located on west side of crossing. Eastward movements must activate push-button before occupying crossing. Cars must not be left standing within 300 ft. of crossing. (marked by a crossing circuit sign.)
- 6.13 **Mile 299.58** (Wilson Rd.) warning devices.
Automatic: To avoid the unnecessary operation of the automatic warning devices, the RTC will advise train crews to stop clear of crossing circuit sign mile 298.8 when westward movements will be held at the signal.

7 SPURS AND OTHER TRACKS

7.1 Mile 19.77 and 20.54 - Ste-Anne Track Q012

MAXIMUM SPEED.....10 MPH

7.3 OTTAWA FREIGHT TRACK (Q0-53)

Mile 37.3 - North track - Extends westward connecting with Alexandria Sub. at mile 0.5. Usable length of track is 4838 ft. RTC must be advised when cars are left on this track.

Public Crossing at grade:

Mile 37.5 (Sauvé Street) -Warning devices - Automatic: Movements must use "start/stop" push button located on north east corner of crossing. Rule 103.1 (c) is not applicable.

7.4 COTEAU - EAST LEG OF WYE - TRACK Q-47

Mile 37.3 - South track - Extends westward connecting with Valleyfield Sub. at mile 46.7. No equipment is to be left on this track unless authorized by the RTC. Engineering employees must contact the RTC before occupying this track.

MAXIMUM SPEED 10 MPH

7.5 REGIS - Mile 65.6—North and South Service Tracks

(Old tracks #1 and #4) Usable Length - 8610 ft.

Rule 103.1 (f) (Rusty Rail Conditions) applicable.

Rule 105 (a) applicable.

Cars must not be left on these tracks without being authorized by the RTC.

Rule 112 Add one additional handbrake to the handbrake requirements per car category as outlined in Rule 112 (ii).

PUBLIC CROSSINGS AT GRADE

Mile 64.70(Boundary Rd.)—Automatic Warning Devices

Stop sign located on North Service track west of crossing.

7.6 CORNWALL

Mile 65.6—Extends 1.4 miles westward from No. 4 track Regis. Switch points face east.

Rule 105 (a) applicable.

Rule 104(c) The following Yard switch(es) may be left lined and locked in either position: - Track CA18

Rule 112 Add one additional handbrake to the handbrake requirements per car category as outlined in Rule 112 (ii) when cars are left on track KC03.

EQUIPMENT RESTRICTIONS

The following units are permitted:

Groups B, D2 and units 1750-1787, 3100-3120 and 3500-3842. Units 1054-1179, 1600-1614, 1900-1915, 4118-4128 and 4206-4609 in single unit consists

Units in locomotive groups E, F, G, H, are permitted on main spur and track CA15.

7.7 WESCO

Mile 69.4—Extends 2.4 miles southward off south track. Switch points face east. Cars must not be left north of posted sign. Wye located 1.2 miles south of Kingston Sub.

Rule 105 (a) applicable including all industrial trackage except tracks CB16 to CB20 inclusive.

Rule 104(c) The following Yard switches may be left lined and locked in either position: - CB39, CB43, CB45, CB46, CB48, CB49, and switch connecting west leg of wye to CB07.

EQUIPMENT RESTRICTIONS

Only the following units are permitted on Domtar spur, track CC70L and Pfizer spur, track CB46:

Units in groups D1 or D2 in single unit consists only.

Flat cars exceeding 50 feet in length must not be operated on track CC70L without authority from the Trans. Supvr.

6 axle equipment prohibited on CC70L.

Equipment must not be left between main track switch, mile 69.35 Kingston Sub., and Vincent Massey Dr. mile 0.93 Wesco Spur or north of sign posted adjacent to track CB08.

PUBLIC CROSSINGS AT GRADE

Mile 0.93 (Vincent Massey Dr.) warning devices.

Northward movements.

7.8 **BOVERISPUR**

Mile 72.3—Extends 1.1 miles southward from south track. Switch points face east. Hand throw derail located 185 feet south of switch KD06. Hand throw derail located 300 feet south of No 2 Highway crossing. Movements must not operate beyond the south switch of track KD08.

Rule 105 (a) applicable.

PUBLIC CROSSINGS AT GRADE

Mile 0.63 (Hwy. No 2)—Movements must be manually protected.

MAXIMUM SPEED 10 MPH

7.9 **SEAWAY**

Mile 90.7—Extends 1.2 miles southward from south track. Switch points face east. Use phone at right side of gate to contact plant employee who will open gate. Smoking or fuses not allowed.

Rule 105 (a) applicable.

EQUIPMENT RESTRICTIONS

Units in locomotive group H prohibited.

MAXIMUM SPEED 10 MPH.

7.10 **MORRISBURG TOWN**

Mile 91.9—Extends 1.0 miles southward from south track. Switch points face east.

Rule 105 (a) applicable.

MAXIMUM SPEED 10 MPH.

7.11 **PRESCOTT ELEVATOR**

Mile 112.0—Extends 1.2 miles southward from south track. Switch points face east.

Rule 105 (a) applicable.

EQUIPMENT RESTRICTIONS

Units in locomotive groups E, G, H, prohibited.

Ports Canada Elevator—Engines must not pass restricted sign over elevator siding due to grain dust ignition hazard.

MAXIMUM SPEED 10 MPH.

7.12 **PRESCOTT INDUSTRIAL**

Mile 113.4—Extends 0.5 miles northward from north track. Switch points face east.

Rule 105 (a) applicable.

MAXIMUM SPEED KE07 and KE08 5 MPH.

7.13 **DUPONTS**

Mile 117.9—Extends 1.9 miles south from south track. Switch points face east.

Rule 105 (a) applicable.

EQUIPMENT RESTRICTIONS

Units in locomotive groups E and H prohibited beyond scale house at track scale.

The first switch encountered on Dupont lead (KE25) must be returned to normal when leaving the plant.

Employees operating within Dupont complex must have a copy of their Safety Manual accessible while operating within the complex and be governed by instructions contained therein. An abridged version of the safety manual can be obtained at the scale house on the lead track KE25.

Within the fenced confines of the Dupont complex, crews are to expect blue flags at any point on any track. Engine crews must ring bell to indicate movements to Dupont employees. Air brakes must be in service on all cars during switching operation. Cars must not be cut off in motion, but must be shoved to rest.

MAXIMUM SPEED 10 MPH.

MAXIMUM SPEED OVER SCALE TRACK 5 MPH.

7.14 **KE55**

Mile 118.7 — Extends 8000 ft. west to crossover mile 120.2 and Ultramar Trackage.

Rule 105 (a) applicable.

MAXIMUMSPEED 10 MPH.

PUBLICCROSSINGSATGRADE

Mile 119.0 (Brockem Rd.)—Crossing to be manually protected.

NITROCHEM KE65 - Extends 1.3 miles north from KE55. Switch points face west.

Rule 105 (a) applicable.

EQUIPMENT RESTRICTIONS

Not more than two units coupled may operate inside gates. Units in locomotive groups, E, F, G, H, prohibited beyond gate.

Heaviest car permitted gross weight 262,000 lbs.

Movements prohibited on track KE65 north of switch to track KE61, and on track KE61 east of east crossover switch.

A maximum of 8 loads in a single cut may be shoved into track KE65 at any one time.

KE57 (Runaround) - 6 axle units prohibited

ULTRAMAR - Extends west from crossover mile 120.2

Rule 105 (a) applicable.

7.15 **BROCKVILLE CP JUNCTION**

Mile 125.6—Extends from signal 1257N1 at mile 27.8 to mile 27.5 on CP Brockville Sub.

Rule 105 (a) applicable.

PUBLICCROSSINGSATGRADE

Mile 125.65 Kingston Sub. (Perth St.)—All Southward movements on the CP Brockville Sub. must stop at stop sign (located on signal mast) regardless of indication displayed on signal 1257N1, and must not proceed until automatic warning devices have been activated by means of push buttons located below the stop sign.

7.16 **PERTH NORTH SERVICE TRACK**

Mile 125.8—North of track No. 1. Extends 7545 ft. between signals 1258 at Perth and signal 1273 at Lynn.

Rule 105 (a) applicable.

Rule 112— Double the handbrake requirement per car category as per Rule 112 (ii).

7.17 **BROCKVILLE YARD**

Mile 126.6— Eastward trains lifting or setting off in Brockville Yard must pull far enough eastward to clear Perth St. and allow crossing protection to stop and traffic to clear before accepting signal 1257S to move Westward into Yard.

7.18 **QUEENS SERVICE TRACK (Old Track #4)**

Mile 174.1—South of main tracks. Extends 7300 ft. West.

Rule 105 (a) applicable.

ALUMINUM

Mile 174.2—Extends 1.0 mile southward from wye on Queens Service Track Switch points face east.

Rule 105 (a) applicable.

EQUIPMENT RESTRICTIONS

Locomotive groups E, F, G 5 MPH.

Cars over 251,000 lbs. gross weight 5 MPH.

MAXIMUMSPEED 10 MPH.

7.19 **CATARAQUI**

Mile 178.0—Extends 3.0 miles southward from south track. Switch points face west.

Rule 105 (a) applicable.

Engines must not enter any building at Nylon plant.

No more than 2 cars to be placed south of road crossing on tracks KM30 or KM31. (inside of gates Dupont Plant)

EQUIPMENT RESTRICTIONS

Units in locomotive group E prohibited.

Heaviest car permitted gross weight 251,000 lbs.

MAXIMUMSPEED 10 MPH.

7.20 INDUSTRIAL

Mile 178.5—Switch points face west from north track.

Rule 105 (a) applicable.

EQUIPMENT RESTRICTIONS

Heaviest car permitted gross weight 251,000 lbs.
Units in locomotive groups E and H prohibited.

Locomotive groups F and G 5 MPH.

MAXIMUM SPEED 10 MPH.

7.21 MILLHAVEN

Mile 186.6—Extends 1.5 miles southward from track KN03.
Switch points face west.

Rule 105 (a) applicable.

EQUIPMENT RESTRICTIONS

Units in locomotive groups E and H prohibited.

Heaviest car permitted gross weight 251,000 lbs.

Engines must not enter building on track KN15.

MAXIMUM SPEED 10 MPH.

PUBLIC CROSSINGS AT GRADE

Mile 0.99 (Taylor-Kidd Blvd.) warning devices.

Automatic: Stop signs both sides of crossing.

7.22 BATH

Mile 190.3—Extends 5.6 miles southward from south track.
Switch points face east.

Rule 105 (a) applicable.

GO signal located on west leg of wye track, 3160 feet from signal 1911S1, and **GO** signal located on east leg of wye track, 1588 feet from signal 1904S1. When **GO** light is illuminated it indicates route is lined for movement onto Kingston Sub. This does not indicate that signals 1911S1 or 1904S1 are displaying a permissive indication.

EQUIPMENT RESTRICTIONS

Engines must not operate past silos located on Canada Cement Co. track KN31.

Engines must not enter Ontario Hydro building on Power House tracks KN26, KN27 and KN28.

MAXIMUM SPEED 10 MPH.

7.23 NAPANEE

Mile 199.7—Extends 1.0 miles eastward from South service track. Switch points face west.

Rule 105 (a) applicable.

EQUIPMENT RESTRICTIONS

Units in locomotive group E prohibited.

Heaviest car permitted gross weight 220,000 lbs

MAXIMUM SPEED 10 MPH

7.24 GOODYEAR

Mile 199.7—Extends 3.11 miles northward from north track. Switch points face west.

Rule 105 (a) applicable.

MAXIMUM SPEED 10 MPH

Rule 112 - Tracks BY 12 through BY 28 - add one additional handbrake to the handbrake requirements per car category as outlined in Rule 112 (ii) Handbrakes to be applied on the west end.

Tracks BY34 through BY99 - Double the handbrake requirements per car category as outlined in Rule 112 (ii). Handbrakes to be applied on the west end.

PUBLIC CROSSING AT GRADE

Mile 1.23—(Newburgh Rd.)

Maximum speed 10 MPH.

until crossing fully occupied (R.T.C. R-34021).

7.25 **BELLEVILLE EAST****Mile 219.5**—Yard

RULE 112— On all yard tracks - Double the handbrake requirements per car category as outlined in Rule 112 (ii) Handbrakes to be applied to the west end.

Yard and Train crews must inform the Yard Coordinator (when on duty) of the number of handbrakes applied on cars set off.

SPEEDS

West leg of Wye track, tracks KP-15 to KP18, tracks BB-09 and BB-10, and tracks BY12 to BY 14.

MAXIMUM SPEED 10 MPH

7.26 **BELLEVILLE NORTH****Mile 220.5**—Extends 2.5 miles westward off track BY45**Rule 105 (a) applicable.****PUBLIC CROSSINGS AT GRADE**

All public crossings at grade to be manually protected.

EQUIPMENT RESTRICTIONS

Restricted side clearance—Track BY35, DA02, DA03, DA04

Track BY35—Due to overhead conveyor, cars in excess of 15 feet 6 inches high (Plate C) prohibited.

7.27 **MARMORA****Mile 232.8**—Extends 800 ft. southward from south track.

Connection with Kingston Sub. is via Connecting track. Switch at mile 31.9 is normal when lined for movements to Kingston Sub. When the word **GO** is illuminated on signal mile 31.9, it indicates the route is lined for movement to the Kingston Sub. **GO** signal illuminated does not indicate that signal 2328S1 is displaying a permissive indication.

Rule 105 (a) applicable.**EQUIPMENT RESTRICTIONS**

Units in locomotive groups E, F, G, H are prohibited.

MAXIMUM SPEED 10 MPH.

7.28 **COBOURG****Mile 264.0**—Industrial Tracks.**Rule 105 (a) applicable.**

MAXIMUM SPEED 10 MPH.

EQUIPMENT RESTRICTIONS

Units in locomotive groups E, F, G, H, prohibited on industrial tracks serving Kraft Foods, Canadian General Electric, Agrico and Ontario Development Corporation.

Units in locomotive group D1 permitted in single unit consist only on tracks KS31 & KS32.

Engines must not enter Kraft Foods buildings.

Overhead and side Restricted clearances Kraft Foods.

MAXIMUM SPEED(Wye and industrial tracks) 5 MPH.

PUBLIC CROSSING AT GRADE

Mile 0.40 (Ontario St.) Crossing to be manually protected.

7.29 **Mile 300.9** (Oshawa EE Yard) - Derails not marked with derail posts located at the east end of track EE23.7.30 **Mile 301.6** (C Yard South Industrial) Extends 1.7 miles south off Oshawa Yard Track C55 Lead. Switch points face west.**PUBLIC CROSSING AT GRADE**

Mile 0.1 (Wentworth St.) warning devices.

Automatic: Crossing circuit extends 270 feet either side of crossing. Switching movements must clear these points to prevent continuous operation of the crossing protection devices. Movements must not exceed 7 MPH until crossing fully occupied. (B.T.C. R-34350).

7.31 **SOUTH SERVICE OSHAWA**

Mile 301.6 to Mile 303.3 Usable length of track is 8290 feet

Rule 105 (a) applicable.

RTC must be advised prior to entering this track so as not to delay possible movements already authorized to enter this track from the main track.

7.32 OSHAWA YARD

Mile 302.2—Yard

RULE 112—Handbrakes need not be applied on cars left on tracks A001 to A004, A011 to A022, and B001 to B016 inclusive, unless extenuating Circumstances require same.

Handbrakes applied as outlined in Rule 112 (ii) on tracks EE14 to EE20, and EE23 to EE26 inclusive, must be applied to a minimum of one on each end of the track.

Designated Pullback Tracks - Track EE18 lead and track EE16 between No.1 crossover and east end of track EE16.

All movements, including track units, must obtain permission from the Yard Coordinator prior to occupying this track. Movements must report when clear of this track.

EQUIPMENT RESTRICTIONS

Multiple Unit consists in excess of 2000 HP using the wye track **MAXIMUM SPEED**..... 10 MPH

7.33 SOUTH SERVICE WHITBY

Mile 303.4 to Mile 304.6. Usable length of track is 6780 feet. Movements entering the South service track Whitby from Oshawa Yard must receive permission from RTC.

Rule 105 (a) applicable.

PUBLIC CROSSINGS AT GRADE

Mile 304.29—(South Blair St.) warning devices.

Automatic: Maximim speed until crossing occupied-10 MPH

7.34 WHITBY HARBOUR

Mile 304.4—Extends 0.9 miles southward off South Service Track. Swt points face west.

Rule 105 (a) applicable.

MAXIMUM SPEED 10 MPH.

EQUIPMENT RESTRICTIONS

Units in Group E-F-G-H prohibited except Units 7000 to 7013.

Cars exceeding 52 feet 6 inches must not be handled without special authority.

PUBLIC CROSSING AT GRADE

Mile 0.2 (Watson St.) warning devices.

Automatic: Stop signs both sides of crossing.

7.355 AJAX

Mile 310.4—Extends 2 miles southward off service track. Switch points face west.

Rule 105 (a) applicable.

MAXIMUM SPEED 10 MPH.

Permission must be obtained from the RTC before opening the crossover switch leading to South track from service track.

PUBLIC CROSSING AT GRADE

Clements Rd. - Dowty Rd.

Fairall St. - Finley Ave.

Thompson St.



All movements must be manually protected.

7.36 PICKERING INDUSTRIAL

Mile 311.5 and Mile 311.9—Extends 2.5 miles south from south track. Swt points face east and west. (Wye)

Rule 105 (a) applicable.

MAXIMUM SPEED including wye tracks 10 MPH.

EQUIPMENT RESTRICTIONS

Cars exceeding 52 feet in length prohibited on track W309, without special authority.

Cars exceeding Plate "C" Prohibited on track W312.

PUBLIC CROSSINGS AT GRADE

Mile 0.55 (Bayly St.) warning devices.

Automatic: Maximum 10 MPH until crossing fully occupied.

Clements Rd.

Brock Rd.

McKay Rd.

Montgomery Park Rd.

Hydro Mtce Centre



All movements must be manually protected.
(B.T.C.R-23019)

Hard hats to be worn by members of train crew while operating on Ontario Hydro tracks and will be found in locked box at railway gate. Hard hats to be returned to box after use.

7.37 **SOUTHSERVICE****Mile 328.8 to Mile 332.4.****Rule 105 (a) applicable.**

Movements entering the south service track (3rd track) from the Don Yard crossovers must receive permission from the RTC. Movements must report when clear of this track and no longer required.

Hot box detector located on service track at mile 330.3.

7.38 **DONYARD**

Mile 332.2—When equipment or trains are left or stored at the Don Yard, the following instructions must be adhered to:

Equipment must be clear, or a cut made, on that portion of the track known as the NO ZONE which is approx. 700 ft. between USRC signals 175, and 176 on the west end, and the Lever/ponds water tower on the East end.

Signs indicating this area to be kept clear are in place.

RULE 104(c) -East end switch of track connecting P200 to track P201 may be left lined and locked in either position.

RULE 112 -Application of Handbrakes is as follows:

P200 to P221 coupled with one handbrake applied. When practicable, the handbrake will be applied on the east end car.

SPEEDS

MAXIMUMSPEED 10MPH

7.39 **TORONTO HARBOUR DISTRICT**

Mile 332.6—Extends south off Don yard track P205. Joint trackage with CP Rail

Rule 105 (a) applicable

MAXIMUMSPEED 10MPH.

Rule 112— Keeting St. Yard

Application of Handbrakes is as follows:

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

P291 to P296 coupled with one handbrake. When practicable, the handbrake will be applied on the West end car. end.

EQUIPMENT RESTRICTIONS

Mile 0.27 - Heavy Axle Load Trains on bridge ... 5MPH

PUBLIC CROSSINGS AT GRADE

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

Mile 2.65 (Cherry St.) warning devices.

Automatic: Stop signs located both sides of crossing.

Mile 3.1 (East Don Roadway) warning devices.

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

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

Mile 3.22 (Lakeshore Blvd.) warning devices.

Automatic: Stop signs and strobe lights both sides of crossing. Movements must stop at strobe light until it is activated, then move up to the Stop sign until the crossing protection is activated. Movement must not enter the crossing until the crossing protection has been operating for at least 20 secs.

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

Mile 3.93 and 3.88 (CANROOF Q215-Q216)

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

MOTION SENSORS

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

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

Mile 3.49 (Booth Ave.) Stop sign on west side governing eastward movements.

Mile 3.55 (Logan Ave.)

Mile 3.61 (Morse Ave.)

Mile 3.67 (Carlaw Ave.)

Mile 3.99 (Lakeshore Blvd.)

Commissioners & Leslie

Commissioners & Don Roadway

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

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

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

RESTRICTED CLEARANCES

Side of track
or overhead

Tracks Q160 to Q164	Buildings, posts and crane	Both
Tracks Q331 to Q338	Platform and fence	Both
Track Q470	Platform	South

7.40 OAKVILLE-KINGSTON CONNECTING TRACKS

Mile 333.3—Two tracks designated south and north connecting tracks extend westward from U.S.R.C. signals 283 and 286 Scott St. Interlocking. South connecting track extends to signal 017D2 at Fort York. North connecting track extends to U.S.R.C. signal 585 John St. Interlocking and then continues to extend westward from U.S.R.C. signal 551 John St. Interlocking to signal 013D at Fort York.

CTC controlled by RTC Toronto.

MAXIMUM SPEEDS

Between signal 3333ND or SD (Scott St E.), and signal 001ND or SD (John St.) 10 MPH.

Between signal 001ND or SD and Ft. York 15 MPH.

GBOs affecting these tracks will be indicated on the Oakville Sub. sections of the DOB and TGBO.

Rule 49 applicable on these tracks.

Locomotives in groups F, G and H are permitted.

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RESTRICTED CLEARANCES NOT MARKED OR
INDICATED BY RESTRICTED CLEARANCE SIGNS.

	Location	Obstruction	Side of Track or Overhead
8.1	Cornwall Track KC84	Building	North
8.2	Wesco, all tracks south of wye	Building, pipes, catwalks, platforms	Both
8.3	Prescott Elevator Tracks KD81 -KD84	Buildings	Both
8.4	Track KD85	Building, roof projection	Both
8.5	Dupont Chemical All tracks	Pipes, platform, catwalks gate and box	Both
8.6	Nitrochem Track KE61 Track KE65	Platforms Platforms	South North
8.7	Napanee Mile 198.3 both tracks	Bridge	Overhead
8.8	Mile 221.0	Bridge	Both
8.9	Mile 245.7 Mile 258.6 Mile 265.3 Mile 291.5	Bridges	Overhead
8.10	Oshawa All tracks at G.M.	Buildings and platform	Both
8.11	Mile 304.4	Bridge	Both
8.12	Mile 327.2 on main track	Bridge	Both

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SPECIAL DANGEROUS COMMODITIES

9.1

WESTWARD MOVEMENTS

Must be inspected at mile	Do not exceed 35 MPH between mile and mile	Unless inspected at mile	Do not exceed 35 MPH between mile and mile
		54.0	64 mile 69
		110.6	124 127
		163.3	171 177
		209.0	218 223
		224.5	231 234
		250.6	262 266
		262.9	269 271
		278.5	290 292
290.5			
	298	333.8	
305.0			
320.4			

9.2

EASTWARD MOVEMENTS

Must be inspected at mile	Do not exceed 35 MPH between mile and mile	Unless inspected at mile	Do not exceed 35 MPH between mile and mile
320.4	333.8	298	
305.0		278.5	271 269
			266 262
		237.0	234 231
		224.5	223 218
		179.6	177 171
		138.2	127 124
		80.8	69 64
29.2			
	10.3	28.0	