



Capital Railway Time Table No. 13

**Document
Number:**

OTRT-S100-01-RUL

Effective Date:

2023-10-23

At 1700 Eastern Daylight Time

**Always verify that this is the latest
revision before use.**

Table of Contents

1	General	7
2	Capital Railway Contact List.....	7
3	Ellwood Subdivision Table	10
4	Airport Subdivision Table	11
5	Ellwood and Airport Subdivision Footnotes	11
5.1	Speeds	11
5.1.1	Maximum Speeds on Main Track.....	11
5.1.2	Maximum Speeds on Other Signaled Tracks.....	11
5.1.3	Maximum Speeds on Non-Main Track.....	12
5.1.4	Maximum Speeds on Switches	13
5.1.5	Maximum Speed at Station Platforms	15
6	Radio.....	15
6.1	Radio Reliability Checks	16
6.2	Designated Talk Group	16
6.3	Content of Radio Broadcasts	17
7	Equipment Restrictions	17
7.1	Freight Car Restrictions	17
7.2	Platform Extender Restrictions.....	17
7.3	Stations with Platform Extenders	17
7.4	Remote Control Locomotives.....	18
7.5	Prohibited Operations	18

Capital Railway Time Table No. 13	OTRT-S100-01-RUL Effective Date 2023-10-23
--	---

7.6	ER-2 Grade Crossing Restrictions.....	18
7.7	Side Monitoring CCTV Cameras	18
8	Dangerous Commodities	19
8.1	Albion Yard	19
8.2	All Capital Rail Territory	19
9	Centralized Traffic Control (CTC)	19
9.1	CTC Rules	19
9.2	Signaled Sidings	19
10	General Footnotes	19
10.1	Operating Definitions	19
10.2	Trillium Line Hours of Operation:	20
10.3	Signalled Sidings	20
10.4	Signal 201 (KM 2.14) and 307 (KM 2.94)	20
10.5	Track Coupling Coil Sign.....	21
10.6	Summary Operating Bulletin	21
10.7	Walking Within the Right of Way	21
10.8	Track Designation	21
10.9	Clear Sign	22
10.10	Rule 107 ORCR.....	22
11	Interlockings and Connecting Tracks	22
11.1	Walkley Interlocking Kilometer 7.48.....	22

12	Daily Operating Bulletin (DOB)	23
12.1	DOB Limits extend	23
12.2	Rule 156 – Daily Operating Bulletin (DOB) takes effect at 0400 daily	23
13	Spurs and Other Tracks	23
13.1	ORCR Rule 105 (c)	23
13.2	ORCR Rules 43 and 843	23
13.3	ORCR Rule 841	24
13.4	13.4 ORCR Rule 105 Territory	24
13.4.1	Capital Railway Albion Yard Tracks	24
13.4.2	Ellwood Subdivision KM 0.00 - 0.12	24
13.4.3	Ellwood Subdivision KM 18.96 - 19.09	24
13.4.4	South Keys Pocket Track	25
13.4.5	Airport Subdivision KM 3.00 - 3.07	25
13.4.6	Ottawa River Line	25
13.5	National Research Council (NRC) Spur (KM 11.45)	25
13.6	Private Crossing at Grade	25
14	System Special Instructions	26
14.1	Safety Device	26
14.2	Emergency Brake Application (EBA)	26
14.3	Reporting Deficiencies	27
14.4	Maintenance of Way Railborne Work Equipment	27

14.5	Dual Control Switches	27
14.6	Cleaning Dual Control Switches	27
14.7	Possession of Valid Brake Test Form.....	28
14.8	Immediate Right of Way Access for ORCR Qualified Employee.....	28
14.9	Safety Watch	28
14.10	Dows Lake Tunnel Approach: Flood, Fire, Portal Guideway Intrusion Detection System (PGIDS) 29	
14.11	Rule 578 (a) Signal Call Out List	31
14.12	Signal placement.....	32
15	Signal Indications	32
15.1	STOP	33
15.2	PROCEED	33
15.3	TURNOUT TO STOP	33
15.4	PROCEED WITH RESTRICTED	34
15.5	TURNOUT WITH RESTRICTED	34
15.6	FOREWARNING.....	34
16	Control and History.....	35
16.1	Approval History.....	35
16.2	Revision History	35

Emergency Contacts

Main Line Control (MLC) Rail Traffic Control (RTC) for Capital Railway located in the Transit Operations Control Centre (TOCC)	(613) 842-3622
Special Constable Unit Communications Officer	(613) 741-2478
TNext Yard Control Centre Emergency Number	(343) 588-1449
CN Emergency Number	1-800-668-6222
VIA Rail Traffic Control Centre Emergency Number	1-888-641-2177

1 General**Capital Railway Trillium Line Operations are Governed by:**

Eastern Daylight Time – Commencing at 02:00 on the second Sunday in March of each year.

Eastern Standard Time – Commencing at 02:00 on the first Sunday in November of each year.

Each employee required to wear a watch while on duty when the time changes take effect shall:

- At 02:00 Standard Time, set the time ahead one hour to indicate 03:00 Daylight Savings Time.
- At 02:00 Daylight Savings time, set the time back one hour to indicate 01:00 Standard Time.

Capital Railway Operates Using the Metric System

In the application of Operating Rules for Capital Railway (ORCR) Rule 2(iii), a CR approved time signal can be obtained by dialing:

National Research Council Time Clock: (613) 745-1576
1-800-363-5409

2 Capital Railway Contact List

Name	Number
Derek Moran Manager, Rail Operations	Cell (613) 223-6965
Matt Pieters Manager, Rail Systems	Cell (613) 897-5391
Michael Julien Program Manager, Rail Operations	Cell (613) 277-4625
Superintendent, Rail Operations	Cell (24 Hour On-Call)

Capital Railway Time Table No. 13	OTRT-S100-01-RUL Effective Date 2023-10-23
--	---

	(613) 913-8151
Transit Operations Control Centre (TOCC)	Main Line Control (RTC for CR) (613) 842-3622 Superintendent (613) 898-3610
Yard Control Centre (YCC)	(343) 588-1449

Rail Traffic Controllers (Main Track and Interlockings)	RTC Initials
Bailey, Frederick	FB
Bogdan, Arnold	AB
Gagne, Nicolas	NG
Gallimore, Garry	GG
Godbold, Ryan	RG
Hazek, Kathleen	KMH
Maan, Nirmal	NM
Mack, Jordan	JM
Maloka, Gurpal	GM
Manes, Navneet	NAM
Oakley, Melissa	MO
Randhey, Santokh	SR
Rashid, Harun	HR
Simard, Steven	SS
Slack, Matthew	MS

CN RTC 1-866-366-2347, code 5012 (instructions below)

System access provides a way to dial into the radio system and use the 4-digit codes listed in the Time Table to gain access to the radio system as a mobile user.

1. Dial the Radio System Access Phone number, 1(866) 366-2347.
2. Upon hearing the system answer message, press 1.
3. Upon receiving the 2nd dial tone, enter the 4-digit code to access the desired party or radio system function.
4. Ringing or progression tones will be heard as the connection is being made.
5. If a tower call was made to an RTI tower (as Page | 6 listed in Section 6) use the dial pad on a phone (*) for Push-To-Talk and (#) for Release-To-Listen
6. Calls are terminated by "hanging up"

VIA Rail RTC

514-420-0795

3 Ellwood Subdivision Table

MOVEMENT CHANNEL – STANDBY	RTC CHANNEL	ELLWOOD SUBDIVISION	← SOUTHWARD	→ NORTHWARD	KILOMETRE	NUMBER OF TRACKS	METHOD OF CONTROL	DOB LIMITS	SIDING CAPACITY (METERS) SIGNALLED SIDING
Trillium LN 1	Trillium LN 1	STATIONS							
		0.06 BAYVIEW (BAY)	^		0.06	2	NMT	↑	540
		0.78 CORSA ITALIA (COR)	^		0.84		0.11		
		0.85 DOW'S LAKE (DOW)	^		1.69		↑		
		1.8 CARLETON (CAR)	^		3.49				
		1.45 MOONEY'S BAY (MBY)	^		4.94	1		C T C	660
		1.01 BROOKFIELD	^		5.95				
		0.79 WALKLEY (WAL)	^		6.74				
		0.74 WALKLEY DIAMOND	+		7.48				
		0.36 GREENBORO (GRE)	^		7.84	2		↓	1470
		0.71 SOUTH KEYS (SKS)	^		8.55				
		1.00 HUNT CLUB SOUTH (JCT WITH AIRPORT SUB)	^		9.55				
		3.77 LEITRIM (LEI)	^		13.32				
		2.49 BOWESVILLE (BOW)	^		15.81	2	18.97		
		3.21 LIMEBANK (LIM)	^		19.02		NMT		

Capital Railway Time Table No. 13	OTRT-S100-01-RUL Effective Date 2023-10-23
--	---

4 Airport Subdivision Table

MOVEMENT CHANNEL – STANDBY	RTC CHANNEL	<div> <div>← SOUTHWARD</div> <div>AIRPORT SUBDIVISION</div> <div>→ NORTHWARD</div> </div>	KILOMETRE	NUMBER OF TRACKS	METHOD OF CONTROL	DOB LIMITS	SIDING CAPACITY (METERS) <u>SIGNALLED SIDING</u>
Trillium LN 1	Trillium LN 1	STATIONS					
		JCT WITH ELLWOOD SUBDIVISION	0.00	1	C T C	<div>↑</div>	1050
		1.48 UPLANDS (UPL)	1.48				
		1.52 AIRPORT (YOW)	3.00		NMT	<div>↓</div>	

5 Ellwood and Airport Subdivision Footnotes

5.1 Speeds

5.1.1 Maximum Speeds on Main Track

The maximum track speed allowed on Main Track is 85 km/h for passenger trains and 25 km/h for freight trains.

5.1.2 Maximum Speeds on Other Signaled Tracks

	Permissible Speed km/h
--	-------------------------------

Location	Passenger	Freight
Carleton Siding KM 3.25 to 3.45 (north Carleton switch to north end of Carleton Station)	35	25
Carleton Siding KM 3.55 to 3.87 (south end of Carleton station to south Carleton switch)	50	25
Brookfield Siding	55	25
South Keys Siding KM 8.08 to 8.50 (north SKS siding switch to north end of SK station)	60	25
South Keys Siding KM 8.61 to 9.55 (south end of SKS station to switch at B/E Airport Subdivision KM 0.00)	80	25
Uplands Siding	50	25
Walkley Interlocking North Connecting Track	30	15
Walkley Interlocking South Connecting Track	30	15

5.1.3 Maximum Speeds on Non-Main Track

Location	Permissible Speed km/h	
	Passenger	Freight
Ottawa River Line	25	16
Ellwood Subdivision KM 0.00 - 0.11 (Bayview Station)	15	15
Ellwood Subdivision KM 18.97 - 19.09 (Limebank Station)	15	N/A*
Airport Subdivision KM 3.00 - 3.07 (Airport)	15	N/A

Capital Railway Time Table No. 13	OTRT-S100-01-RUL Effective Date 2023-10-23
--	---

Station)		
South Keys Pocket Track	10*	N/A
Capital Railway Albion Yard Tracks:		
Extends East of VS1212 and VT506 to end of Yard tracks	10	N/A
North Connecting Track (SIG0505 and SIG0506 to SIG0504)	30	N/A
Shop Tracks within Shop Building	5	N/A

*N/A – Freight trains are only permitted to operate on Ellwood Subdivision as per diagram shown in Section 18.

5.1.4 Maximum Speeds on Switches

Switch Name	Location (Ellwood and Airport Subdivisions Unless Stated Otherwise)	KM Point	Permissible Speed km/h
SWM0101	Bayview Station southeast crossover switch	0.17	25
SWM0102	Bayview Station southwest crossover switch	0.17	25
SWM0103	Bayview Station northeast crossover switch	0.12	25
SWM0104	Bayview Station northwest crossover switch	0.12	25
SWM0201	North of Corso Italia station	1.35	50

Capital Railway Time Table No. 13	OTRT-S100-01-RUL Effective Date 2023-10-23
--	---

SWM0302	Carleton Siding north switch	3.20	35
SWM0301	Carleton Siding south switch	3.87	35
SWM0402	Brookfield Siding north switch	5.55	50
SWM0401	Brookfield Siding south switch	6.37	50
SWM0502	Walkley Interlocking North Connecting Switch	7.09	40
SWM0501	Walkley Interlocking South Connecting Switch	7.78	30
SWM0603	South Keys Station Pocket Track switch	8.40	25
SWM0604	South of Greenboro Station	8.08	60
SWM0601	South Keys Station east switch	8.46	25
SWM0602	South Keys Station west switch	8.50	25
SWM0705	North Hunt Club Crossover west switch	9.16	65
SWM0704	North Hunt Club Crossover east switch	9.27	65
SWM0703	South Hunt Club Crossover west switch	0.00 Airport Subdivision / 9.55 Ellwood Subdivision	65
SWM0702	South Hunt Club Crossover east switch	9.44	65

Capital Railway Time Table No. 13	OTRT-S100-01-RUL Effective Date 2023-10-23
--	---

SWM0701	Uplands Siding north switch	1.34 Airport Subdivision	65
SWM0802	Uplands Siding south switch	1.68 Airport Subdivision	60
SWM0901	North of Leitrim Station	12.47	65
SWM0902	NRC Spur	11.45	25
SWM1101	Limebank Station southeast crossover switch	18.96	25
SWM1102	Limebank Station southwest crossover switch	18.96	25
SWM1103	Limebank Station northeast crossover switch	18.91	25
SWM1104	Limebank Station northwest crossover switch	18.91	25

5.1.5 Maximum Speed at Station Platforms

Passenger Trains must not exceed 25 km/h passing station platforms.

6 Radio

Radio Channels Character Identifier	Designated Use of the Channel
TRILLIUM TG1	Primary Main Line Operating Channel
TRILLIUM TG2	Backup Main Line Operating Channel
WALKLEY YRD	Primary Yard Operating Channel
WALKLEY MTCE	TNext Maintenance Channel

SHUTTLE	For use to arrange transportation via Operator Shuttle
ATTENDANT	For use by Station Service Attendants upon direction of Supervisor or Superintendent
BOOKING	For use during booking process for OC Transpo staff
TRILLIUM ALL	For TOCC Emergency Use Only
OC ALL	For TOCC Emergency Use Only
INTEROP1	For TOCC/Superintendent Emergency Use Only
INTEROP2	For TOCC/Superintendent Emergency Use Only

6.1 Radio Reliability Checks

DROs assigned to Trillium Line service are required to conduct radio reliability tests as follows:

- (i) With Main Line Control when deploying a train into service and at first end change, using the onboard radio.
- (ii) With another employee when placing a portable radio into service.
- (iii) With another employee if there is reason to believe that a radio has become defective.

6.2 Designated Talk Group

DROs operating in-service passenger trains and Transit Operations Control Centre personnel are required to monitor the Trillium TG 1 radio channel continuously.

All radio equipped personnel on duty at stations or on the Elwood or Airport subdivisions are required to monitor the Trillium_TG1 channel continuously, unless otherwise directed by a Rail Controller, Supervisor, or Superintendent.

6.3 Content of Radio Broadcasts

In compliance with Rule 578 (a), the content of radio broadcasts must be verbally called aloud in the train cab during periods whereby the radio airwaves are unavailable due to conflicting calls, prioritized calls, or radio malfunction.

The signal prefix SIG displayed on signal mast ID signs is not required to be called aloud or to be recorded on written authorities.

7 Equipment Restrictions

7.1 Freight Car Restrictions

Cars	Restrictions
Freight cars, locomotives, track equipment and track units over 121,560 Kg (268,000 pounds)	Must not be handled unless authorized by a protection notice
Freight cars 17 meters (55 feet) or longer	Must not be handled unless authorized by a protection notice.

7.2 Platform Extender Restrictions

Unless otherwise authorized by the RTC, only diesel multiple units are permitted to enter stations fitted with platform extenders as identified in 7.3, due to less than standard side and overhead clearance at the station platforms.

7.3 Stations with Platform Extenders

Station platform extenders located at Bayview, Corsa Italia, Dow's Lake, Carleton, Mooney's Bay, Walkley, Greenboro, South Keys, and Leitrim create restricted side clearance for standard North American equipment and freight trains when placed in the extended position. The RTC shall not give authority for movements other than diesel multiple units to operate on the Trillium Line until confirmation that the station platform extenders have been placed in the non-

extended position has been received from an employee who holds a valid certificate of rules qualification. Freight trains shall only be allowed through platforms fitted with an extender, and for which the extenders have been confirmed to be placed in the non-extended position.

Platform Fitted with Extenders	
Bayview	East Platform
Corso Italia	West Platform
Dow's Lake	Single Platform
Carleton	East Platform
Mooney's Bay	Single Platform
Walkley	Single Platform
Greenboro	Single Platform
South Key's Station	West Platform
Leitrim	East Platform

7.4 Remote Control Locomotives

Remote control locomotives are prohibited from operating in remote control mode on CR territory.

7.5 Prohibited Operations

Humping, Kicking, Running Switch and Gravity Drops are Prohibited on CR territory.

7.6 ER-2 Grade Crossing Restrictions

Equipment and track units are prohibited from being left standing (attended or unattended) between Signals 0908 and 0909 that comprise the block for the ER-2 grade crossing. This segment must be kept clear of idle rolling stock for emergency vehicle access to the Ottawa MacDonald-Cartier International Airport.

7.7 Side Monitoring CCTV Cameras

If the train side monitoring CCTV screens are not displaying continuously as per the requirement of Rule 111(c) of the ORCR, the movement must proceed directly to the first point where repairs can be made.

8 Dangerous Commodities**8.1 Albion Yard**

The following applies to all trains and transfers at Albion Yard:

A train or transfer carrying one or more full carloads, container loads or trailer loads of special dangerous commodities must, within 1.6 km (1 mile) of Albion Yard perform a pull-by or standing inspection from the front of the train or transfer to and including the second car behind the last full carload, container load or trailer load of a special dangerous commodity.

8.2 All Capital Rail Territory

As per the Key Trains and Key Routes Regulations, any Key Train must receive permission to operate on CR territory no later than 60 days in advance of the requested move.

9 Centralized Traffic Control (CTC)**9.1 CTC Rules**

CTC rules apply on all Main Tracks.

9.2 Signaled Sidings

Sidings at Carleton, Brookfield, South Keys and Uplands, are signaled sidings and CTC rules apply.

10 General Footnotes**10.1 Operating Definitions**

Diesel Rail Controller (DRC): Rail Controllers responsible for controlling service on Capital Railway.

Diesel Rail Supervisor (DRS): On-site supervisor who monitors and assists with maintaining scheduled service on the Trillium Line.

Main Line Control (MLC): Fulfills the role of RTC for Capital Railway as a Diesel Rail Controller

Person in Charge (PIC): Qualified Foreperson responsible for providing oversight of a Safety Watch.

Transit Operations Control Centre (TOCC): Location of Integrated Transit Operations Control for Rail, Bus, and Special Constables for the City of Ottawa / Capital Railway.

10.2 Trillium Line Hours of Operation:

Day	Hours
Monday to Friday	Between the hours of 06:00 and 00:00
Saturday	Between the hours of 06:30 and 00:00
Sunday	Between the hours of 07:30 and 23:30


10.3 Signalled Sidings

- The signaled siding at Carleton Station is located to the west side of the main track.
- The signaled siding at Brookfield Station is located to the west side of the main track.
- The signaled siding at Uplands Station is located to the west side of the main track.
- The signaled siding at South Keys is located on the west side of the main track.

10.4 Signal 201 (KM 2.14) and 307 (KM 2.94)

- are located at the entrances to Dow's Lake tunnel, to provide advance warning of fire, flood, and portal intrusion in the tunnel.
- When the signal displays flashing Yellow over Flashing Red, movements are to keep driving at line speed to vacate the tunnel, unless the PGIDS indicator light has extinguished.
- When the signal displays Solid Yellow over Solid Red and the PGIDS indicator light is extinguished, a speed restriction will govern movement to 25 km/h.

10.5 Track Coupling Coil Sign

	<p>The Track Coupling Coil (TCC) sign identifies the location of track-side coupling coils for DROs controlling diesel multiple units equipped with the on-board Siemens Train Guard Mass Transit (TGMT) Zugbeeinflussung (Zub).</p>
---	--

10.6 Summary Operating Bulletin

Pursuant to ORCR Rule 83 (c), Summary Operating Bulletins will be published on the first business day of each quarter.


10.7 Walking Within the Right of Way

- Emergency Evacuation walkways are to be used where present and in safe order. When possible, an evacuation should take place from lead set of doors on the walkway side of the train. Signage along the ROW indicates the designated walkway.

10.8 Track Designation

- The Ellwood and Airport Subdivisions are designated as direction Southward and Northward.
- As per Rule 81 of the ORCR, where two main tracks are in service on the Ellwood and Airport Subdivision, they are referred to as the East Track and West Track.

10.9 Clear Sign

	The Clear sign indicates clear of switch to prepare for a reverse move.
---	---

10.10 Rule 107 ORCR

ORCR Rule 107 does not apply at Greenboro, Walkley, Mooney's Bay and Dow's Lake Stations due to single track configuration.

11 Interlockings and Connecting Tracks**11.1 Walkley Interlocking Kilometer 7.48**

- (i) Remotely controlled interlocked railway crossing at grade with CN Walkley Line at kilometric point (KM) 7.48.
- (ii) Controlled by MLC;
- (iii) Interlocking Limits extend between:
 - a. Northward Signal 502, southward Signal 401, westward Signals 505, 506, 203 (CN Walkley Line (mile point (MP) 3.79), 205 (CN Walkley Line MP 3.79)
 - b. and eastward Signal 210 (CN Walkley Line MP 4.2).
- (iv) Derail switch 0510 on NCT will be aligned for derailing position while switch 0502 is lined in the normal position.

Authority Required for:	Rule(s)
A movement to pass a governing signal indicating STOP: Signals 203, 205, 505, 506 and 504	Rule 610
A movement passing a signal indicating STOP at 504 to Ellwood Sub	Rule 564 and 610

A movement passing a signal indicating Stop at 502 to Walkley Line	Rule 610
Track Unit(s)	Rule 809 (b) Verbal Authority
Track work	Rule 849*

*TOP authority may be issued between identifiable locations or may specify "all tracks Walkley Interlocking" when necessary to provide protection on multiple routes.

12 Daily Operating Bulletin (DOB)

12.1 DOB Limits extend

- (i) On main tracks of the Ellwood and Airport Subdivisions;
- (ii) On signaled tracks; and
- (iii) On all non-main track excluding the Capital Railway Albion shop tracks.

12.2 Rule 156 – Daily Operating Bulletin (DOB) takes effect at 0400 daily.

All movements must, prior to occupying DOB limits:

- (i) advise the RTC of such intended occupancy; and
- (ii) be in possession of the current DOB.

13 Spurs and Other Tracks

13.1 ORCR Rule 105 (c)

Rule 105(c) is in effect for all non-main tracks on Capital Railway.

13.2 ORCR Rules 43 and 843

- Rules 43 and 843 are applicable on all non-main tracks except the Capital Railway Albion Yard shop tracks.
- The placement of signals prescribed by Rules 43 and 843 may be decreased to a distance of at least 1.6 kilometers (one mile) on non-main track in accordance with the requirements of Rule 36.

13.3 ORCR Rule 841

Unless authorized by the Superintendent, Rail Operations, the provisions of Rule 841 must not be used to provide protection for track work on the Ellwood Subdivision non-main tracks at Bayview Station, Limebank Station, the South Keys Pocket Track or Capital Railway Albion Yard shop tracks during Trillium Line revenue service.

13.4 13.4 ORCR Rule 105 Territory

ORCR Rule 105 applies to the following territory:

13.4.1 Capital Railway Albion Yard Tracks

- (i) Extend from Main Track End sign located at SIG0504 to end of yard tracks.
- (ii) Any equipment movement, outside the Albion Yard track area, must be handled by an employee who holds a valid certificate of rules qualification.
- (iii) Hinged, blue flag derails are located inside the fence on the Albion Yard tracks. Only equipment maintenance personnel are permitted to manipulate the blue flag derails.
- (iv) A Diesel Rail Operator is permitted to take control of a Diesel Multiple Unit only when the gate has been opened and the blue flag derail removed from the track on which the Diesel Multiple Unit is standing.

13.4.2 Ellwood Subdivision KM 0.00 - 0.12

- (i) Extends northward from KM 0.12 to End of Track sign located at KM 0.00 (Bayview Station).
- (ii) Movements must not exceed 15 km/h at SNS Bayview.
- (iii) Freight trains are not permitted on Ellwood Subdivision KM 0.00 - 0.12 unless authorized by the RTC.

13.4.3 Ellwood Subdivision KM 18.96 - 19.09

- (i) Extends southward from KM18.96 to End of Track sign located at KM 19.09 (Limebank Station).
- (ii) Movements must not exceed 15 km/h at SNS Limebank.

- (iii) Freight trains are not permitted on this section of track.

13.4.4 South Keys Pocket Track

- (i) Extends Northward on the pocket track from KM 8.39 to End of Track sign located at KM 8.29
- (ii) Freight trains are not permitted on the South Keys Pocket Track unless authorized by the RTC.

13.4.5 Airport Subdivision KM 3.00 - 3.07

- (i) Extends southward from KM 3.00 to End of Track sign located at KM 3.07 (Airport Station).
- (ii) Freight trains are not permitted on this section of track.
- (iii) Stadler FLIRTs nor coupled Alstom LINTs are allowed on this section of track for passenger service.

13.4.6 Ottawa River Line

- (i) Ottawa River Line temporarily not in service.
- (ii) Switch at Ellwood Subdivision temporarily removed from service.
- (iii) Extends northward 1.44 kilometres (0.89 miles) from the switch at KM 0.22 Ellwood Subdivision to MP 119.12 Lachute Subdivision in Gatineau, Quebec.

13.5 National Research Council (NRC) Spur (KM 11.45)

- (i) Hinged derail on Spur is equipped with a high security lock.
- (ii) Signal governing exit from Spur onto Ellwood Subdivision is 0910,
- (iii) Switch points face South.
- (iv) Gate on Spur must be locked and derail in place except when NRC is receiving /returning cars from CN Walkley Yard during non-Trillium Line service hours.

13.6 Private Crossing at Grade

Airport Service Road (ER-2), KM 11.66 Ellwood Subdivision.

- (i) Crossing is only accessed by emergency vehicles during Trillium Line service hours.
- (ii) Corridor at crossing is sealed during service hours by fencing gate, unless activated to open by emergency vehicles
- (iii) Trains are governed by accessing crossing by Signals 0909 and 0908
- (iv) There are no Emergency Warning Devices or Standard Railway Crossing Signs (SRCS)
- (v) ORCR 14(l)(iv): Except to prevent an accident or in case of emergency, the sounding of whistle is prohibited at this grade crossing.

14 System Special Instructions

14.1 Safety Device

Crew members are prohibited from conduct that could defeat the effectiveness of a safety device or system except that DROs may override the Zub using the Authorize Move Mode to pass a Track Coupling Coil, under one or more of the following conditions:

- (i) They are in possession of a valid Rule 564 or 610 authority to pass the signal indicating Stop.
- (ii) Authorization to override the Zub has been received from the Program Manager, Rail Operations & Maintenance or his/her designate.
- (iii) When parking the DMU on Albion shop tracks.

Any other usage of the Zub override would be considered an act that could defeat the effectiveness of a safety device or system.

14.2 Emergency Brake Application (EBA)

Any train experiencing an Emergency Brake Application (EBA), regardless of cause, must remain on location until permission to proceed is obtained from the RTC. The operating staff must communicate:

- (i) Immediately with the RTC to report the EBA and to confirm whether a written authority is required to proceed.
- (ii) With the RTC for permission to proceed.

14.3 Reporting Deficiencies

A DRO in charge of a diesel multiple unit must ensure that equipment failures and/or deficiencies are:

- (i) Communicated to MLC and the relieving DRO at shift change; and
- (ii) Work orders to be submitted by RTC (MLC) to TNext.

14.4 Maintenance of Way Railborne Work Equipment

- (i) Before being left unattended, rail-borne work equipment must be properly secured with brakes and a portable derail or stop block installed on each end of the equipment, or series of equipment.
- (ii) When rail-borne work equipment is required to clear a main track, machines must not be closer than 15 meters (50 feet) to:
 - The fouling point with the main track;
 - An insulated joint; and/or axle counter;
 - A signal

14.5 Dual Control Switches

No person shall foul the working parts of a dual control switch with their body unless the switch has first been placed into local control.

14.6 Cleaning Dual Control Switches

The Rail Controller must not authorize a movement to traverse a switch that fails to indicate a properly lined and locked status without first instructing a rules-certified employee to inspect the switch points to confirm the proper position. The Rail Controller will arrange for TNext response if switch cleaning or maintenance is required.

After confirmation is received that the switch has been cleaned, the RTC will attempt to operate the switch and clear the signal. Should the switch not be in correspondence with the RTC's indication, ORCR Rules 564 and 610 (as applicable) must be followed.

14.7 Possession of Valid Brake Test Form

A DRO must be in possession of a valid brake test form for their train while operating on Main Track territory.

14.8 Immediate Right of Way Access for ORCR Qualified Employee

Prior to gaining immediate access into the Right of Way on foot, an ORCR qualified employee must request permission from MLC and follow the directions as they are given.

14.9 Safety Watch

Work that is performed on or about the track which does not require positive protection as provided by the Operating Rules for Capital Railway (ORCR) may be performed with a Safety Watch.

- (i) The sole duty of the Person In Charge (PIC) performing the Safety Watch is to protect working personnel through the observance of all train and equipment movements and hazards, from all directions.
- (ii) The PIC performing the Safety Watch must dedicate his/her attention to this task and never engage in other activities which could detract from this primary responsibility to others.
- (iii) The party being led by the PIC must have at least 1 ORCR certified individual for every 3 non-certified individuals.
- (iv) The PIC must hold valid ORCR certification, including the 800-series Foreperson rules.
- (v) The Safety Watch must always remain in a position to immediately warn those whom they are protecting of approaching rail traffic.

Prior to implementing a Safety Watch:

- (i) the PIC and the person(s) being protected must ensure that there is a clear understanding of the following:
 - a. The work that is to be performed;
 - b. Where the PIC and work party are to be positioned;
 - c. How the warning will be conveyed;
 - d. To which location the work party will clear on the approach of rail traffic;
 - e. Where tools and equipment are to be placed when clearing.
- (ii) Upon obtaining confirmation of access from the MLC of a Safety Watch, the PIC shall notify the operating staff via general broadcast of:
 - a. the location and time when entering the right-of-way;
 - b. the size of the party;
 - c. any changes to location;
 - d. when the party leaves the right-of-way.

A Safety Watch will not be considered adequate protection when any of the following conditions exist:

- (i) When self-propelled rail-borne equipment is being used by the work party;
- (ii) When sightlines, train speeds, weather conditions, restricted clearing ability, etc. do not allow sufficient time for each worker being protected to move to and occupy a previously arranged place of safety not less than 15 seconds before a train moving at maximum speed on that track, reaches that point.

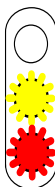
14.10 Dows Lake Tunnel Approach: Flood, Fire, Portal Guideway Intrusion Detection System (PGIDS)

Flooding or Fire in the Tunnel:

A Flood or Fire Detection Alarm in the tunnel will impose a block on the tunnel and will place a Stop Signal at the preceding stations in both directions.

If a train has already passed the station signal and is on approach to the tunnel:

- The Signal at the immediate approach to the tunnel provides a Forewarning indication, flashing yellow over flashing red (FY/FR).



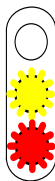
- The portal PGIDS indicator light will remain as a solid white light, this indicates that there may be a fire or a flood in the tunnel. The DRO shall proceed at line speed to the next signal.

Intruder in the Tunnel:

A Portal Guideway Intrusion Detection System (PGIDS) activation in the tunnel will impose a block on the tunnel and will place a Stop Signal at the station signals in both directions.

If a train has already passed the station signal and is on approach to the tunnel:

- The Signal at the immediate approach provides a Forewarning indication (FY/FR).



- The tunnel portal PGIDS indicator light will extinguish.

- The DRO shall proceed at Restricted Speed to the next signal, preparing to stop if an intruder or mischief is sighted.
- A speed restriction of 25 km/h will be imposed by the S&TCS on any following moves through the tunnel until the PGIDS is cleared.

14.11 Rule 578 (a) Signal Call Out List

In accordance with Rule 578 (a) the following lists are the signals that require initiating a radio broadcast to the airwaves on the designated standby channel:

Direction of Travel: South	
Control Location	Signals to Call as Applicable
203 / 204 / 205	204 / 205
304 / 305 / 306	306
301 / 302 / 303	302 / 303
405 / 406 / 407	407
402 / 403 / 404	403 / 404
401 / 502 / 503 / 504 / 505 / 506 / 203 / 205 / 210 (Walkley Interlocking)	401 / 503
501 / 603 / 604	501 / 605
704 / 705 / 706 / 707	706
911 / 908 / 910	911 / 910
905 / 906 / 907	907
701 / 702 / 703	703
802 / 803 / 804	803 / 804

Direction of Travel: North

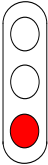


Control Location	Signals to Call as Applicable
905 / 906 / 907	905 / 906
802 / 803 / 804	802
701 / 702 / 703	701 / 702
704 / 705 / 706 / 707	704 / 705
501 / 603 / 604	603 / 604
401 / 502 / 503 / 504 / 505 / 506 / 203 / 205 / 210 (Walkley Interlocking)	502 / 504
402 / 403 / 404	402
405 / 406 / 407	405 / 406
301 / 302 / 303	301
304 / 305 / 306	304 / 305
203 / 204 / 205	203

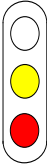
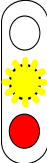

14.12 Signal placement

In accordance with Rule 401, signal 605 has been placed to the left of the pocket track at South Keys in the southbound direction.

15 Signal Indications

On the Ellwood and Airport Subdivisions movement of authority information is continuously provided in advance to the DRO via Cab Console Train Operator Display (TOD) indications. The following signal aspects confirm movement of authority from signal to signal:

15.1 STOP 	Stop
15.2 PROCEED 	Proceed – Proceed, preparing to stop at next signal
15.3 TURNOUT TO STOP 	Turnout to Stop – Proceed, turnout speed through turnouts, preparing to stop at next signal.

<p>15.4 PROCEED WITH RESTRICTED</p> 	<p>Proceed with Restricted – Proceed at RESTRICTED speed, preparing to stop at next signal.</p>
<p>15.5 TURNOUT WITH RESTRICTED</p> 	<p>Turnout with Restricted - Proceed at RESTRICTED Speed passing signal and through turnouts, preparing to stop at next signal.</p>
<p>15.6 FOREWARNING</p> 	<p>Only applicable for signals SIG0201 and SIG0307, which are located at entrances to Dow's Lake Tunnel.</p> <p>Indicates that Portal Guideway Intrusion Detection System (PGIDS), or Flood/ Fire detection systems have been activated. Movement of authority is maintained and DROs shall continue to next signal.</p>

16 Control and History**16.1 Approval History**

Version	Name	Position	Date
13	Derek Moran	Manager, Rail Operations	2023-10-19

16.2 Revision History

Version	Description of Change	Author	Date
13	Initial Draft	Greg Elliott	2023-08-01
13	Initial Release	Michael Julien	2023-10-20