







METHOD OF CONTROL	NUMBER OF TRACKS	MONTREAL SUBDIVISION	MILE	DOB / TGBO LIMITS	RTC STANDBY CHANNELS	HOT BOX AND DRAGGING EQUIPMENT DETECTOR
		W  E 				
Interlocking  1.2 3.6 CTC  11.6	2	(Jct with St-Hyacinthe sub)				
		CAPE	1.2	1.2	C 36	
		RUE BRIDGE NORD	1.5	TGBO  DOB  11.6	T1 or *	
		POINTE-ST-CHARLES	1.9		5024	
		CANAL LACHINE	2.8		#	
		ST-HENRI	3.4		(8.7)	
		TURCOT-OUEST	6.2		C 2	4.8
		BALLANTYNE Y	8.9		T2	
		55IÈME AVENUE	11.5		*	
DORVAL EST	11.6	5025				
(Jct with Kingston sub)			#			
Engineering radio channel : 1.2 - 11.6					C81	

MONTREAL SUBDIVISION FOOTNOTES

1.0 SPECIAL APPLICATIONS

1.1 **Rule 13** - Engine bell must not be rung at public crossings at grade between Cape and Turcot-Ouest.

1.2 **Rule 14 (I)(iv)** applicable at all public crossings at grade between Cape and Turcot-Ouest

1.3 **Rule 102 (a)(v)** applicable:

Montréal Sub : mile 8.9 to mile 11.6

CP Vaudreuil Sub : mile 2.2 to mile 4.9 CP C4

1.4 **Self restoring derails** at Ballantyne (Taschereau yard) on tracks:

DX-3 : 80 feet north of signal 34L

DX-4 : 80 feet north of signal 38L

DX-5 : 80 feet north of signal 42L

To enter main track from yard

Movements leaving Taschereau yard must enter DTMF code *336 on channel 1 of their radio within 2000 feet of the derail to place the derail in the non-derailing position. A green light located atop the derail marker will illuminate to indicate to the crew that the derail is now in a non-derailing position. Movement must not advance to within 100 feet of derail until indicator is illuminated. Signals 34L, 38L or 42L will not give a permissive indication until derail set in the non-derailing position.

To enter yard from main track

When the CTC signal to enter yard is displaying a permissive indication, the occupancy of the approach circuit will cause the mechanism in the derail to place it in a non-derailing position. Movement must approach the derail prepared to stop, unless the green light is illuminated to indicate that the derail is in non-derailing position.

If green light is not illuminated, movement must not be made over derail until :

- the selector lever is placed in "hand position";
- the hand throw lever is operated until the derail point moves in both directions with the movement of the hand throw lever;
- the derail is lined by hand for the non-derailing position;
- The selector lever must be restored to "power" position and locked, but not before the movement has occupied the derail point.

The self-restoring derail will restore the derail to the "derailing" position when the movement has left the location of the derail. This will be indicated to the RTC through the CTC display in the RTC office. Should the system indicate that the derail has not been restored to derailing position, the RTC must immediately contact the signal supervisor to protect this derail.

1.5 **Rule 105 (c)** applicable on spurs and other tracks except on tracks of Via Maintenance Centre (MMC)

1.6 **Rule 107** not applicable at Dorval.

1.7 **Hand Brakes**

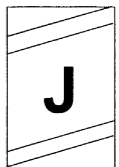
A maximum of two hand brakes required on equipment left on track O029 at Turcot Ouest.

1.8 Signals 22R and 26R governing movements from tracks DX1 and DX2 at Ballantyne must be considered low mast signals.

1.9 **Switching Signals**

Pointe-St-Charles : Signal 410RC - Signal 412RC

1.10 **Rule 82A - Ballantyne** - When a track occupancy permit is issued between signals 22R - 26R - 34L - 38L - 42L and switches 23A - 31 - 39 - 47A and 51A, the track unit must not proceed beyond the following sign:



1.11 **Inspections** - Unit trains handling covered hoppers must be given a pull-by inspection on both sides of the train at crew change-off at Turcot Ouest or Southwark.

Key trains held over at Turcot Ouest crew change-off location:

Pull-by inspection for Westward trains can be performed between Southwark and Ballantyne. Pull-by inspection for Eastward trains can be performed between Ballantyne and Pointe-St-Charles.

1.12 **Restricted clearances not marked or indicated by restricted clearance sign.**

<u>Location</u>	<u>Obstruction</u>	<u>Restriction</u>
Dorval	Fence	Between tracks

2.0 **OTHER SIGNALLED TRACKS - CTC**

2.1 **Transfer track** - Extends from switch 73 at Turcot-Ouest to switch 49 at Ballantyne.

Switch 65 at Turcot Ouest - Permission from RTC must be obtained before handling switch 65.

2.2 **Freight Track**- Extends from switch 501 at St-Henri to switch 47A at Ballantyne.

Switch - Mile 3.72- After obtaining permission from the RTC, switch of track O029 at mile 3.72 may be left lined and locked in reversed position.

Crews taking charge of a movement on the freight track must approach this switch prepared to stop for a switch not properly lined.

2.3 **Track DX1** - Extends from signal 22R at Ballantyne to signal 12L at 55ième Avenue.

2.4 **Track DX2** - Extends from signal 26R at Ballantyne to switch 41 at Ballantyne.

2.5 **Track DX3** - Extends from signal 34L at Ballantyne to switch 29 at Ballantyne.



2.6 Tracks DX4, DX4 East and DX4 West
DX4 extends from signal 38L at Ballantyne to switch 17 at Ballantyne,
DX4 East extends between switch 17 and switch 39 at Ballantyne
DX4 West extends between switch 17 and switch 31 at Ballantyne.

2.7 Track DX5 - Extends from signal 42L at Ballantyne to switch 47A at Ballantyne.

3.0 INTERLOCKINGS

3.1 Interlocking limits

Interlocking limits extend from mile 1.2 to signals 506LC, 506LA and 508L at mile 3.6 including south and north connecting tracks and Butler spur.
 Remotely Controlled RTC Montreal

A train or engine may be given exclusive work authority which permits movements in either direction within the interlocking limits. A track unit operating in accordance with Section 2 of "Track Units" of the CN Operating manual must obtain written authorization before occupying the interlocking limits. CTC authorization forms may be used for this purpose.

In the application of Rule 809 (b), the foreman may receive verbal authority from signalman to pass through VIA MMC railway crossing at mile 0.12 north and south connecting tracks.

4.0 SPEEDS

4.1 Passenger

Mile	MPH	
	LRC	Other
Zone 1.2 to 2.1	35	20
*1.2 Jct switches	15	15
*1.47 North track	15	15
*1.76 South Track	15	15
*2.03 to 2.05 Through all turnouts	15	15
Zone 2.1 to 3.6	45	**35
*2.8 South track	15	15
Zone 3.6 to 4.0	65	50
*4.0 to 3.6 Eastward	45	35
Zone 4.0 to 7.5	80	**65
Zone 7.5 to 11.6	95	**70
* Not marked by speed restricting signs		
** VIA Plus speed		

4.2 Freight

Mile	MPH		
	Frt	80 TOB	100 TOB and 8000 ft
Zone 1.2 to 2.1	15	15	15
Zone 2.1 to 4.0	30	30	30
*2.8 south track	15	15	15
*4.0 to 3.6 eastward	20	20	20
Zone 7.5 to 4.0 Eastward	40	40	40
*6.0 approaching signals 72R & 74R			35
*4.8 approaching signals 38A & 38C		35	30
Zone 4.0 to 7.5 Westward	45	45	45
*4.8 approaching signals 39C & 39E			40
*6.0 approaching signals 72L & 74L			50
*7.5 north track approaching signal 59E			40
Zone 7.5 to 11.6	50	50	50
*Not marked by speed signs			

4.3 OTHER SPEEDS

- 1.2 to 3.6 through crossovers and turnouts15 mph
- 11.6 while engine of freight trains
 is passing along station platform 40 mph
- Transfer and Freight tracks 30 mph
- DX1 between signal 32R at Ballantyne
 and signal 12L at 55ième Avenue . . . 45 mph

5.0 PUBLIC CROSSINGS AT GRADE

5.1 Mile 3.62 - AWD. Eastward movements that stop at signals 506L or 508L must stop within less than 300 feet of these signals.

5.2 Mile 6.24 - Pedestrian crossing. The RTC must be contacted to ensure there is no movement approaching the crossing at grade before being occupied by employees.

6.0 SPURS AND OTHER TRACKS

6.1 POINTE ST-CHARLES YARD - Mile 1.9

Speed 10 mph

Restricted clearance

Due to less than standard track centres, employees must NOT ride the side of moving equipment in yard.

Hand Brakes need not be applied on equipment left in yard.

Track PB09 - mile 1.81

Due to distance between tracks at west end of track PB09, movements must not proceed past the Block clearance point sign until signal 412RC displays a permissive indication.

Public crossing at grade

Bridge Street Track PD10 - Stop sign on west side of crossing. Movements must be manually protected.

Equipment restrictions

Tracks PG09 - PG10 : Only hopper cars are authorized inside the dome on these tracks.

6.2 PORT SPUR

From switch PD08 (Pointe-St-Charles yard) to Berri street.

Speed 10 mph
Permission must be obtained from the Port of Montreal yardmaster before operating on the tracks east of crossing mile 0.3 (Riverside)

The yardmaster can be reached :

- by radio : channel 5 code 7678
- by telephone : 514-283-5589

Movements entering the Port of Montreal must notify Port Security before occupying Bridge street and movements leaving the Port must notify them 15 minutes before leaving.

Security can be reached :

- by radio : channel 81 code *71# 9514 496 0606
- by telephone : 514-496-0606

Except in an emergency situation, movements must not stop between Lachine canal bridge and the Port of Montreal other than to operate the Berri street switch.

Rule 13 - Engine bell must be rung continuously between 0700 and 2300 between Riverside street and Berri street.

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

Hand Brakes - Only two hand brakes need to be applied on equipment left on Port of Montreal tracks.

Public crossing at grade

Mile 0.1 - AWD. Stop signs on both sides of crossing.

Mile 0.3 - AWD. Movements must be manually protected.

6.3 SOUTH AND NORTH CONNECTING TRACKS

Extends for a distance of 1.18 miles from mile 2.1 of the Montreal Sub and connects with the St-Hyacinthe Sub at mile 72.1. Mile 0.0 is located at the connection with the St-Hyacinthe Sub.

Speed 20 mph

6.4 BUTLER

Extends for a distance of 2.4 miles from mile 2.6 of the Montreal sub and connects with the St-Hyacinthe Sub at mile 72.1. Mile 0.0 is located at the connection with the St-Hyacinthe Sub.

Speed 20 mph

Due to rusty rail conditions, movements entering or exiting at the west end of track O099 must be authorized by rule 610 or a work authorization. Dual control switch must be placed in hand position and in the application of rule 104.2 (b), the selector lever must not be restored to the power position until the movement has cleared the controlled location.

Track PE26 - Mile 1.46 - VIA MMC

VIA Montreal Maintenance Centre.

Before operating on VIA Rail tracks, permission must be obtained from the MMC controller by telephone at 514-934-7143 or by radio using VIA Rail channel SM which has the AAR designation 0606.

6.5 CANAL BANK - Mile 3.0

Speed 10 mph

Public crossings at grade must be manually protected.

6.6 TURCOT HOLDING - Mile 4.0

Speed 10 mph

Crossings at grade

Mile 0.14 - AWD. Rule 103.1 (d) applicable. Stop signs and push-buttons on both sides of crossing.

Mile 0.28 - AWD. Stop signs on both sides of crossing.

6.7 LACHINE - Mile 5.9

Rule 14 (I)(iv) applicable at all public crossings between mile 0.9 and the end of spur.

Public crossings at grade

Mile 0.5 Track PK29 - AWD. Rule 103.1 (d) applicable. Stop signs and push buttons on both sides of crossing. Manual protection required.

Mile 1.18 - AWD. Stop sign located on both sides of crossing. Movements must make sure the white light is flashing before the movement is allowed to occupy crossing. If light is not flashing after 1 minute, movement must be manually protected.

Movements must be manually protected at the following crossings at grade :

Mile 2.02 Mile 2.08 Mile 2.31 Mile 2.37

6.8 TASCHEREAU YARD - Mile 8.9

Employees must have the current Taschereau Yard Operating Manual.



CÔTE DE LIESSE (Industrial) via Track CX06
Speed 10 mph

Public crossing at grade

Mile 1.63 - AWD. Rule 103.1 (d) applicable. Stop signs and pushbuttons on both sides of crossing.

Mile 2.89 - Movements must be manually protected.

Mile 3.08 - Movements must be manually protected.

Mile 3.19 - AWD. Stop signs on both sides of crossing.

7.0 SPECIAL DANGEROUS COMMODITIES

7.1 Speeds

Mile	MPH
1.2 to 11.6	35

7.2 Movements having travelled more than 20 miles since their last inspection must not exceed 15 mph between mile 1.2 and mile 11.6.

7.3 Movements originating between mile 1.2 and mile 11.6 must be inspected at the point of origin.

End of Subdivision