

METHOD OF CONTROL	JOLIETTE SUBDIVISION		MILE	SIDINGS CAPACITY IN FEET	DOB / TGBO LIMITS	RTC STANDBY CHANNEL	HOT BOX AND DRAGGING EQUIPMENT DETECTORS
<p style="text-align: center;">N ↓</p> <p style="text-align: center;">↑ S</p>	CTC	(Jct with St-Laurent sub) POINTE-AUX-TREMBLES Y	127.8	5100	127.8	C17	118.1
	126.6	LE GARDEUR	122.3		TGBO ↑ DOB		
		L'ASSOMPTION	117.4	3700			
		SALOMÉ	109.6	6350	126.6		
	OCS	CRABTREE	107.0	1050	TGBO ↑		
		JOLIETTE Y	101.9	*6210			
		ST-JUSTIN	78.1	10000			
		CHARETTE S	62.2	6240			
	41.8	SHAWINIGAN	49.5	*5000	TGBO ↓		
	STK	TRIAGE GARNEAU Y (Jct with Lac St-Jean Sub)	40.1				
CTC between mile 126.6 and mile 127.8							

JOLIETTE SUBDIVISION FOOTNOTES

1.0 SPECIAL APPLICATIONS

- 1.1 Rule 14 (I)(iv) Anti-whistle** applicable:
- between mile 101.29 and mile 104.22
 - at mile 114.35 and mile 120.68
 - between mile 121.34 and mile 127.56

1.2 Rule 103 (d) applicable at private crossing at grade mile 42.63.

1.3 Rule 105 (c) applies on subdivision track, spurs and other tracks.

1.4 Switches

The following switches may be left lined and locked in reverse position :

- crossover X01 at mile 40.21
- crossover X02 at mile 40.34
- south switch of track S251 at mile 41.37

1.5 Charette

Special derail located at the north end of siding. Equipment must not be left unattended within 180 feet of the south siding switch.

1.6 Hand Brakes

Triple the hand brake requirement on equipment on siding St-Justin.

1.7 Washout detector - Mile 50.3

When the detector is activated, an alarm is immediately displayed on the RTC monitor screen. Simultaneously, an emergency message is broadcasted on channels 1 and 17 by a talker. When an emergency message has been received, movements must stop and contact the RTC for instructions. This is an indication that something has caused the ground conditions to change and must be treated as a possible grade slump or washout.

The emergency message generated by the talker is the following :

**"EMERGENCY, EMERGENCY, EMERGENCY;
UNSAFE TRACK CONDITION DETECTED
AT MILE 50.3 JOLIETTE SUB"**

The emergency message will be repeated 5 times on channel 1, 3 times on channel 17 and 5 times on the designated telephone lines in the RTC centre.

1.8 Switch point detector - Salome

Siding south switch at Salome is equipped with a switch point detector with talker. The purpose of this detector is to determine the position of the switch points and to broadcast a message on request.

If a rule 104 warning is issued on an OCS clearance, the message advising that the switch is in normal position will relieve the train crew from approaching the switch location prepared to stop, as well as having to comply with the speed restriction for facing point movements as required by rule 104(p).

In addition, if the switch points open within 15 minutes of initiating the radio broadcast, the detector will automatically broadcast a warning that the switch is not properly lined. It will repeat this message and as well, give that same message if interrogated by radio after the 15 minutes duration. If this occurs, the train must come to a stop at the switch and inspect it.

Requesting the talker message is mandatory for all through movements in a facing point direction over the switch. On trailing point movements, the Talker message is to be requested when a Rule 104 warning is issued for that switch on an OCS clearance. The talker is to be activated at or before the advance designated signs located two miles from switch by depressing sequence #11031 on channel 1.

The following are the three messages the talker can transmit:

Switch in normal position

" Siding South Switch Salome is in Normal position, Switch is in Normal position."

Switch in reversed position

" Warning ... Siding South Switch Salome is in reversed position, Switch is in reversed position."

Switch points not closed

" Warning... Warning ... Siding South Switch Salome is not lined properly, Switch is not lined properly."

If at any time the broadcast is not heard, or is garbled or unintelligible, the movement must come to a stop at the switch and an a crew member must inspect it as if a "Not Lined properly" message was heard.

If a movement takes more than 10 minutes from the time of the initial talker message indicating a switch in normal position until arrival at the switch, the switch position must be requested again.

1.9 St-Justin - Southward movements must not stop on the main track at St-Justin with a portion of their movement within 400 ft of siding south switch until movement that it is meeting has occupied the crossing at grade mile 80.11.

1.10 *Shawinigan - Siding is track S141 and is located north of station.

1.11 *Joliette - Siding is track U271 located west of main track.

1.12 St-Justin and Salomé sidings - No unattended equipment is to be left standing between the operating signs indicating "Cars prohibited beyond this point" installed on each side of the private crossings.

1.13 Track U233 at l'Assomption

Only cars destined to track U233 are permitted on this track.

2.0 INTERLOCKINGS

**2.1 Automatic railway crossing at grade
Mile 101.0**

(Québec-Gatineau Rlwy Trois-Rivières Sub)

**2.2 Automatic railway crossing at grade
Mile 114.7**

(Québec-Gatineau Rlwy Trois-Rivières Sub)

Rule 605 - Timing circuit 6 minutes

3.0 EQUIPMENT RESTRICTIONS

3.1 6 axles locomotives are prohibited :

- on wye tracks at Joliette
- on track U233 at mile 116.5
- on track U255 to U258 at Crabtree
- on tracks of Alcan Company at Shawinigan
- on track GT01 at Shawinigan

4.0 SPEEDS

4.1

MILE	MPH	
	PSG	Frt
Zone 40.1 to 44.5	30	25
42.6 to 43.6	25	
Zone 44.5 to 49.4	50	35
44.5 to 45.2	40	
48.3 to 49.2	45	
Zone 49.4 to 51.4	25	25
Zone 51.4 to 104.0	60	50
51.9 to 52.5	30	30
*52.47 from whistle post until private crossing occupied	20	20
57.6 to 58.1 curve and bridge	45	40
62.2 to 65.0	45	35
67.2 to 67.6	55	
70.4 to 70.7	45	35
72.5 to 74.1	45	35
*75.83 northward - approaching crossing until occupied	50	
87.3 to 87.5	45	35
101.0 railway crossing at grade	35	20
*101.0 to 101.62 until crossing occupied at mile 101.28	15	15
101.0 to 103.0	30	20
101.9 to 101.62 northward - not stopping at station until crossing occupied at mile 101.62.	20	20
Zone 104.0 to 124.8	75	50
*106.5 to 107.2 over facing point switches until eng occupies switches	25	25
113.9 to 114.7	50	
114.7 railway crossing at grade	50	35
*114.7 to 114.35 northward - until crossing occupied at mile 114.35.	50	
117.1 to 117.8	50	45
124.8 to 127.8 zone	60	50
125.2 to 125.8	30	30
127.5 to 127.8	20	20
*Not marked by speed signs		

4.2 Other speeds

- On all non-main tracks at Shawinigan10 mph
- Track S065 at Charette 10 mph
- Track U288, U291, U192 at Joliette.10 mph
- Siding at L'Assomption 10 mph
- Track U226 at L'Assomption 10 mph

4.3 Heavy axle load movements

Speed applies upto the last heavy axle load car.

Mile		mph
65.1	bridge	35
106.5	bridge	25
114.5	bridge	30
125.2	bridge	10
125.8	bridge	10

5.0 PUBLIC CROSSINGS AT GRADE

5.1 Mile 102.59 siding - AWD. Stop signs located on both sides of crossing.

5.2 Mile 118.07 - AWD. When equipment is left on main track north of crossing, northward movements must ensure that the warning devices have been operating for at least 20 seconds unless manually protected by a member of the crew

5.3 Mile 126.44 - AWD. Northward movements stopped at signal 1266 and movements leaving siding Pointeaux-Trembles must not exceed 40 mph until crossing at grade fully occupied.

5.4 Mile 127.21 - Track U185 - AWD. Stop signs located on both sides of crossing.

5.5 Between mile 72.12 and mile 124.54 - Luna Light at public crossings at grade. When lunar light on signal bungalow or on crossing warning devices case is extinguished or flashing, this indicates a possible defect. The RTC must be notified immediately.

6.0 SPURS AND OTHER TRACKS

6.1 GARNEAU YARD

Unless relieved by the yardmaster, two hand brakes must be applied on equipment on tracks S264 to S267. Hand Brakes need not be applied on other yard tracks

Point Protection Zone (PPZ)

Champlain special instructions S-3 applies within this zone.

Limits for the Point Protection Zone within Garneau yard extends over a distance of 6150 feet, from the signal located at the south switch of track S264, via lead track, up to the south switch of track S251.

Movements must obtain permission from the yardmaster before entering the point protection zone via the following switches: S237, X002, S239, S240, S224 and S251.

6.2 GRAND-MÈRE - Mile 44.07

Equipment restrictions

Six-axle locomotives must not operate on tracks of Abitibi-Consolidated Paper Company.

CN employees operating or working on Abitibi - Division Laurentide must have a copy of the manual "Manoeuvre chez ACI révision du 19 octobre 2001".



7.0 SPECIAL DANGEROUS COMMODITIES
7.1 SPEEDS

Mile	MPH
122.0 to 127.8	35

Northward movements

Unless inspected at mile 118.1, do not exceed 35 mph between mile 104.0 and mile 100.0.

Unless inspected at mile 60.0, do not exceed 35 mph between mile 51.1 and mile 42.0

Southward movements

Unless inspected at mile 90.6, do not exceed 35 mph between mile 100.0 and mile 104.0

7.2 Inspection

Southward movements must be inspected at mile 118.1.

Movements that have travelled more than 20 miles since their last inspection, must not exceed 15 mph between mile 122.0 and mile 127.8.

End of Subdivision