



Deux-Montagnes

Southward trains

Speed. Psgr 10 mph and Frt 10 mph
until crossing fully occupied.

Northward trains

Speed. Psgr 15 mph and Frt 15 mph

Mile 19.25

until public crossing fully occupied 10 mph

1.6 Restricted Speed - Rule 26

Between mile 0.0 and mile 1.0, in addition to the requirement of restricted speed, movements must also be able to stop short of a blue flag.

1.7 Rule 13 - Engine bell

The engine bell must not be rung at public crossings at grade between mile 6.0 and mile 10.0 except to prevent an accident.

1.8 Rule 14(I)(iv) applicable at all public crossings at grade.

1.9 Rule 107 not applicable.

1.10 Signal 07WE at the north end of track no 7 at Ville-Marie must be considered a low mast signal.

Except for signals 10E and 10W at Ville-Marie which governs southward movements, all low mast signals between mile 1.0 and mile 4.1 must be considered high mast signals.

1.11 Ville-Marie - Connection with the Montréal Sub is via tracks 13 and 16.

1.12 Deadheading passenger trains and freight movement must stop at the Du Ruisseau, Bois- Franc and Roxboro stations. Doors must remain closed when making these stops.

1.13 When a northward movement meets another at Deux-Montagnes, it must not leave the station until the southward movement has occupied the platform link.

1.14 St-Eustache Sud- To activate the approach circuit of signal 200W, trains from St-Eustache garage must pass the fence.

1.15 Radio broadcast - AMT commuter trains
In multi-track, a member of the crew must initiate a radio broadcast to the airwaves on the designated standby channel stating the name of the signal displayed on the advance signal to the next controlled location or interlocking.

1.16 Electrification (25000 Volts)
The electrified area extends from mile 0.0 to mile 21.6 including sidings. It also includes tracks 7 to 12 at Gare Centrale and shop tracks at St-Eustache Nord.

For removal of power, contact
- catenary guarantor 514-399-5105 or 5106.
- MCO 514-399-4613 or 399-4614
- RTC 514-399-4961 or

Transportation employees operating on the electrified territory (25,000 volts) must have accessible the document **Information concerning operations under or close to the catenary.**



Engineering employees working on or near the track must have receive the training concerning the electrified catenary (25,000 volts).

Contractors and sub-contractors on or near the track must have receive the training concerning the electrified catenary (25,000 volts).

GUIDELINES FOR EMPLOYEES for the Deux-Montagnes Subdivision, track 13 at Montreal and south track between Montreal and Wellington (St-Hyacinthe sub) :

No work whatsoever may be undertaken under or near the catenary without prior planning. Supervisors must ensure that no one undertakes work in which a part, a load, a machine component or person risks getting within 10 feet (3 meters) of the catenary system. Regardless of whether the catenary is powered off or not, no work may begin without authorization from MONTRAIN electrical maintenance department.

No supervisor shall authorize employees to work under or near the catenary without the employees having been notified by a person of the catenary group of the location of other powered conductors (overhead or underground), and the risks involved during the work.

Maintenance vehicles may travel on the Deux-Montagnes sub as long as they do not exceed 14 feet 6 inches high including vehicle antenna.

1.17 Extinguishers - Mont-Royal tunnel

Extinguishers are located in yellow lockers, identified with signs, in the tunnel at the following locations:
- Ville-Marie on east and west sides
- at arches 3, 8, 13, 18, 23 and 29;
- at the bungalows at miles 1.47, 2.2, 3.0 and 4.03.

1.18 Emergency telephone - Mont-Royal tunnel

Emergency telephones are fixed to the wall and identified by means of a flashing white light at the following locations :

Mile 1.47 Mile 2.20 Mile 3.00
*Mile 3.87 Mile 4.13

*An employee who uses the telephone at mile 3.87 will obstruct the east track.

1.19 Restricted clearances not marked or indicated by restricted clearance signs

Due to the height of overhead electrical wires, movements handling cars exceeding the heights indicated below must obtain permission from the RTC. Before authorizing the movement, the RTC must obtain permission from the Montrain Train Service Supervisor.

RESTRICTED CLEARANCES (25000 volts)
Height

Mile 0.0 to mile 0.6 signals	
12L, 10A and 10C	15 feet 9 inches
Mile 0.6 to mile 5.5	14 feet 6 inches
Mile 5.5 to mile 5.7	16 feet 6 inches
Mile 5.7 to mile 10.8	21 feet 0 inches
Mile 10.8 to mile 21.6	18 feet 6 inches

Location	Obstruction	Side of track or overhead clearance
Mile 1.0 to mile 4.1	Tunnel	Both sides and overhead
Mile 4.2 Canora	Fence	Between tracks
Mile 4.8 Mont-Royal	Fence	Between tracks
Mile 6.2 Montpellier	Fence	Between tracks
Mile 7.2 DuRuisseau	Fence	Between tracks
Mile 8.2 Bois-Franc	Fence	Between tracks
Mile 13.30	Ramp for handicaps located south of platform link	Both sides
Mile 13.4 Roxboro	Fence	Between tracks
Mile 19.4 Deux-Montagnes	Fence	Between tracks

2.0 INTERLOCKING

2.1 Railway crossings and connecting tracks

Mile 6.0 (CN St-Laurent Sub)

Remotely-controlled RTC Montreal

No box marked "switches"

Gohier connecting track - mile 5.86

Signalled

Speed 10 mph

St-Laurent connecting track - mile 6.14

Signalled.

Speed 10 mph

In the application of Rule 809 (b), the foreman may receive verbal authority from signalman to pass through railway crossing.

3.0 EQUIPMENT RESTRICTIONS

3.1 Mile 0.0 to mile 5.5 including Mont-Royal tunnel

All diesel locomotives are prohibited unless they have permission from the RTC. Before authorizing any such movement, the RTC must receive permission from the Montrain Train Service Supervisor.

3.2 Electric locomotives at electric power supply changing points

Since the operation of electric locomotives at an electric power supply changing point may cause heavy arcing that may damage motive and electric equipment, northward movements at mile 9.9 and southward movement at mile 10.0 must set the element controller on **erre/coast position**.

3.3 Mile 13.3 - Roxboro - (Ramp for handicapped) -

Due to restricted clearance, train crews handling dimensional loads must ensure that clearance is sufficient before proceeding by this location. If necessary, the ramp platform may be tipped over in a vertical position.

4.0 SPEEDS
4.1 Northward

Mile	MPH	
	P sgr.	Fr t.
Zone 0.0 to 1.0	20	20
*0.85 to 1.0	10	10
Zone 1.0 to 1.4	25	25
Zone 1.4 to 21.8	65	40
*4.89 from crossing circuit sign until crossing fully occupied	40	
*6.0 Rlwy crossing at grade	40	25
**7.2 Du Ruisseau, 2 platform links	30	30
*7.57 from crossing circuit sign until crossing fully occupied	35	35
**8.2 Bois-Franc, 2 platform links	30	30
**12.1 Sunnybrooke, 1 platform links	30	30
*12.25 from crossing circuit sign until crossing fully occupied	40	
**13.4 Roxboro, 2 platform links	30	30
*13.75 from crossing circuit sign at mile 13.5 until crossing fully occupied	30	30
15.1 to 15.3	45	35
15.3 to 15.9		35
15.9 to 16.2	45	35
16.2 to 16.4	40	
**16.3 Ste-Dorothée, 1 platform link	30	30
*16.40 from crossing circuit sign until crossing fully occupied	40	
16.5 to 16.9	55	
17.8 to 18.1	50	
**18.0 Grand-Moulin, 1 platform link	30	30
18.5 to 18.7	55	
18.9 to 19.4	50	35
**19.4 Deux-Montagnes, 1 platform link	30	30
*19.87 over public crossing at grade	60	
*Not marked by advance speed restricting signs		
**Until platform links occupied		



4.2 Southward

Mile		MPH	
		P sgr	Fr t
Zone 21.8 to 1.4		65	40
19,4	Deux-Montagnes, 1 platform link	30	30
19.4 to 18.9		50	35
18.7 to 18.5		55	
**18.0	Grand-Moulin, 1 platform link	30	30
*17.86	from crossing circuit sign until crossing fully occupied	35	
18.1 to 17.8			35
16.9 to 16.5		55	
**16.3	Ste-Dorothe, 1 platform link	30	30
16.2 to 15.9		45	35
15.9 to 15.3			35
15.3 to 15.1		45	35
**13.4	Roxboro, 2 platform links	30	30
*13.23	from crossing circuit sign at mile 13.3 until crossing fully occupied	10	10
**12.1	Sunnybrooke, 1 platform links	30	30
*11.72	from crossing circuit sign until crossing fully occupied	40	
**8.2	Bois-Franc, 2 platform links	30	30
**7.2	Du Ruisseau, 2 platform links	30	30
*6.0	Rlwy crossing at grade	40	25
Zone 1.4 to 1.0		25	25
Zone 1.0 to 0.0		20	20
*1.0 to 0.85		10	10
*Not marked by advance speed restricting signs			
**Until platform links occupied			

4.3 OTHER SPEEDS

Mile	MPH
Maximun speed while passing along station platforms and platform links	30
Track SV34 (mile 8.46) including wye	10

4.4 Heavy axle load movements

Speed applies up to the last heavy axle load car.

Mile	Mph
15.96 bridge.	20

5.0 PUBLIC CROSSINGS AT GRADE

5.1 Mile 9.05 Voie SV34 - AWD. Movements must stop and be manually protected unless the warning devices have been operating for at least 20 seconds.



5.2 Mile 19.25 - AWD. Rule 103.1 (d) applicable. Southward movements must stop clear of the crossing circuit sign. In order to obtain a permissive indication of signal 194W and activate the crossing signal system, a member of the crew must push the pushbutton on the station platform.

6.0 SPURS AND OTHER TRACKS

6.1 GARE CENTRALE

Tracks 4-5-6 - Maintenance Shop (Turbo Bay). No switching with inoperative brakes shall be made without the authorization of a Transportation Supervisor.

A sufficient number of pantographs must be lowered before commencing movement towards the shop at the south end of Central Station.

Derails are operated by Turbo Bay personnel.

A crew member will open and secure doors. If the doors are already open, a crew member will ensure they are secured

Before each movement in the maintenance shop, a crew member must activate the alarm located at the entrance between tracks 5 and 6.

A crew member must verify that there is no obstructions that could damage equipment or cause personnel injury.

The doors will be closed by the shop employees.

6.2 DONEY - (mile 10.17 via track SV34)

Speed

Do not exceed 10 mph in reverse-curves between mile 2.8 and mile 3.0.

It is prohibited to operate beyond mile 4.0.

Track R726 - Canada Colour Company

Locomotives are prohibited in the building.

Public crossings at grade

Mile 2.45 - AWD. Rule 103.1 (d) applicable. Movements must be manually protected by a member of the crew unless the warning devices have been operating for at least 20 seconds.

Mile 3.09 - AWD. Rule 103.1 (d) applicable. Movements must be manually protected by a member of the crew unless the warning devices have been operating for at least 20 seconds.

Mile 3.98 - Movements must stop at stop signs and be manually protected.

Restricted clearances (loading ramps) on tracks R907 and R952 not marked by restricted clearance signs.

6.3 ST-FRANCOIS INDUSTRIAL - (mile 2.17 emb Doney)

Speed 10 mph

Public crossings at grade

Mile 0.15 - AWD. Rule 103.1 (d) applicable. Movements must be manually protected by a member of the crew unless the warning devices have been operating for at least 20 seconds.

Mile 0.38 - AWD. Rule 103.1 (d) applicable. Movements must be manually protected by a member of the crew unless the warning devices have been operating for at least 20 seconds.



6.4 ST-FRANÇOIS - PHASE 1 - (mile 0.19 St-Francois industrial spur)

Speed 10 mph

Public crossings at grade

Mile 1.35 - AWD. Stop signs on both sides of crossing.

7.0 SPECIAL DANGEROUS COMMODITIES

7.1 SPEEDS

Mile	MPH
5.5 to 21.8	35

7.2 Movements that have travelled more than 20 miles since their last inspection, must not exceed 15 mph between mile 5.5 and mile 9.0.

End of Subdivision