



| METHOD OF CONTROL | W ↓ | E ↑ | MILE | TGBO LIMITS | DTMF RTC STANDBY CHANNELS |
|-------------------|--|--------|-------|-------------|---------------------------------------|
| STK | (SL & A Railway) | | 69.0 | 69.0 | C28 T2 or * 5039 # |
| 74.5 | RICHMOND | | 71.5 | ↑ ↓ | |
| ↑ | DURHAM SUD | | 81.7 | | |
| OCS | ACTON VALE Y | | 93.5 | | |
| ↓ | UPTON | | 100.4 | | |
| 109.4 | STE-ROSALIE | | 110.3 | | |
| STK | (Jct with St-Hyacinthe sub.) | | | | |
| CTC | CTC between mile 110.2 and mile 110.3 | | | | |

SHERBROOKE SUBDIVISION FOOTNOTES

- 1.0 **SPECIAL APPLICATION**
- 1.1 **Rule 14 (I)(iv)** applicable at mile 109.50 and mile 109.93.
- 1.2 **Rule 105 (c)** applicable on subdivision tracks, spurs and other tracks.
- 1.3 **Hand Brakes**
Triple the hand brake requirement on equipment on track E285 at Durham Sud and track E275 at Acton Vale.
- 1.4 **Pushing equipment** between mile 69.0 and mile 109.4.
Rule 115 (c) not applicable and the maximum speed is 15 mph when equipment is pushed by an engine (GOI item 3.2).
- 2.0 **EQUIPMENT RESTRICTIONS**
- 2.1 Heaviest cars permitted: 263,000 lbs
- 2.2 Locomotives in groups E-F-G-H must not exceed 10 mph on wye at Acton Vale. They are prohibited on tracks E261 and E262 at Upton.
- 2.3 Trains handling double stack containers classified as DXR dimensional are authorized for movement on the entire subdivision.
- 3.0 **SPEEDS**
- 3.1

| Mile | Frnt |
|--|-----------|
| Zone 69.0 to 110.3 | 40 |
| 69.0 to 74.5 | 20 |
| *70.9 until crossing occupied | 10 |
| 71.9 Bridge (all tracks) | 10 |
| 73.44 | 20 |
| 80.25 to 80.5 | 25 |
| 110.3 to 109.93 Eastward - until crossing occupied | 30 |
| *Not marked with speed signs | |

- 3.2 **Other speeds**
Unless otherwise specified, speed on non-main tracks. 10 mph
- 4.0 **Public crossings at grade**
- 4.1 **Mile 0.28 Track E275 Acton Vale** Movements must be manually protected by crew member.



4.2 Mile 0.12 Track E261 Upton
Movements must be made during daylight hours only and be manually protected by a member of the crew.

5.0 SPURS AND OTHER TRACKS

5.1 RICHMOND

CN train crews must obtain instructions before entering yard from the yard crew (channel 16), the transportation supervisor (channel 16) or from the SL&A RTC (channel 26 or telephone 800 848-4408 ext. 218) If instructions have not been received, trains must stop at mile 76.38.

Switches - The following switches may be left lined and locked in reverse position.

- track R012 at mile 70.74,
- crossover track R002 at mile 71.12
- track R002 at mile 72.35.

Hand brakes

A maximum of four hand brakes required on equipment on track R001.

Hand brakes need not be applied on equipment on tracks R002 to R008.

A maximum of two hand brakes required on equipment on tracks R009 to R012.

Hand brakes must be applied on the lead two locomotives when a group of locomotives is left on tracks R001 to R0012 and on track R015. On all other tracks, hand brakes must be applied on every locomotive of the group. Single locomotives must always be secured with a hand brake when left unattended on a yard track.

Unattended equipment with locomotive(s) attached are exempt from handbrake requirements provided that:

- a) The locomotive controlling the air brake system is left running;
- b) Brake pipe continuity is present through the train;
- c) A full service application is made; and
- d) The independent brake and handbrake are applied on the lead two locomotives.

Speed

| | |
|-----------------------------|--------|
| Tracks R002 to R012 | 10 mph |
| All other yard tracks | 5 mph |

Except on track R001 and subdivision track, Six-axle locomotives must not exceed 5 mph.

5.2 UPTON

Permission must be obtained from "Upton Distribution" 450-546-6336 before entering track E-260.

6.0 SPECIAL DANGEROUS COMMODITIES

6.1 Westward movements must not exceed 35 mph between mile 109.5 and mile 110.3.

6.2 Eastward movements, unless inspected at mile 51.7 St-Hyacinthe Sub, must not exceed 35 mph between mile 110.3 and mile 109.5.